

PARTIN SETTLEMENT ROAD WIDENING FINAL PROJECT TRAFFIC ANALYSIS REPORT (PTAR)

Submitted to:
Osceola County Transportation and Transit Department





CERTIFICATION OF PROJECTED TRAFFIC VOLUMES

PROJECT: Partin Settlement Road Widening Project from Neptune Road/CR 525 to Lakeshore Boulevard Project Traffic Analysis Report (PTAR)

COUNTY: Osceola County

CLIENT: Osceola County

This memorandum includes a summary of data collection efforts, traffic demand projection calculations, and capacity/level of service analysis for the Partin Settlement Road Project Traffic Analysis Report.

“I have followed the Project Traffic Forecasting Procedures adopted by the Florida Department of Transportation to arrive at the project traffic volumes. I have found these to be consistent with the historical traffic data and other available information.”

SIGNATURE: _____

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JMT

DATE: January 2021



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1. EXECUTIVE SUMMARY

JMT is under contract with Osceola County to undertake an alternatives study to determine whether there is the need to provide additional roadway capacity for Partin Settlement Road as well as add multi-modal improvements such as bicycle lanes, sidewalks, and multi-use paths. As part of the planning process, JMT has researched existing conditions for the project area, including roadway context, typical section elements, roadway geometrics, land use, funding, and traffic conditions. This document describes the findings of the existing conditions analysis and research. The study includes evaluation of existing conditions, future traffic forecasting and future traffic analysis.

The purpose of this Project Traffic Analysis Report is to provide Osceola County with the traffic information necessary to support the proposed widening related to Partin Settlement Road. This project involves widening of Partin Settlement Road in Osceola County from a two-lane undivided to four-lane divided with improvements at study intersections (“Build” Alternative) from Neptune Road/CR 525 to Lakeshore Boulevard. A “No-Build” Alternative is also being evaluated as a part of the study.

Existing Operational Results

Based on the existing intersection analysis using SYNCHRO 11, with the exception of the intersection of Partin Settlement Road and US 192, all of the other study intersections operate at an acceptable level of service or better during both AM and PM peak periods. The results of the existing intersection analysis are provided in the table below.

The 2020 existing year intersection analysis shows that the intersection of Partin Settlement Road and US 192 operates at level of service E during both AM and PM peak periods.

Existing Year (2020) AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak		PM Peak	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
Neptune Road/CR 525 (signalized)	40.9	D	52.9	D
Shady Lane/Cross Prairie Parkway (unsignalized)	12.8	B	12.1	B
US 192 (signalized)	58.3	E	60.5	E
Remington Boulevard (signalized)	37.5	D	28.9	C
Lakeshore Boulevard (signalized)	31.9	C	26.5	C

The 2020 existing year arterial analysis was also conducted using SYNCHRO 11 and the results are provided in the table below. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.



Based on the existing roadway segment analysis, with the exception of the westbound segments of Partin Settlement Road from Lakeshore Boulevard to Remington Boulevard and from Remington Boulevard to US 192, all of the other arterial segments operate at an acceptable level of service or better during the AM peak period. All the study segments along Partin Settlement Road operate at an acceptable level of service or better during the PM peak period.

Existing Year (2020) AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to US 192	1.20	21.0	D	21.4	D
	US 192 to Remington Boulevard	0.65	27.9	C	26.5	C
	Remington Boulevard to Lakeshore Boulevard	0.86	27.5	C	27.1	C
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	17.0	E	20.8	D
	Remington Boulevard to US 192	0.65	13.8	E	18.2	D
	US 192 to Neptune Road/CR 525	1.20	21.8	D	23.2	C

Future Operational Results

The Build analysis considering the widening of Partin Settlement Road within the project limits was completed for the Opening Year 2025, the Interim Year 2035, and the Design Year 2045. With the proposed widening along with additional turn lane improvements at the study intersections, three out of the five study intersections operate at an acceptable level of service D or better during design year 2045 with the exception of the intersections at Neptune Road/CR 525 and US 192. The study corridor within the project limits will operate at an acceptable level of service D or better during design year 2045 based on the arterial analysis.

In considering the proposed Build geometry, it should be noted that the intersection of Partin Settlement Road and Neptune Road/CR 525 has several constraints which will affect the geometric features and lane arrangements. Because of this, an exclusive northbound right turn lane has not been added at this location. Also, northbound and southbound improvements have not been proposed along US 192 at the intersection of Partin Settlement Road and US 192.



Design Year (2045) Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak		PM Peak	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
Neptune Road/CR 525 (signalized)	222.5	F	122.2	F
Shady Lane/Cross Prairie Parkway (signalized)	41.6	D	29.6	C
US 192 (signalized)	197.7	F	179.1	F
Remington Boulevard (signalized)	39.8	D	30.5	C
Lakeshore Boulevard (signalized)	43.2	D	38.1	D



Design Year (2045) Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	23.1	C	17.4	D
	Shady Lane/Cross Prairie Parkway to US 192	0.87	18.9	D	17.1	D
	US 192 to Remington Boulevard	0.65	32.6	B	30.5	B
	Remington Boulevard to Lakeshore Boulevard	0.86	31.9	B	30.1	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	23.5	C	26.2	C
	Remington Boulevard to US 192	0.65	17.7	D	18.4	D
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	28.1	B	28.5	B
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	17.4	D	25.7	C

Conclusion

Operational analyses of future conditions for years 2045, 2035 and 2025 were conducted for both the No-Build and the Build conditions as a part of this study. The No-Build condition considered the existing geometry with the addition of the south leg (Cross Prairie Parkway) at the intersection of Partin Settlement Road and Shady Lane and also including signalization at this location. The analysis showed that the study intersections and roadway segments deteriorated to unacceptable levels during the future years under the No-Build conditions. The Build condition considered widening Partin Settlement Road to four lanes within the project limits. Operational analysis for Build condition showed that widening of Partin Settlement Road along with additional improvements at study intersections will result in improved traffic operation and reduced delay by design year 2045.



2. TRAFFIC ANALYSIS ASSUMPTIONS

Traffic forecast for the project was developed using:	
<input checked="" type="checkbox"/> Travel Demand Model Type of Travel Demand Model Used: <input type="checkbox"/> Metropolitan Planning Model <input checked="" type="checkbox"/> Other Model – FDOT Central Florida Regional Planning Model (CFRPM)	<input checked="" type="checkbox"/> Growth Rates <i>Refer to Section 6 of the Project Traffic Analysis Report that discusses growth rates</i>
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<u> May 2016 </u> Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
<u> 2010 </u> Base Year of Travel Demand Model	
<u> 2040 </u> Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://metroplanorlando.org/long-range-transportation-plan/	
Traffic Data and Factors	
Standard K = <u> 9% </u> D	Data Collection Year <u> 2020 </u>
Factor = <u> 50.90% </u> from Neptune	Opening Year = <u> 2025 </u>
Road/CR <u> 525 to US 192; 64.40% from US 192 to Lakeshore Boulevard </u>	Interim Year = <u> 2035 </u>
T _{Daily} = <u> 16.4% </u>	Design Year = <u> 2045 </u>
Discuss any changes in land use, economics, population and employment data since the model was built: Socioeconomic data in the model reflects the development in the study area appropriately.	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. Study area includes all signalized intersections within project limits. The model was checked for reasonableness and growth rates developed per the PTF Handbook, as described in Section 6. Intersections were analyzed using Synchro 11 Software. Existing (2020), Opening (2025), Interim (2035) and Design Year (2045) were analyzed. Measures of effectiveness include delay, LOS targets for intersections and speed and LOS targets for roadway segments.	

3. INTRODUCTION

This Project Traffic Analysis Report (PTAR) has been prepared by Johnson, Mirmiran & Thompson, Inc. (JMT) on behalf of Osceola County. The study area consists of Partin Settlement Road from Neptune Road/CR 525 to Lakeshore Boulevard, a segment of approximately 2.7 miles in length. The project location and study area map is shown in **Figure 3-1**.

JMT is under contract with Osceola County to undertake an alternatives study to determine whether there is the need to provide additional roadway capacity for Partin Settlement Road as well as add multi-modal improvements such as bicycle lanes, sidewalks, and multi-use paths. As part of the planning process, JMT has researched existing conditions for the project area, including roadway context, typical section elements, roadway geometrics, land use, funding, and traffic conditions. This document describes the findings of the existing analysis, provide design traffic volumes and future traffic analyses in support of the widening of Partin Settlement Road design project.

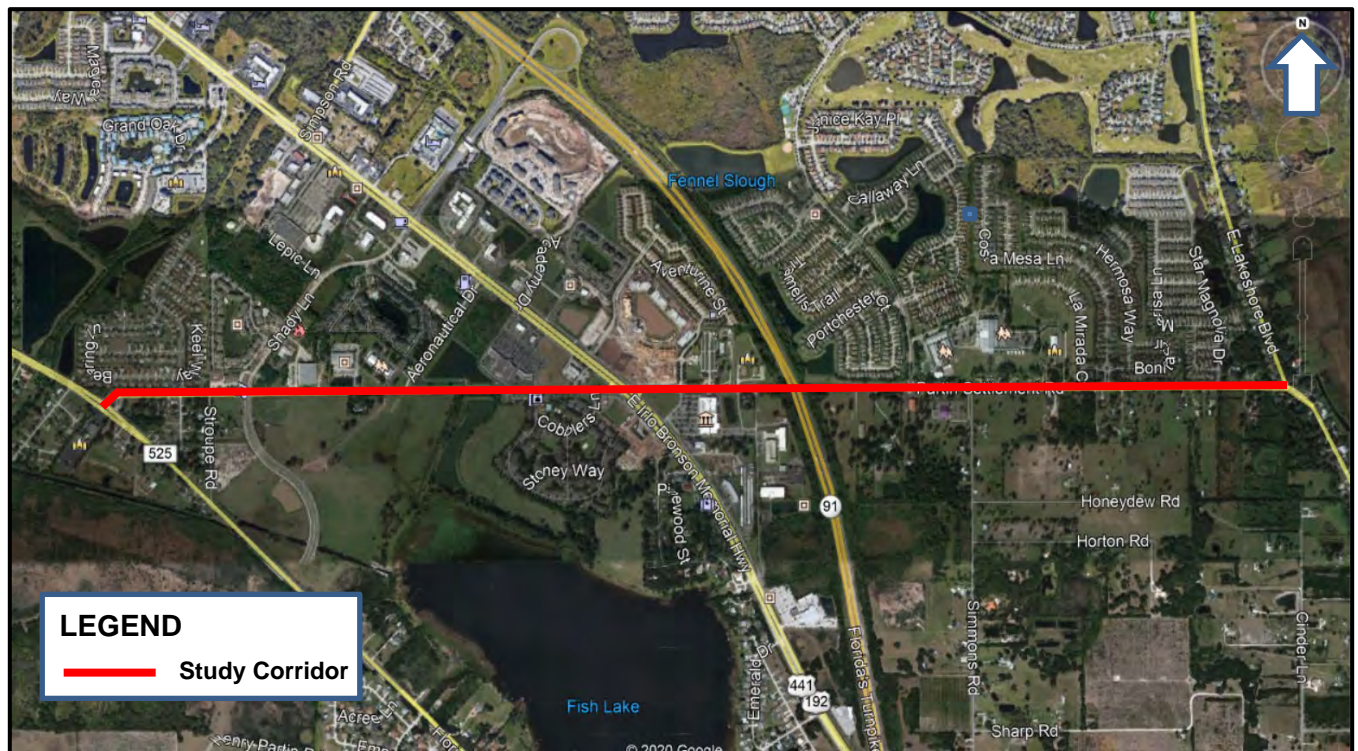


Figure 3-1: Project Location and Study Area Map



3.1 DESCRIPTION OF PROJECT

Partin Settlement Road is predominantly a two-lane rural section, though there are three-lane undivided sections in several areas within the study limits between CR 525/Neptune Road to Lakeshore Boulevard. It runs east-west within the project limits in the City of Kissimmee. The land use within the study area is primarily residential with presence of some offices, churches and two schools – Life Assembly Preschool on the west side of US 192 and P M Wells Charter Elementary School on the east side of US 192.

The context classification along the study corridor after analyzing the existing and future land use characteristics along Partin Settlement Road, is cited below and the project corridor was divided into three sections, each with their own FDOT Context Classification.

- **Neptune Road to Aeronautical Drive (~0.7 miles) – Suburban Residential (C3R)**

Suburban Residential (C3R) is the proposed classification for this portion of the project based on several factors. The County's 2040 Land Use Map indicates low density residential land use throughout this area. In addition, Partin Settlement Road has an existing posted speed limit of 35 mph in this section, which is at the low end of the range for C3 classifications (design speeds can range from 35 to 55 mph per the FDOT Design Manual (FDM)). Nearby Neptune Road is also classified as both C3R and C3C, depending on the adjacent land use.

Per FDOT guidelines, a C3R classification is distinguished by mostly residential uses within large blocks and a disconnected or sparse roadway network. Given the prevailing land use, vehicle operating speeds, and classifications of other roadways similar to Partin Settlement Road, a C3R classification is recommended for this section.

- **Aeronautical Drive to Florida Turnpike (~0.9 miles) – Suburban Commercial (C3C)**

This section of roadway has an existing posted speed limit of 45 mph west of US 192 and 40 mph east of US 192. The surrounding land use is mostly commercial, with large blocks between connecting roadways. According to the FDOT Design Manual, the context classification of a Suburban Commercial (C3C) roadway will have an allowable design speed ranging between 35 and 55 mph. The proposed design speed is 45 mph, and the proposed posted speed is 40 mph.

- **Florida Turnpike to Lakeshore Boulevard (~1.1 miles) – Suburban Residential (C3R)**

This section of roadway has an existing posted speed limit of 40 mph. The surrounding land use is mostly residential with large blocks between connecting roadways.

All three sections are considered suburban due to the large blocks and intersection density. The central section is considered Suburban Commercial since most of the land use is composed of non-residential uses with large parking lots, while the other two sections were considered Suburban Residential due to the mostly residential usage.

The speed limit along Partin Settlement Road within the study area varies between 35 mph and 45 mph. Below are the various speed transitions along the study corridor of Partin Settlement Road.

- Posted speed limit is 35 mph along Partin Settlement Road between CR 525/Neptune Road and Aeronautical Drive.



- Posted speed limit changes to 45 mph between Aeronautical Drive and US 192.
- Posted speed limit changes to 40 mph east of US 192.
- Posted speed limit changes to 35 mph along Partin Settlement Road approaching Lakeshore Boulevard.

3.2 EXISTING TRANSIT SERVICE

There is no existing bus service along Partin Settlement Road. There is existing Lynx bus service along US 192.

3.3 TRAFFIC ANALYSIS OBJECTIVES

The purpose of this Project Traffic Analysis Report is to provide Osceola County with the traffic information related to the widening of Partin Settlement Road. This project involves widening of Partin Settlement Road from a predominantly two-lane undivided roadway to a four-lane divided roadway between CR 525/Neptune Road and Lakeshore Boulevard.

This memorandum will document the following:

- The existing traffic (annual average daily traffic – AADT and peak hour volumes) and safety conditions.
- The forecasting methodology for future year traffic volumes.
- Development of design traffic characteristics including standard K-factor, design hour directional demand (D), daily truck factor (T_{24}) and design hour truck factor (T_f).
- The AADT and design hour traffic volumes developed for the future conditions.
- The traffic operational analysis for the existing year (2020) and future year (opening year 2025 and design year 2045) no-build and build conditions in terms of delay, speed and level of service (LOS).
- Capacity improvements including geometry and lane configuration requirements for future conditions.
- Intersection turning movement queue lengths for design year 2045.



4. TRAFFIC ANALYSIS METHOD

4.1 OVERVIEW

The following section will summarize the methodology used in the traffic study including data collection, traffic factors, traffic forecasting, design hour traffic development, level of service criteria, and operational analysis. The approved traffic methodology has been included in **Appendix A**.

4.2 AREA OF INFLUENCE

The study area for this project includes the corridor of Partin Settlement Road located in Osceola County, Florida from Neptune Road/CR 525 to the west to Lakeshore Boulevard to the east.

4.3 DATA COLLECTION

Traffic data and different transportation data were gathered from multiple sources. The different data sources included the following:

- Field Traffic Counts
- FDOT's 2019 Florida Transportation Information (FTI) Online
- Cube FSUTMS Travel Demand Model – Central Florida Regional Planning Model (CFRPM) Version 6.1.
- University of Florida's Signal Four Analytics database
- Osceola County's Existing Signal Timings

4.4 BASE TRAFFIC DATA AND TRAFFIC FACTORS

Field traffic counts comprised of 72-hour vehicle classification counts, 72-hour bi-directional volume approach counts conducted during the third and fourth week of September 2020. Eight-hour turning movement counts at four intersections along the corridor were conducted covering AM and PM peak periods (7:00-10:00 AM, 11:00 AM-1:00 PM and 3:00-6:00 PM). These counts were also conducted during second and third week of September 2020. It should be noted that approach counts and also turning movement count could not be conducted at the intersection of Partin Settlement Road and Shady Lane/Cross Prairie Parkway due to the ongoing construction at the time of the data collection. Also, the south leg of the intersection – Cross Prairie Parkway was closed. **Tables 3-1** and **3-2** summarize all the traffic counts conducted for this project.



Table 4-1: Existing Year 2020 Seventy-Two Hour Bi-Directional Volume Counts

Count Location	Date
Partin Settlement Road – West of Neptune Road/CR 525	September 22 -24, 2020
Partin Settlement Road – East of Neptune Road/CR 525	September 22 -24, 2020
Neptune Road/CR 525 – South of Partin Settlement Road	September 22 -24, 2020
Neptune Road/CR 525 – North of Partin Settlement Road	September 22 -24, 2020
Partin Settlement Road – West of Shady Lane/Cross Prairie Parkway	(1)
Partin Settlement Road – East of Shady Lane/Cross Prairie Parkway	(1)
Cross Prairie Parkway – South of Partin Settlement Road	(2)
Shady Lane – North of Partin Settlement Road	(1)
Partin Settlement Road – West of US 192	September 22 -24, 2020
Partin Settlement Road – East of US 192	September 22 -24, 2020
US 192 – South of Partin Settlement Road	September 22 -24, 2020
US 192 – North of Partin Settlement Road	September 22 -24, 2020
Partin Settlement Road – West of Remington Boulevard	September 22 -24, 2020
Partin Settlement Road – East of Remington Boulevard	September 22 -24, 2020
Remington Boulevard – South of Partin Settlement Road	September 22 -24, 2020
Remington Boulevard – North of Partin Settlement Road	September 22 -24, 2020
Partin Settlement Road – West of Lakeshore Boulevard	September 22 -24, 2020
Lakeshore Boulevard – South of Partin Settlement Road	September 22 -24, 2020
Lakeshore Boulevard – North of Partin Settlement Road	September 22 -24, 2020

(1) Traffic count could not be conducted due to ongoing construction.

(2) South leg along Cross Prairie Parkway closed.



Table 4-2: Existing Year 2020 Eight - Hour Turning Movement Counts

Count Location	Date
Partin Settlement Road at Neptune Road/CR 525	September 22, 2020
Partin Settlement Road at Shady Lane/Cross Prairie Parkway	(1)
Partin Settlement Road at US 192	September 22, 2020
Partin Settlement Road at Remington Boulevard	September 22, 2020
Partin Settlement Road at Lakeshore Boulevard	September 15, 2020

(1) Traffic count could not be conducted due to ongoing construction.

Table 4-3: Existing Year 2020 Seventy-Two Hour Vehicle Classification Counts

Count Location	Date
Partin Settlement Road – East of Neptune Road/CR 525	September 15 -17, 2020
Partin Settlement Road – West of US 192	September 15 -17, 2020
Partin Settlement Road – East of US 192	September 15 -17, 2020
Partin Settlement Road – Between Magnolia Drive and Lakeshore Boulevard	September 15 -17, 2020

4.4.1 Traffic Factors

The design hour traffic factors used in this traffic study includes a standard K factor of 9.0% per the 2019 Project Traffic Forecasting Handbook (as agreed upon in the traffic methodology) along Partin Settlement Road and all the side-streets. The recommended D-factor used along the Partin Settlement Road study corridor is 50.9% from Neptune Road to US 192 and 64.4% from US 192 to Lakeshore Boulevard based on the 72-hour classification counts conducted. D-factors along the side-streets were estimated from the actual AM and PM peak hour turning movement counts. Information for D-factors for Partin Settlement Road and side-streets are provided in **Appendix B**. These recommended K and D factors were used for the development of future traffic volumes. Recommended daily truck percentage (T_{24}) along the study corridor based on the 72-hour classification counts is 16.4%. For the existing and future analysis along the side-streets, design hour truck (DHT) was based on the AM and PM peak hour turning movement counts. DHT for Partin Settlement Road is assumed to be half of T_{24} , 8.2%. The truck factors along Partin Settlement Road and side-streets have also been summarized and included in **Appendix B**. Peak Hour Factors (PHF) from existing turning movement counts were used for the existing analysis. However, a PHF of 0.95 was assumed in the future analysis.



The development of the design traffic factors has been included as a part of the memorandum on Development of Existing Traffic Volumes which has been included in **Appendix B**. This memorandum was submitted to and reviewed by Osceola County.

4.5 ANALYSIS YEARS

The following analysis years have been identified for this study:

Existing Year: 2020

Opening Year: 2025

Interim Year: 2035

Design Year: 2045

4.6 TRAVEL DEMAND FORECASTING

Future year traffic forecasts have been developed primarily by using the Cube/FSUTMS travel demand model – Central Florida Regional Planning Model (CFRPM) Version 6.1. The adopted model has a base year of 2010 and a horizon year of 2040. The recommended growth rates from the model and socio-economic growth rate within the area approved by Osceola County was used to determine the traffic forecast for each of the opening (2025), interim (2035) and design year (2045).

4.7 DEVELOPMENT OF DESIGN TRAFFIC

Directional design hour volumes (DDHVs) were developed for the opening year, interim year and design year for AM and PM peak hours. As agreed in the approved traffic methodology, only one set of volumes were developed for the No-Build and the Build scenarios. The TURNS5 spreadsheet was used as the primary tool for developing the DDHVs. Existing and projected AADTs, K and D factors and turn percentages based on the existing turning movement counts are input into the spreadsheet. The TURNS5 outputs are then adjusted for the purpose of balancing and reasonableness.

4.8 LEVEL OF SERVICE CRITERIA

As the study area along Partin Settlement Road within the project limits is urbanized according to FDOT Urban Boundary Map for Osceola County, acceptable LOS was considered to be “D” along the study corridor within project limits. This was based on page 46 of 2020 FDOT Quality/Level of Service Handbook.

4.9 ANALYSIS PROCEDURES

SYNCHRO 11 was used for the existing and future year traffic operational analysis including the signalized study intersections and the roadway segments along Partin Settlement Road within the project limits. The measures of effectiveness used in this analysis are overall intersection delay (in seconds/vehicle) and level of service for intersections and arterial speed (in mph) and level of service for roadway segments.



5. EXISTING CONDITIONS ANALYSIS

The following section provides an evaluation of the existing conditions within the influence area. The discussion items include transportation systems information, existing traffic data, and existing operating conditions.

5.1 EXISTING TRANSPORTATION NETWORK

The existing transportation network within the study limits comprises of Partin Settlement Road which is a rural major collector road within the project limits in Osceola County. There are five signalized intersections along the study corridor within the project limits. The study segment of Partin Settlement Road switches between a two-lane undivided roadway and a two-lane roadway divided by a two-way left turn lane. The posted speed limit within the study limits along Partin Settlement Road varies by segment and by direction. The segments and corresponding posted speed limits by direction are as follows:

- Partin Settlement Road from Neptune Road to Aeronautical Drive, 35 mph eastbound, 35 mph westbound.
- Partin Settlement Road from Aeronautical Drive to US 192, 45 mph eastbound, 45 mph dropping to 40 mph westbound.
- Partin Settlement Road from US 192 to just east of Simmons Road, 40 mph eastbound, 40 mph westbound.
- Partin Settlement Road from just east of Simmons Road to just west of Costa Mesa Lane, school zone 20 mph when flashing in both directions, 40 mph during normal operations in both directions.
- Partin Settlement Road from just west of Costa Mesa Lane to Lakeshore Boulevard, 40 mph dropping to 35 mph eastbound, 40 mph westbound.

There is an existing sidewalk along the north side of the roadway between Neptune Road and Red Jasper Drive, and between Remington Boulevard and Star Magnolia Drive.

Five intersections along the study corridor as listed below are a part of this study.

- Partin Settlement Road @ Neptune Road/CR 525 (Signalized)
- Partin Settlement Road @ Shady Lane/Cross Prairie Parkway (Traffic signal in place but not operational, treated as unsignalized)
- Partin Settlement Road @ US 192 (Signalized)
- Partin Settlement Road @ Remington Boulevard (Signalized)
- Partin Settlement Road @ Lakeshore Boulevard (Signalized)

The existing lane geometry is shown in **Figure 5-1**.

There is ongoing construction at the intersection of Partin Settlement Road and Shady Lane to add the south leg (Cross Prairie Parkway) at this study intersection. Although this construction is currently completed, the south leg is closed to traffic. Therefore, under the existing condition this study intersection at Shady Lane/Cross Prairie Parkway has been analyzed as a T-intersection. Also, construction for signalization is also ongoing. Therefore, under the existing condition, it has been analyzed as a stop-controlled intersection with stop-control along Shady Lane.

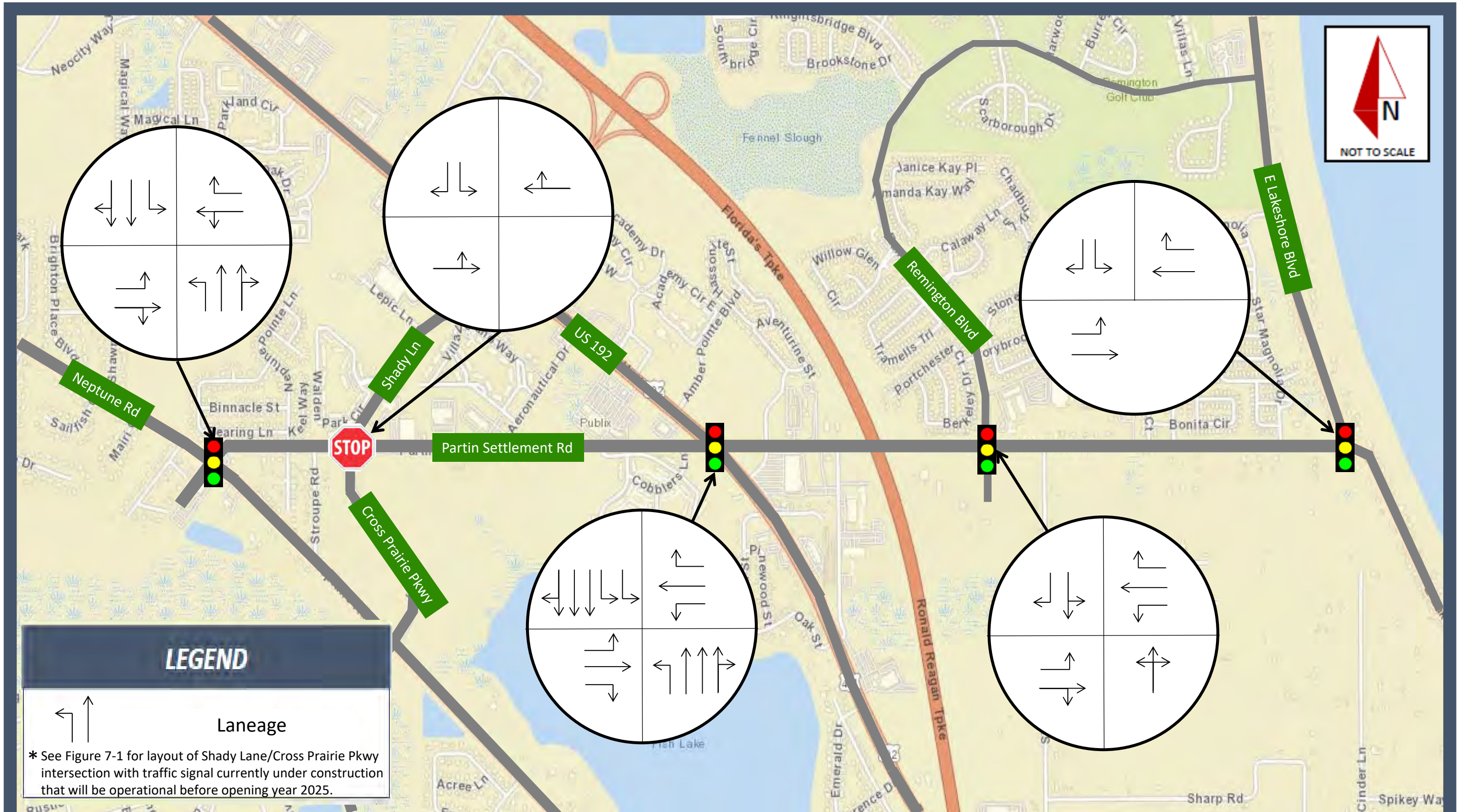


Figure 5-1: Existing Year 2020 Lane Geometry
 Partin Settlement Road PTAR



5.2 CRASH ANALYSIS

Crash reports for Partin Settlement Road were obtained from the University of Florida's Signal Four Analytics database for the 60-month period extending between January 2015 and December 2020. The crash data is summarized below.

There were 185 crashes reported along Partin Settlement Road from CR 525 (Neptune Road) to Lakeshore Boulevard during the 5-year time period. Seventy collisions were at US 192 (E Irlo Bronson Memorial Hwy), twenty-seven were at Shady Lane, and twenty-four were at both the Neptune Rd and Remington Blvd intersections. One-hundred and thirteen (61%) were rear end collisions and twenty-nine (16%) of the crashes were left turn collisions. There were two (1%) pedestrian/bicycle collisions. One-hundred and twenty-five (68%) of the crashes resulted in property damage only, sixty (32%) resulted in personal injury, and there were zero (0%) fatalities. Thirty-nine (21%) of the crashes occurred at night and fourteen (8%) of the crashes occurred on wet pavement.

The average crash rate for the segment was calculated based on the number of crashes per million entering vehicles traveled through the 2.7-mile segment and was found to be 3.168 crashes per million vehicle miles (MVM). This is above the statewide average of 1.202 crashes/MVM for similar suburban 2-3 lane undivided roadway from 2013 to 2017.

The distribution of the crashes along the study corridor is shown in **Figure 5-2**. The plot indicates that the majority of the crashes occurred at or near US 192, followed by at CR 525/Neptune Road, Shady Lane and Remington Boulevard.

Figure 5-2: Distribution of Crashes (2015-2019) along Partin Settlement Road from Neptune Road/CR 525 to Lakeshore Boulevard

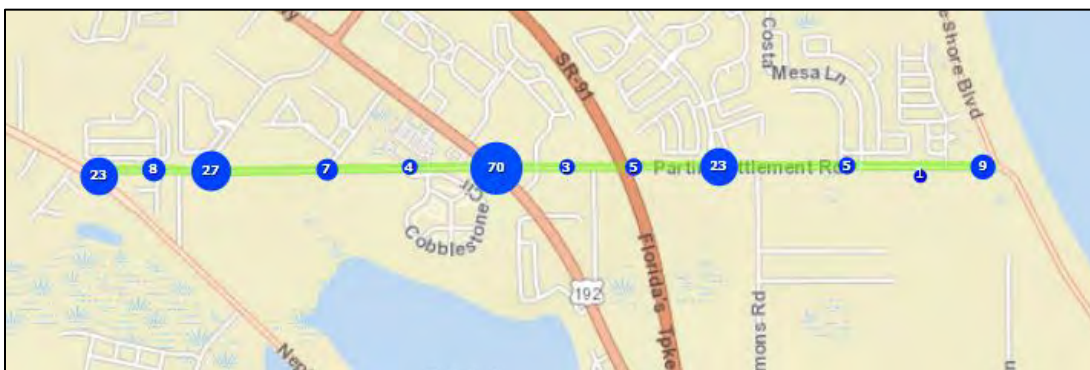


Table 5-1 below summarizes the 5-year crash history along the study corridor for each of the five years of data obtained. As a part of the analysis, the number of crashes that occurred under wet conditions and the number of crashes that occurred at night were also summarized. The crash rate was calculated and compared to the statewide crash rates for similar roadway segments. Statewide crash rates obtained from FDOT has been included in **Appendix C** along with the crash data information.



Table 5-1: Crash Analysis Summary

Partin Settlement Road from Neptune Road/CR 525 to Lakeshore Boulevard	Number of Crashes					5 Year Total
	Year					
	2015	2016	2017	2018	2019	
No. of Fatal Crashes	0	0	0	0	0	0
No. of Injury Crashes	11	9	12	16	12	60
No. of Property Damage Only Crashes	17	33	24	15	36	125
Total Crashes	28	42	36	31	48	185
Wet weather crashes	2	5	3	1	3	14
Night-time crashes	8	7	4	8	12	39
<i>Average Crash Rate with Average AADT of 11,850</i>						<i>3.168</i>
<i>Statewide 5-Year Average Crash Rate for 2-3 Lane Undivided Suburban Segments*</i>						<i>1.202</i>

**Statewide crash rate obtained from Florida Department of Transportation (FDOT).*

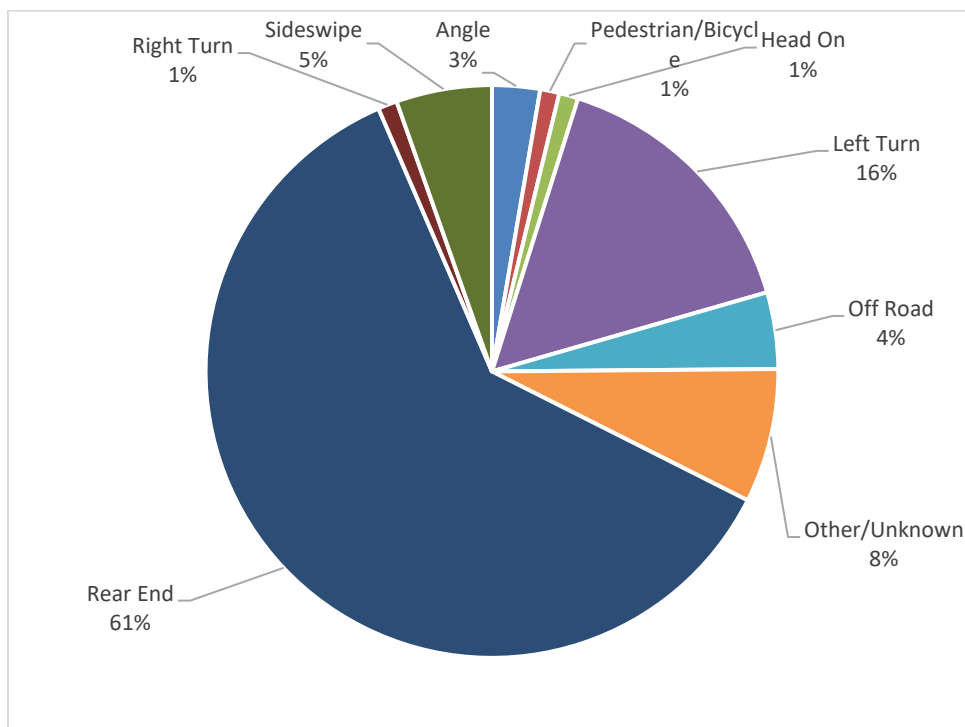
The breakdown of the total crashes within the study limits for the last available five years along Partin Settlement Road by crash type were also determined and is shown in **Table 5-2** and **Figure 5-3**. Overall along the study corridor, rear-end crashes accounted for 61% of the total crashes, left turn crashes accounted for 16%, sideswipe crashes accounted for 5%, angle crashes for 3%, each of head-on crashes and pedestrian/bicycle crashes accounted for approximately 1% and the remaining 13% of the crashes were the off road, right turn and other/unknown crash types.



Table 5-2: Summary of Crash Analysis along Partin Settlement Road by Crash Types

Type of Crash	Year					Total	Percent of Total	Mean Crashes Per Year
	2015	2016	2017	2018	2019			
Rear End	9	30	28	14	32	113	61	22.6
Angle	1	1	1	0	2	5	3	1.0
Sideswipe	2	1	0	0	7	10	5	2.0
Left Turn	9	6	6	5	3	29	16	5.8
Right Turn	1	0	0	0	1	2	1	0.4
Head-On	0	0	0	1	1	2	1	0.4
Pedestrian/Bicycle	1	0	0	1	0	2	1	0.4
Off Road	3	1	0	3	1	8	4	1.6
Other/Unknown	2	3	1	7	1	14	8	2.8
Total Crashes	28	42	36	31	48	185	N/A	37.0

Figure 5-3: Crash Types along Partin Settlement Road from Neptune Road/CR 525 to Lakeshore Boulevard





The corridor has seen above statewide average crashes each year, with 2019 being the highest. There have been no fatalities, however 32% of the crashes were injury related. The majority of crashes along the corridor are rear ends (61%) followed by left turns (16%), which is expected at the signalized intersections. Left turn crashes are the type that usually result in serious injuries and fatalities.

Reviewing the crash data for each signalized intersection, trends appeared showing re-occurring crash types. For the Neptune Road/CR 525 intersection, 62% crashes were rear end type. The westbound approach to this intersection has a higher crash occurrence with the roadway curve just before the signal. For the Shady Lane/Cross Prairie Parkway intersection, 42% crashes were left turning vehicles failing to yield. For the US 192 intersection, 81% crashes were rear end or failure to yield crash types. For the Remington Boulevard intersection, 41% crashes were rear end and 35% were left turn failure to yield crash type. Lastly, at the Lakeshore Boulevard intersection, 37% were rear end and 25% were failure to yield left turn. There has been one bicycle and one pedestrian related crash along the corridor.

Countermeasures that can be applied to address rear end crash types include refined signal timings and advanced signage approaching the signalized intersections. Countermeasures for left turn fail to yield are offsetting left turn lanes for better visibility and countermeasures for right turn crashes are to review prohibiting turning movements and review sight distances. Lastly, there is no existing roadway lighting along Partin Settlement Road and 21% of the crashes occur at night compared to statewide average of 31%. The bicycle and pedestrian related crashes resulting in injuries occurred under dark – not lighted conditions. Although slightly below average, sight visibility provides additional aid in crash reduction. A Lighting Justification Report will be developed to determine if corridor lighting is justified as a part of the widening project along Partin Settlement Road. However, intersection lighting is recommended at each of the signalized intersections to enhance pedestrian, bicyclists, and motorist's safety. Also, any sight distance issue is anticipated to be addressed as a part of the widening project along Partin Settlement Road.

The proposed widening of Partin Settlement Road to four-lane divided within project limits, the intersection improvements and optimizing the signal timings and phasing along the study corridor should result in potential reduction in the occurrence of rear-end and left-turn crashes.

5.3 EXISTING TRAFFIC VOLUMES

5.3.1 Daily Traffic

Field traffic counts were conducted on the 22nd, 23rd and 24th of September 2020 for this study area. Seventy-two (72) hour bi-directional volume approach counts were collected at the locations listed in **Table 3-1**. The raw traffic data were adjusted using peak seasonal and axle adjustment factors as obtained from the 2019 Florida Transportation Information (FTI) DVD to obtain the existing year 2020 annual average daily traffic (AADT) volumes.

These traffic counts and the adjustment factors have been included in **Appendix B**.

Figure 5-4 shows the existing year 2020 annual average daily traffic (AADT).



5.3.2 Turning Movement Counts

Eight-hour turning movement counts were conducted at the study intersections shown in Table 3-2 covering AM and PM peak periods (7:00-10:00 AM, 11:00 AM-1:00 PM and 2:00-6:00 PM). These counts were conducted on the 22nd of September 2020.

The raw turning movement counts have been provided in **Appendix B**.

5.4 DEVELOPMENT OF EXISTING TRAFFIC

The existing year 2020 design hour (AM and PM peak hour) traffic volumes were developed by applying the peak seasonal adjustment factor on the raw turning movement volumes. The traffic volumes between the study intersections along Partin Settlement Road were not balanced as there are several accesses between the intersections which generate and attract traffic. The existing year 2020 AM and PM peak hour traffic volumes are shown in **Figure 5-5**. The development of the existing traffic has been included as a part of the memorandum on Development of Existing Traffic Volumes in **Appendix B**.

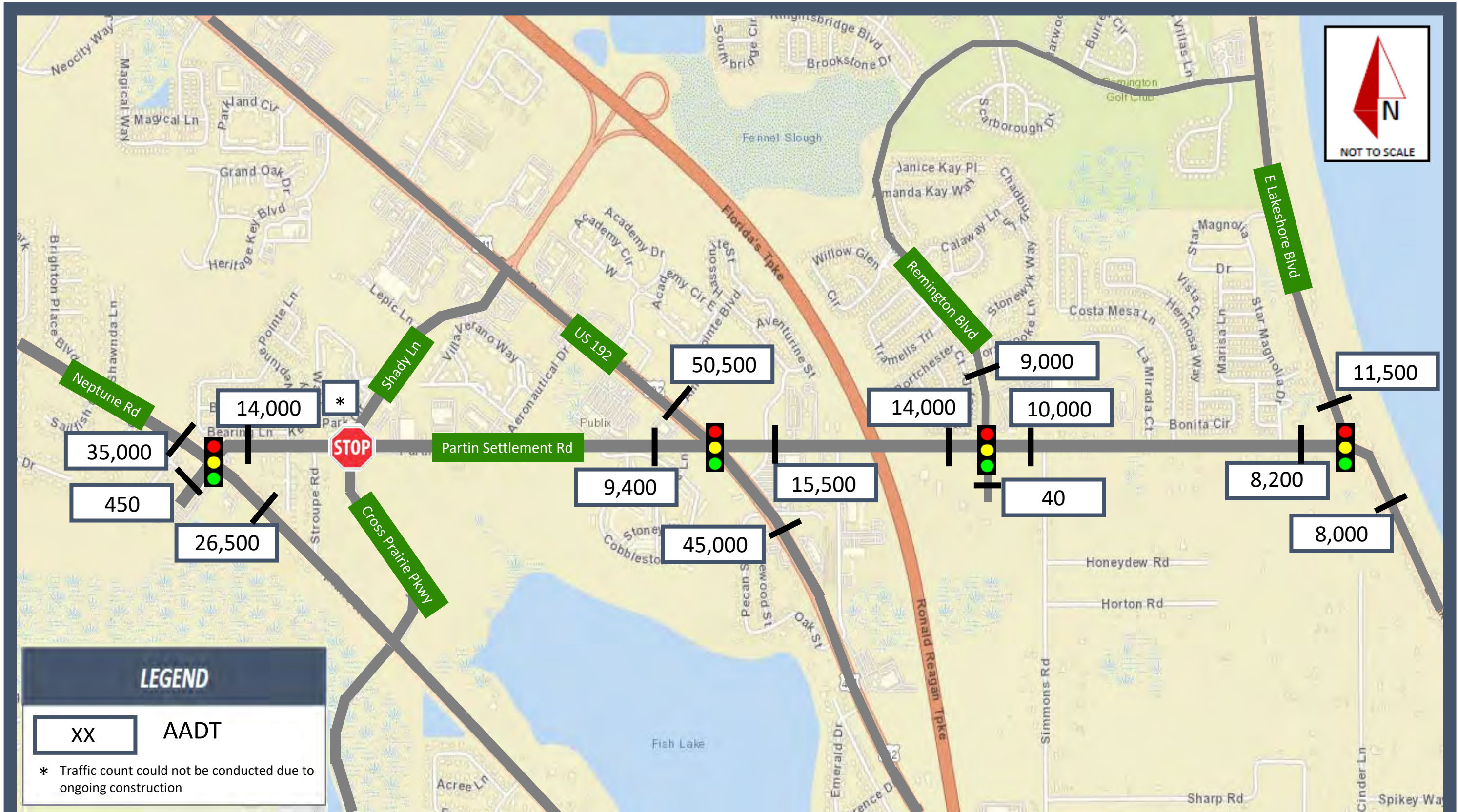


Figure 5-4: Existing Year 2020 Annual Average Daily Traffic (AADT) Volumes
Partin Settlement Road PTAR

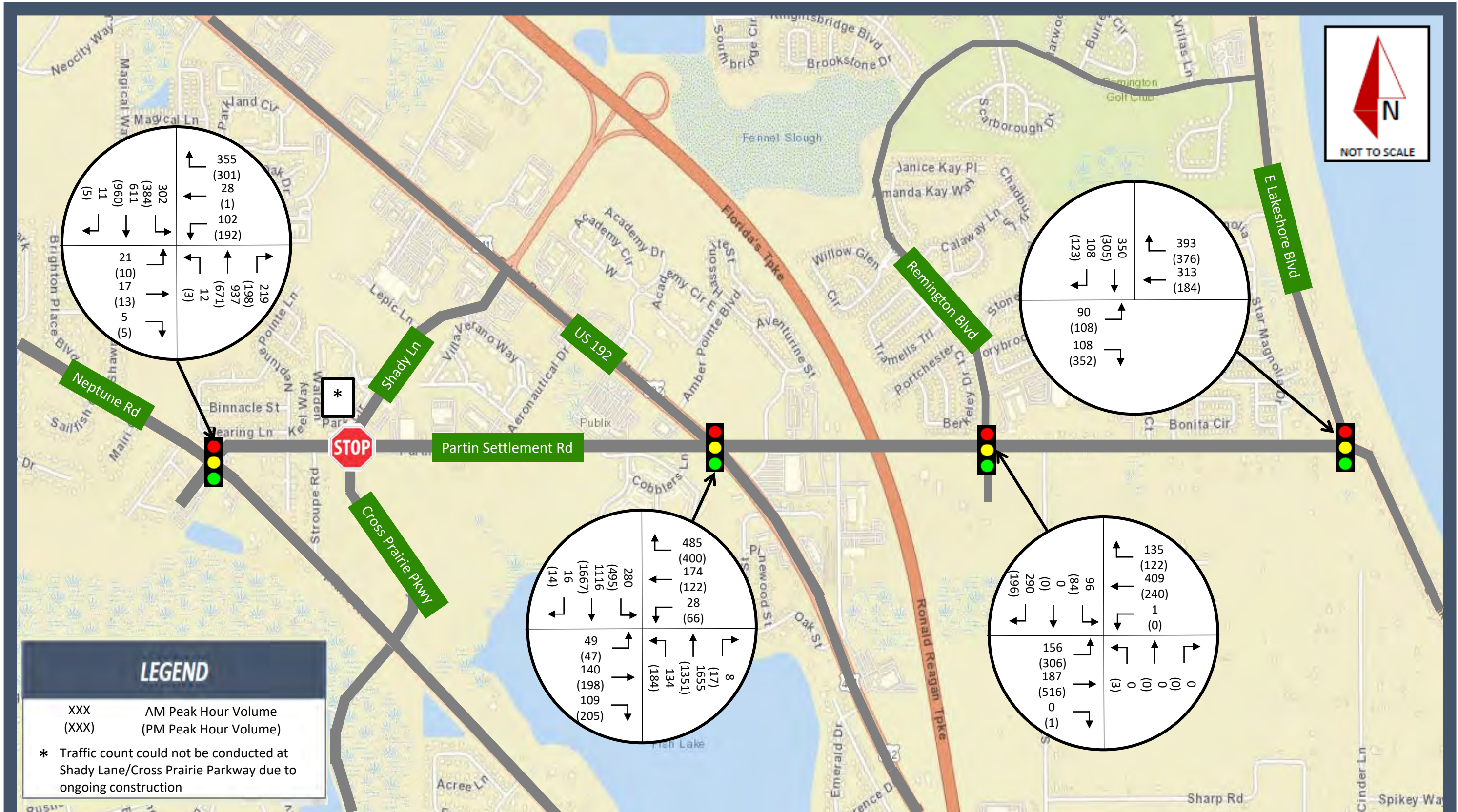


Figure 5-5: Existing Year 2020 AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR

5.5 EXISTING OPERATING CONDITIONS

The existing year (2020) lane geometry and existing year (2020) AM and PM peak hour traffic volumes, along with the signal timing plans obtained from Osceola County were used for the analysis of existing traffic operating conditions. The existing signal timings are provided in **Appendix D**.

Highway Capacity Manual (HCM) methodologies were used for the operational analysis of the study intersections and arterial segments. The operational analysis for the signalized intersections and the arterial segments were conducted using SYNCHRO 11. The peak hour factor (PHF) and heavy vehicle percentage for each movement in the existing operational analysis were calculated from the collected turning movement counts.

In this context of operational analysis, it should be noted that as the study area along Partin Settlement Road is urbanized within the project limits, the acceptable level of service (LOS) will be considered to be “D” along the study corridor over this segment. These LOS criteria are based on the Planning Boundaries for LOS Standards for Osceola County and Page 46 of the 2020 FDOT Quality/Level of Service Handbook.

5.5.1 Intersection Analysis

The existing year 2020 intersection analysis is summarized in **Table 5-3**. The existing LOS analysis details including SYNCHRO output are provided in **Appendix E**.

Based on the existing analysis, with the exception of the intersection of Partin Settlement Road and US 192, all of the other study intersections operate at an acceptable level of service or better during both AM and PM peak periods.

The 2020 existing year intersection analysis shows that the intersection of Partin Settlement Road and US 192 operates at level of service E during both AM and PM peak periods.

5.5.2 Arterial Analysis

The 2020 existing year roadway segment analysis results are provided in **Table 5-4**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix E**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.

Based on the existing analysis, with the exception of the westbound segments of Partin Settlement Road from Lakeshore Boulevard to Remington Boulevard and from Remington Boulevard to US 192, all of the other arterial segments operate at an acceptable level of service or better during the AM peak period. All the study segments along Partin Settlement Road operate at an acceptable level of service or better during the PM peak period.

Table 5-3: Existing Year (2020) AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak			
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement
Neptune Road/CR 525 (signalized)	40.9	D	0.91	SBL	52.9	D	1.25	SBL
Shady Lane/Cross Prairie Parkway (unsignalized)	12.8	B	0.84	SBL	12.1	B	0.81	SBL
US 192 (signalized)	58.3	E	0.96	WBR	60.5	E	1.13	NBL
Remington Boulevard (signalized)	37.5	D	1.03	WBT	28.9	C	0.80	WBT
Lakeshore Boulevard (signalized)	31.9	C	0.88	SBL	26.5	C	0.83	SBL

Table 5-4: Existing Year (2020) AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to US 192	1.20	21.0	D	21.4	D
	US 192 to Remington Boulevard	0.65	27.9	C	26.5	C
	Remington Boulevard to Lakeshore Boulevard	0.86	27.5	C	27.1	C
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	17.0	E	20.8	D
	Remington Boulevard to US 192	0.65	13.8	E	18.2	D
	US 192 to Neptune Road/CR 525	1.20	21.8	D	23.2	C

6. DEVELOPMENT OF FUTURE YEAR TRAFFIC FORECAST

Traffic forecasts were developed based on the procedures outlined in the FDOT Project Traffic Forecasting Handbook. As a part of the PD&E process, future design traffic must be analyzed to determine any capacity shortfalls. A memorandum on Development of Future Traffic Volumes was prepared and submitted to the County dated November 17, 2020 and has been included in **Appendix F**.

In this study, future traffic was developed primarily by using the Cube/FSUTMS transportation model – Central Florida Regional Planning Model (CFRPM) Version 6.1. The model has a base year of 2010 and a horizon year of 2040.

6.1 MODEL DEVELOPMENT

A base year reasonableness check was performed for the study area of the FSUTMS travel demand model. A review of the 2040 Cost Feasible model network was also conducted. Associated base year and future year socio-economic data for the study area was also reviewed as a part of the assessment as necessary. Detailed reasonableness check performed for the base year model, discussion of the future network, facility type, area type, proposed number of lanes along Partin Settlement Road in the cost feasible model along with the socio-economic data has been included in **Appendix F** as memorandum on Development of Future Traffic Volumes.

6.2 FUTURE TRAFFIC FORECASTS

Future traffic forecasts include the projected design traffic volumes (annual average daily traffic (AADTs) and directional design hour volumes) that were developed for the opening year 2025, interim year 2035, and design year 2045. As agreed in the approved traffic methodology same set of traffic volumes were used for the No-Build and the Build scenarios. Future AADTs were developed using the Cube FSUTMS model – CFRPM Version 6.1. The adopted model has a base year of 2010 and a horizon year of 2040. The model outputs were used to develop annual growth rates that were submitted to the County for approval. The recommended and approved growth rates that were used to calculate future AADTs are all included the memorandum on Development of Future Traffic Volumes in **Appendix F**.

Figure 6-1 through **Figure 6-3** show the future projected annual average daily traffic (AADT) for the No-Build and the Build condition for opening (2025), interim (2035) and design (2045) years respectively.

The memorandum on Development of Future Traffic Volumes included in **Appendix F** explains in details the development of the future year annual average daily traffic.

6.3 DEVELOPMENT OF DESIGN TRAFFIC

The directional design hour volumes for the future years were developed using TURNS5 spreadsheet. As agreed in the approved traffic methodology same set of traffic volumes were used for the No-Build and the Build scenarios. The AM and PM peak hour traffic volumes have been derived by applying the appropriate K-factor and D-factor on the future annual average daily traffic (AADT) along with the existing turn percentages using the TURNS5 spreadsheet.

The outputs were adjusted for reasonableness. Adjustments were necessary due to variations in traffic factors (K and D) at the intersections, which can cause TURNS5 to provide unreasonable volumes. These adjustments were made using analysis of traffic characteristics at specific locations, as well as professional judgement, with the goal of obtaining volumes that are reasonable and show acceptable growth when compared to existing volumes and patterns. All adjustments are noted in **Appendix F**.

Figure 6-4 through **Figure 6-6** shows the projected design hour volumes for the AM and PM peak hours for the No-Build and Build scenarios for the opening year 2025, interim year 2035 and design year 2045, respectively.

The development of the future traffic along with the TURNS5 input and output worksheets have been included as a part of the memorandum on Development of Future Traffic Volumes in **Appendix F**.

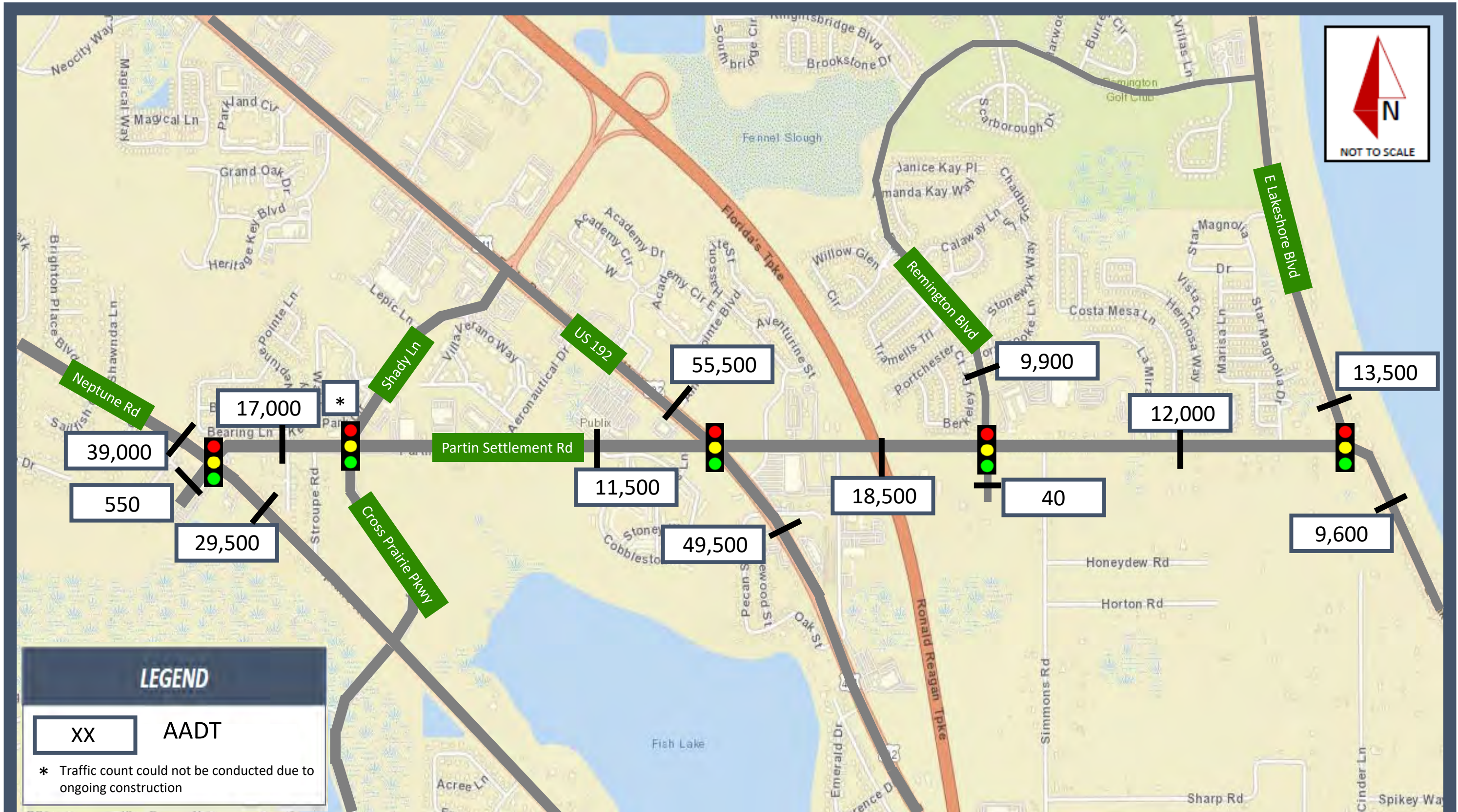


Figure 6-1: Opening Year 2025 No-Build and Build Annual Average Daily Traffic (AADT) Volumes Partin Settlement Road PTAR

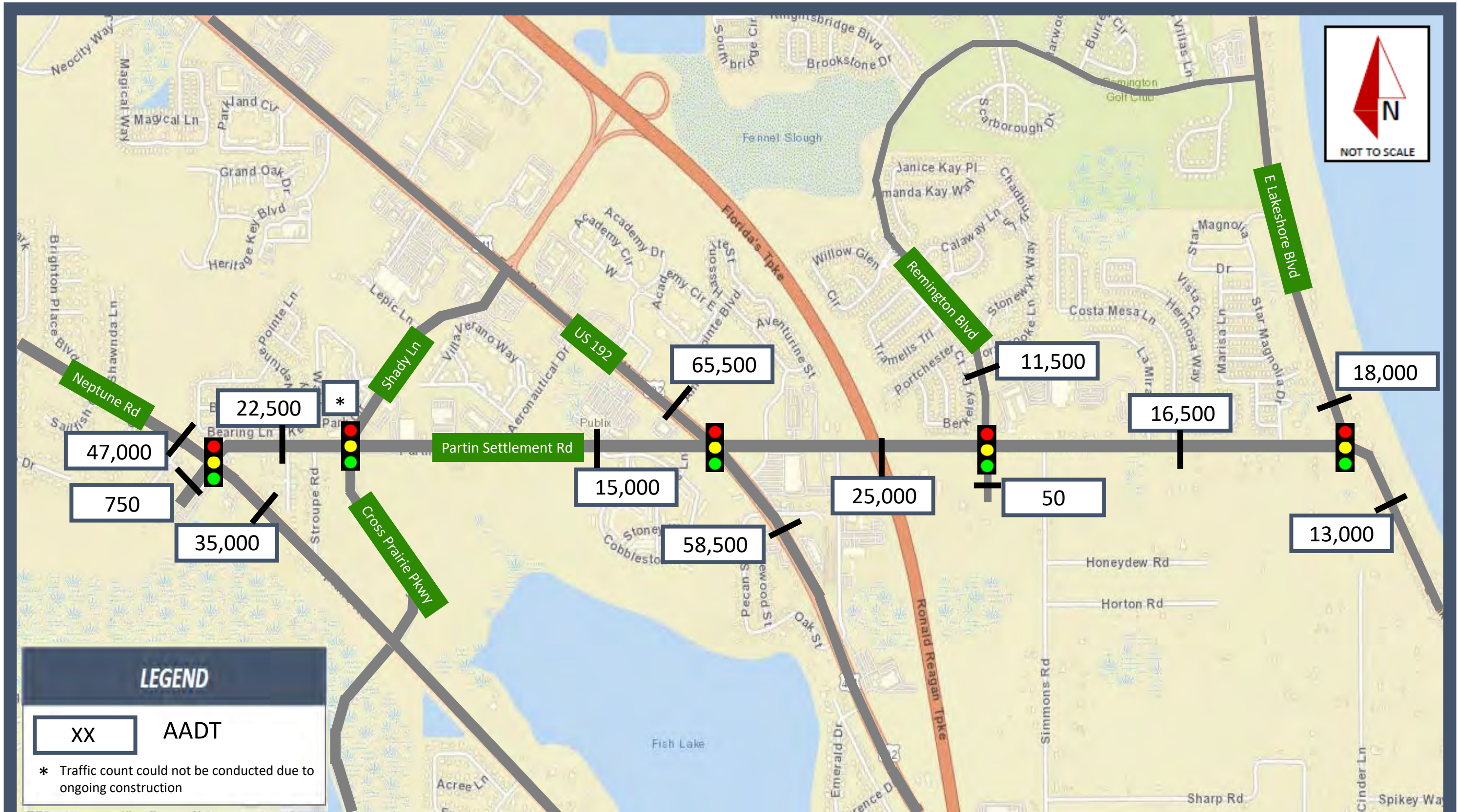


Figure 6-2: Interim Year 2035 No-Build and Build Annual Average Daily Traffic (AADT) Volumes Partin Settlement Road PTAR

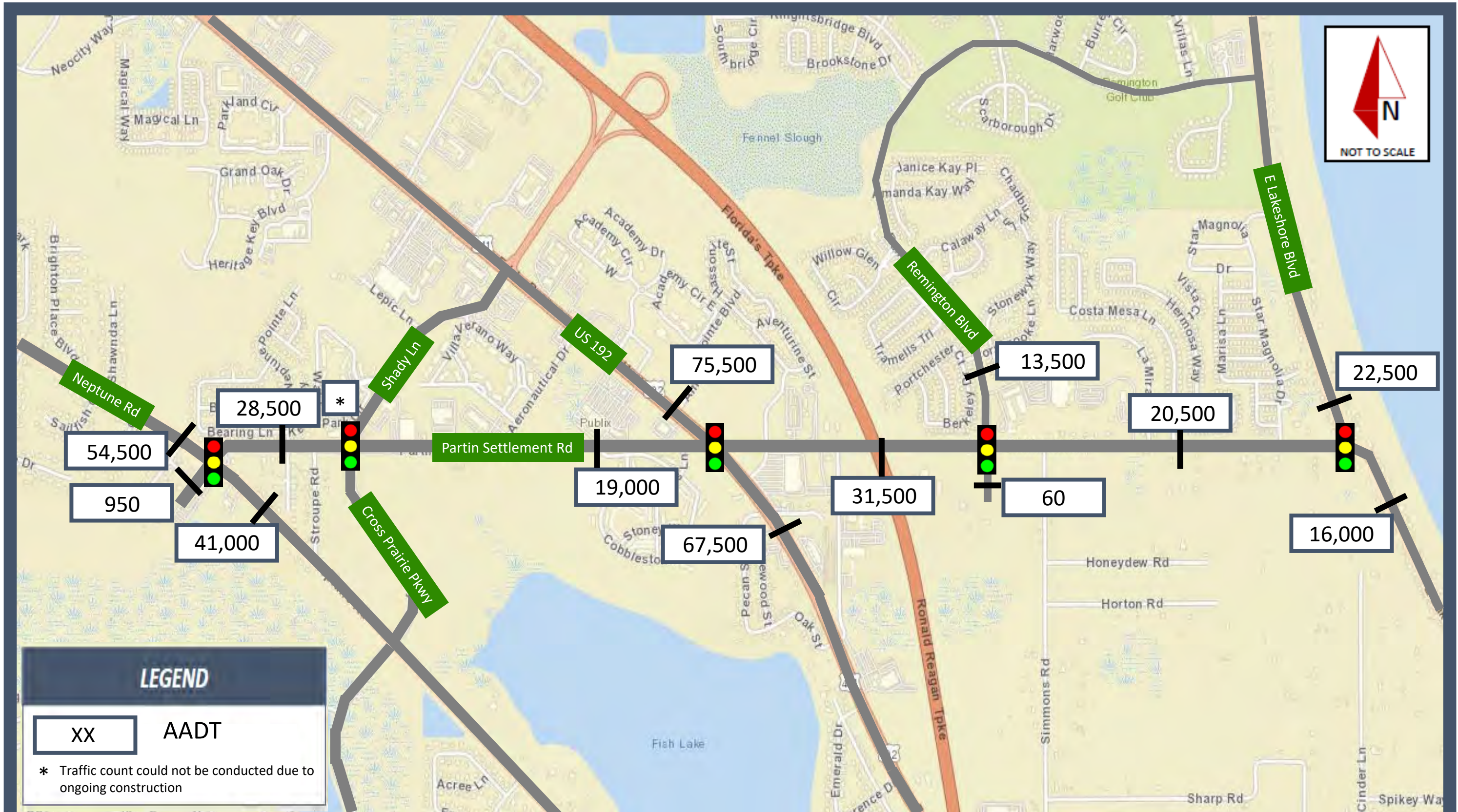


Figure 6-3: Design Year 2045 No-Build and Build Annual Average Daily Traffic (AADT) Volumes
 Partin Settlement Road PTAR

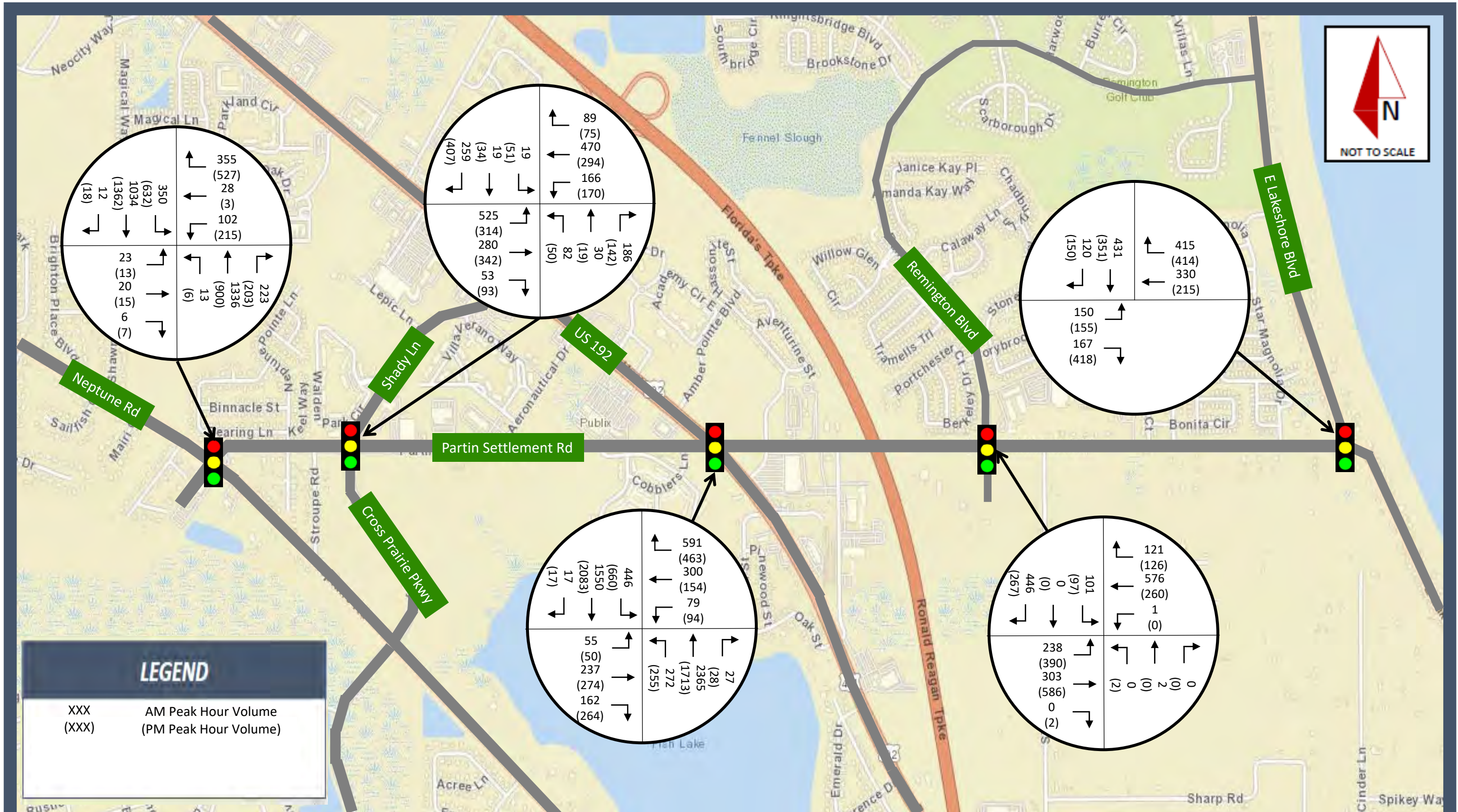
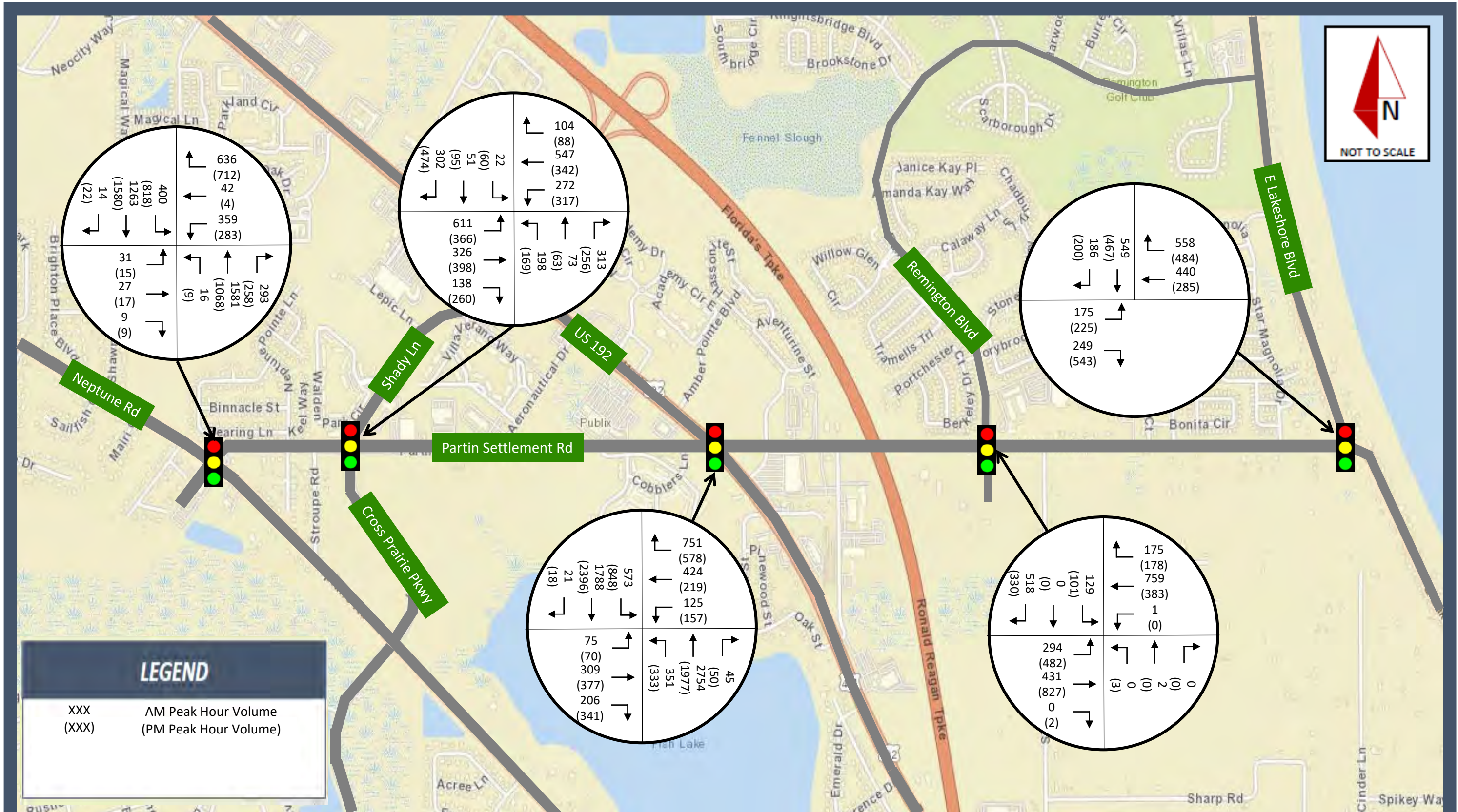


Figure 6-4: Opening Year 2025 No-Build and Build AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR



**Figure 6-5: Interim Year 2035 No-Build and Build AM and PM Peak Hour Traffic Volumes
Partin Settlement Road PTAR**

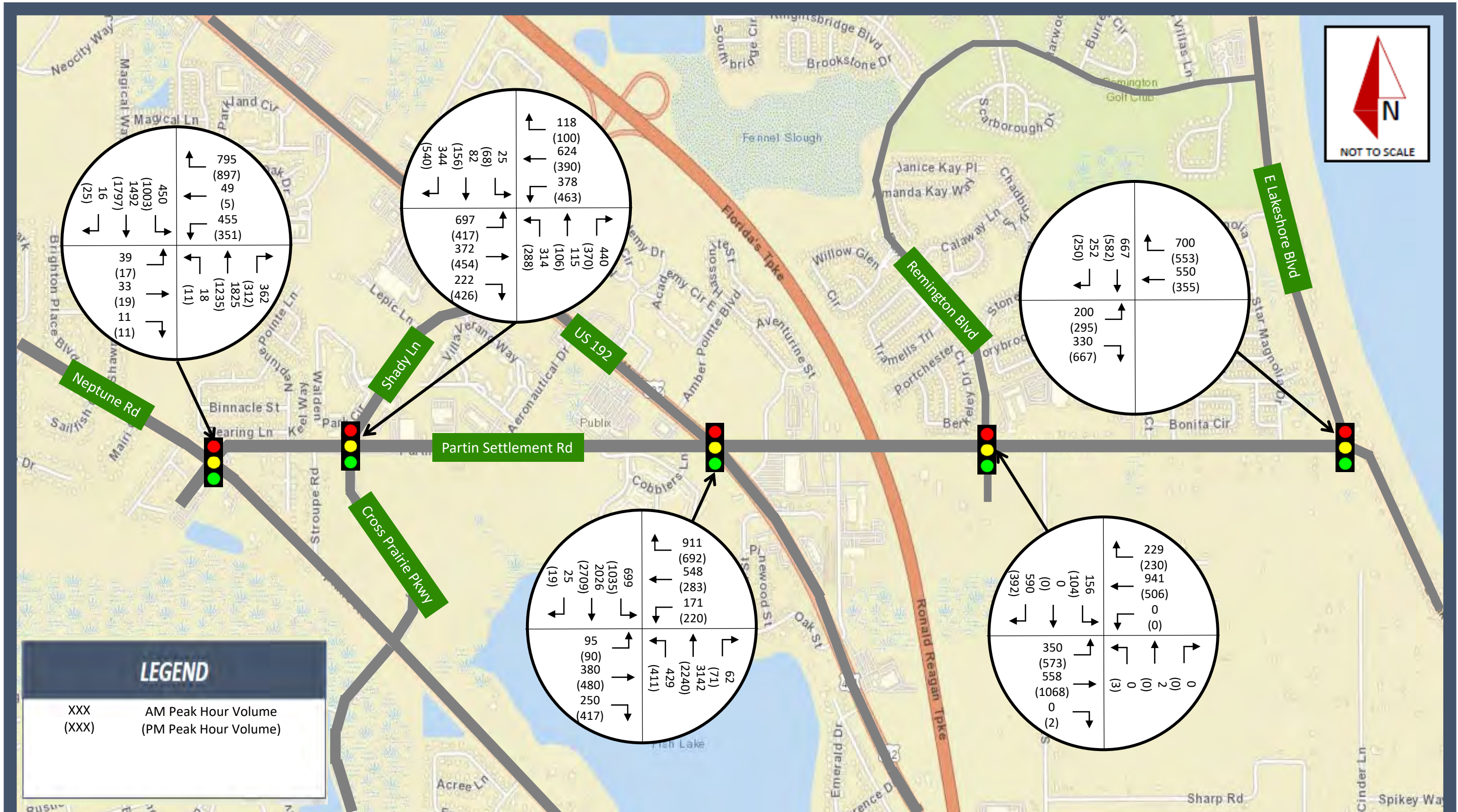


Figure 6-6: Design Year 2045 No-Build and Build AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR



7. ALTERNATIVES ANALYSIS

All signalized intersections and roadway segments within the study area were evaluated for the opening and design analysis years for both the AM and PM peak conditions under both the No-Build and the Build scenarios to determine future levels of service. For the interim year, only build analysis was performed for all the study intersections and roadway segments for both AM and PM peak conditions as agreed upon in the approved traffic methodology. The No-Build alternative represents the “do nothing” scenario which considers Partin Settlement Road to be a two-lane roadway as existing along with other planned transportation improvements within the study area. The Build alternative considers Partin Settlement Road to be widened to four lanes within the project limits along with geometric improvements at each intersection within the study area. The design speed along the study corridor of Partin Settlement Road for the Build alternative is stated below:

Neptune Road/CR 525 to US 192:	40 mph
US 192 to Star Magnolia Drive:	45 mph
Star Magnolia Drive to Lakeshore Boulevard:	40 mph

In this context of operational analysis, it should be noted that as the study area along Partin Settlement Road is urbanized within the project limits, the acceptable level of service (LOS) will be considered to be “D” along the study corridor over this segment. These LOS criteria are based on the Planning Boundaries for LOS Standards for Osceola County and Page 46 of the 2020 FDOT Quality/Level of Service Handbook.

The operational analysis for the signalized intersections and the arterial segments were conducted using SYNCHRO 11 as the analysis tool. Peak hour factor (PHF) of 0.95 was used for the future operational analysis.

The following future years were evaluated in the future traffic operational analysis:

Opening Year	2025
Interim Year	2035
Design Year	2045

7.1 DESIGN YEAR (2045) NO-BUILD LEVEL OF SERVICE ANALYSIS

The 2045 No-Build condition considers the No-Build geometry shown in **Figure 7-1**. This is the existing geometry along with the addition of the south leg (Cross Prairie Parkway) at the intersection of Partin Settlement Road and Shady Lane and also, including signalization at this location. Levels of service for the study intersections and roadway segments have been calculated using the design hour volumes shown in **Figure 6-6**.

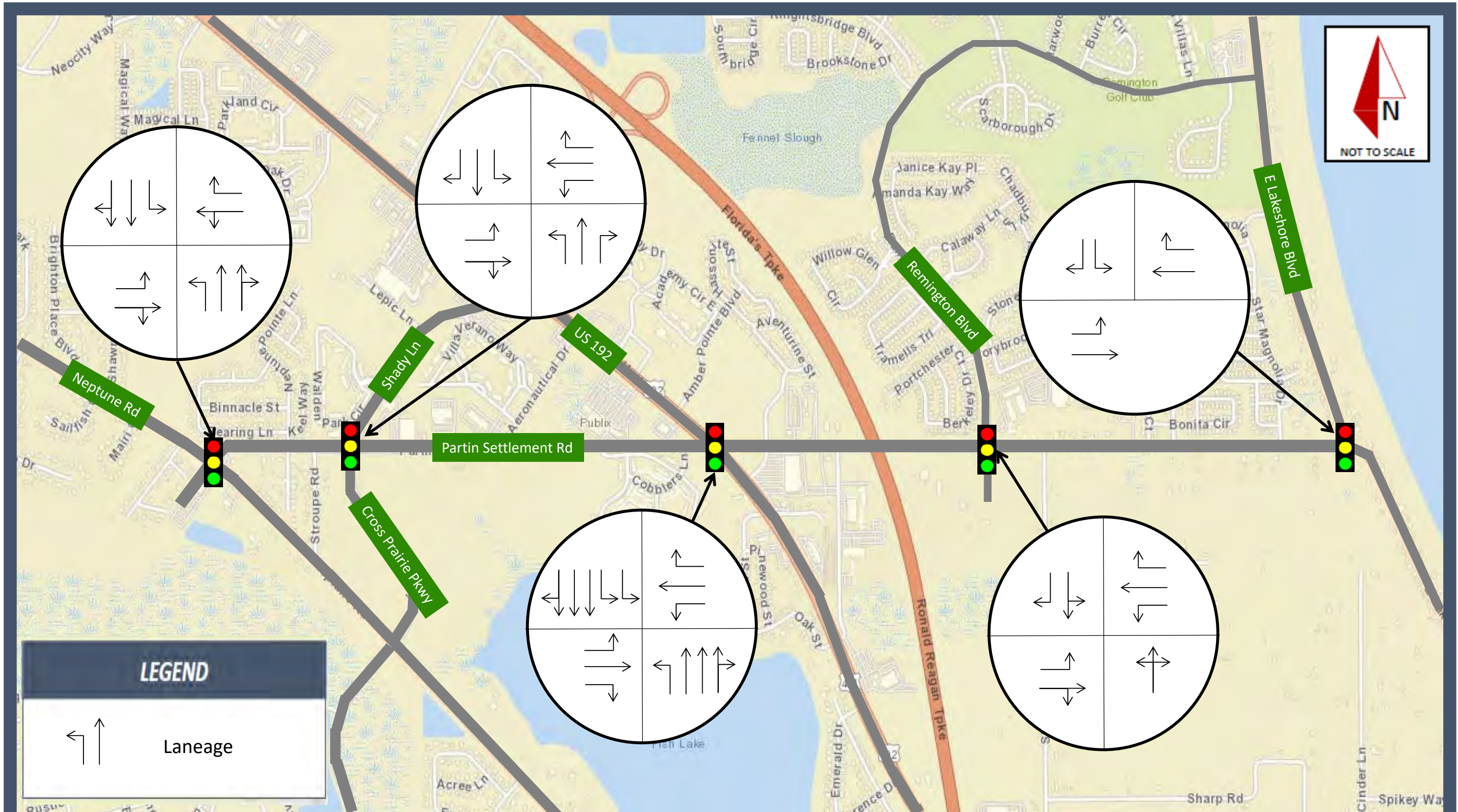


Figure 7-1: Future Year (2025, 2035, 2045) No-Build Lane Geometry
 Partin Settlement Road PTAR



7.1.1 Intersection Analysis

The design year 2045 No-Build intersection analysis is summarized in **Table 7-1**. Signal timings were optimized as a part of the future year analysis. The LOS analysis detail including SYNCHRO output worksheets are provided in **Appendix G**.

Table 7-1: Design Year (2045) No-Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak			
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement
Neptune Road/CR 525 (signalized)	214.3	F	2.08	SBL	215.6	F	2.28	SBL
Shady Lane/Cross Prairie Parkway (signalized)	74.2	E	1.23	NBL	86.5	F	1.88	WBL
US 192 (signalized)	218.1	F	1.64	NBL	209.0	F	1.49	SBL
Remington Boulevard (signalized)	70.9	E	1.19	EBL	37.7	D	0.98	EBL
Lakeshore Boulevard (signalized)	55.3	E	1.05	SBL	35.5	D	0.97	SBL

Based on the 2045 No-Build intersection analysis, none of the study intersections operate at an acceptable level of service during both AM and PM peak periods. The intersections of Partin Settlement Road and Remington Boulevard and Partin Settlement Road at Lakeshore Boulevard operate at an acceptable level of service during the PM peak period only.

7.1.2 Arterial Analysis

The design year 2045 No-Build roadway segment analysis results are provided in **Table 7-2**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix G**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.



Table 7-2: Design Year (2045) No-Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	20.8	D	23.5	C
	Shady Lane/Cross Prairie Parkway to US 192	0.87	14.3	E	10.2	F
	US 192 to Remington Boulevard	0.65	32.9	B	27.4	C
	Remington Boulevard to Lakeshore Boulevard	0.86	29.6	B	28.1	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	16.3	E	20.6	D
	Remington Boulevard to US 192	0.65	9.4	F	16.5	E
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	17.2	D	36.5	A
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	9.7	F	11.2	F

Based on the results of the 2045 No-Build analysis, in the eastbound direction, the section of Partin Settlement Road between Shady Lane/Cross Prairie Parkway and US 192 does not operate at an acceptable level of service during the AM or PM peak periods.

In the westbound direction, the sections of Partin Settlement Road between Remington Boulevard and US 192 and between Shady Lane/Cross Prairie Parkway and Neptune Road/CR 525 do not operate at an acceptable level of service during both AM and PM peak



periods; the section of Partin Settlement Road between Lakeshore Boulevard and Remington Boulevard does not operate at an acceptable level of service during the AM peak.

7.2 DESIGN YEAR (2045) BUILD LEVEL OF SERVICE ANALYSIS

The 2045 Build proposed geometry is shown in **Figure 7-2**. This includes widening Partin Settlement Road to four lanes along with improvements at the study intersections. The improvements are based on traffic operational analysis, design elements and coordination with Osceola County. Levels of service for the study intersections and roadway segments have been calculated using the build design hour volumes shown in **Figure 6-6**.

In considering the proposed Build geometry, it should be noted that the intersection of Partin Settlement Road and Neptune Road/CR 525 have several constraints which will affect the geometric features and lane arrangements at this location. These constraints include the Chevron gas station in the southeast quadrant of the intersection which has potential contamination issues. Because of this, an exclusive northbound right turn lane has not been added. At the opposite side of the intersection, the County's preference is to avoid encroachment into the Neptune Pointe neighborhood to the north. Accordingly, the alignment and typical section of Partin Settlement Road in this area must fit between these two constraints and where possible avoid encroachment as much as possible into the above features. Also, geometric improvements have not been made along US 192 at the intersection of Partin Settlement Road and US 192. This is because US 192 is under the jurisdiction of the FDOT, which will lead any geometric improvements to US 192.

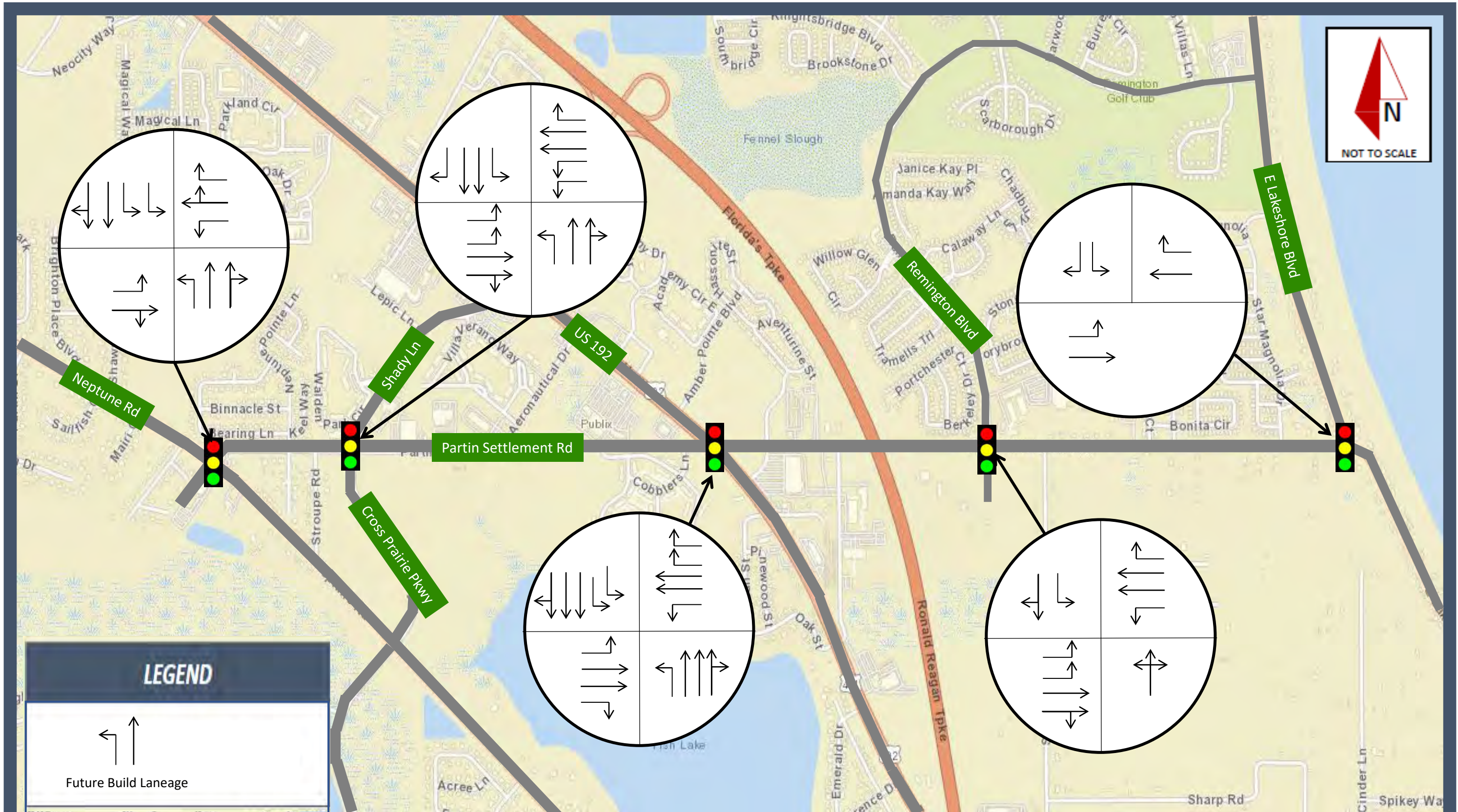


Figure 7-2: Proposed Future Year (2025, 2035, 2045) Build Lane Geometry
 Partin Settlement Road PTAR



7.2.1 Intersection Analysis

The design year 2045 Build intersection analysis is summarized in **Table 7-3**. Signal timings were optimized as a part of the future year analysis. The LOS analysis detail including SYNCHRO output worksheets are provided in **Appendix G**.

Table 7-3: Design Year (2045) Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak				
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	
Neptune Road/CR 525 (signalized)	222.5	F	2.01	NBT	122.2	F	1.70	NBT	
Shady Lane/Cross Prairie Parkway (signalized)	41.6	D	1.19	NBL	29.6	C	0.90	EBT	
US 192 (signalized)	1	197.7	F	2.13	SBL	179.1	F	1.83	NBL
	2	107.4	F	1.46	SBL	86.0	F	1.07	WBL
Remington Boulevard (signalized)	39.8	D	0.97	WBT	30.5	C	0.85	EBL	
Lakeshore Boulevard (signalized)	43.2	D	0.99	SBL	38.1	D	0.99	EBL	

1. Partin Settlement Road at US 192 - Without US 192 Improvements
2. Partin Settlement Road at US 192 - With US 192 Improvements

Based on the 2045 Build intersection analysis, with the exceptions of Partin Settlement Road at Neptune Road/CR 525 and Partin Settlement Road at US 192, the remaining three study intersections operate at an acceptable level of service during both AM and PM peak periods. However, there is significant reduction in overall intersection delay at these two intersections under the Build condition compared to the No-Build condition.

Build analysis was also performed for intersection at US 192 with and without improvements along US 192 and the results are included in the **Appendix G**. Several options to increase capacity were examined including adding another left turn lane for NB to WB movements, providing triple left turns for SB to EAB movements, adding a fourth lane in each direction on US 192, and a fourth analysis combining all three of the aforementioned options, all of which showed no improvement over the proposed Build option which was rated at LOS F. No improvements at this intersection are planned by FDOT. Other improvements such as adding a dedicated NB right turn lane at Neptune Road is not been recommended since there are constraints as discussed previously in the southeast corner of this intersection.



7.2.2 Arterial Analysis

The design year 2045 Build roadway segment analysis results are provided in **Table 7-4**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix G**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.

Table 7-4: Design Year (2045) Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	23.1	C	17.4	D
	Shady Lane/Cross Prairie Parkway to US 192	0.87	18.9	D	17.1	D
	US 192 to Remington Boulevard	0.65	32.6	B	30.5	B
	Remington Boulevard to Lakeshore Boulevard	0.86	31.9	B	30.1	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	23.5	C	26.2	C
	Remington Boulevard to US 192	0.65	17.7	D	18.4	D
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	28.1	B	28.5	B
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	17.4	D	25.7	C



Based on the results of the 2045 Build analysis, in the eastbound direction, all sections operate at an acceptable level of service during both peak periods. In the westbound direction, all sections operate at an acceptable level of service during both peak periods.

7.3 INTERIM YEAR (2035) BUILD LEVEL OF SERVICE ANALYSIS

The interim year level of service analysis has been performed using design year build geometry shown in **Figure 7-2** and build design hour volumes shown in **Figure 6-5**.

7.3.1 Intersection Analysis

The interim year 2035 Build intersection analysis is summarized in **Table 7-5**. Signal timings were optimized as a part of the future year analysis. The LOS analysis detail including SYNCHRO output worksheets are provided in **Appendix H**.

Table 7-5: Interim Year (2035) Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak			
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement
Neptune Road/CR 525 (signalized)	109.8	F	1.40	NBT	45.5	D	1.04	NBT
Shady Lane/Cross Prairie Parkway (signalized)	25.7	C	0.89	EBL	24.1	C	0.78	EBT
US 192 (signalized)	136.9	F	1.62	SBL	109.8	F	1.17	NBL
Remington Boulevard (signalized)	31.9	C	0.86	WBT	27.8	C	0.77	EBL
Lakeshore Boulevard (signalized)	32.6	C	0.91	SBL	24.6	C	0.88	SBL

Based on the 2035 Build intersection analysis, with the exceptions of Partin Settlement Road at Neptune Road/CR 525 and Partin Settlement Road at US 192, all of the other study intersections operate at an acceptable level of service or better during both AM and PM peak periods.



7.3.2 Arterial Analysis

The interim year 2035 Build roadway segment analysis results are provided in **Table 7-6**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix H**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.

Table 7-6: Interim Year (2035) Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	23.4	C	19.4	D
	Shady Lane/Cross Prairie Parkway to US 192	0.87	19.5	D	17.2	D
	US 192 to Remington Boulevard	0.65	31.4	B	31.0	B
	Remington Boulevard to Lakeshore Boulevard	0.86	33.1	B	32.8	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	26.4	C	26.7	C
	Remington Boulevard to US 192	0.65	18.3	D	18.0	D
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	29.1	B	28.5	B
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	19.0	D	24.6	C



Based on the results of the 2035 Build analysis, the study corridor of Partin Settlement Road operates at an acceptable level of service within the project limits in both directions of travel during AM and PM peak periods.

7.4 OPENING YEAR (2025) NO-BUILD LEVEL OF SERVICE ANALYSIS

The 2025 No-Build condition considers the No-Build geometry shown in **Figure 7-1**. Levels of service for the study intersections and roadway segments have been calculated using the no-build design hour volumes shown in **Figure 6-4**.

7.4.1 Intersection Analysis

The opening year 2025 No-Build intersection analysis is summarized in **Table 7-7**. Signal timings were optimized as a part of the future year analysis. The LOS analysis detail including SYNCHRO output and HCS worksheets are provided in **Appendix I**.

Table 7-7: Opening Year (2025) No-Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak			
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement
Neptune Road/CR 525 (signalized)	59.5	E	1.04	SBL	54.9	D	1.14	NBT
Shady Lane/Cross Prairie Parkway (signalized)	14.3	B	0.88	EBL	8.6	A	0.62	EBL
US 192 (signalized)	89.0	F	1.18	NBT	71.4	E	1.00	SBT
Remington Boulevard (signalized)	26.0	C	0.88	WBT	23.5	C	0.88	EBL
Lakeshore Boulevard (signalized)	24.1	C	0.86	SBL	18.6	B	0.80	SBL

Based on the 2025 No-Build intersection analysis, with the exception of the intersections of Partin Settlement Road at Neptune Road/CR 525 and at US 192, the other study intersections operate at an acceptable level of service during both the AM and PM peak periods.



7.4.2 Arterial Analysis

The opening year 2025 No-Build roadway segment analysis results are provided in **Table 7-8**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix I**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.

Table 7-8: Opening Year (2025) No-Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	29.5	B	27.2	C
	Shady Lane/Cross Prairie Parkway to US 192	0.87	19.0	D	16.8	E
	US 192 to Remington Boulevard	0.65	31.4	B	29.2	B
	Remington Boulevard to Lakeshore Boulevard	0.86	31.4	B	31.2	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	23.6	C	24.8	C
	Remington Boulevard to US 192	0.65	16.2	E	17.4	D
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	37.4	A	36.9	A
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	9.2	F	10.5	F



Based on the results of the 2025 No-Build analysis, in the eastbound direction, all of the segments operate at an acceptable level of service during both the AM and PM peak periods except the segment of Partin Settlement Road between Shady Lane/Cross Prairie Parkway and US 192.

In the westbound direction, with the exception of the segments of Partin Settlement Road between Shady Lane/Cross Prairie Parkway and Neptune Road/CR 525 and between Remington Boulevard and US 192, all of the other segments operate at an acceptable level of service during both the AM and PM peak periods.

7.5 OPENING YEAR (2025) BUILD LEVEL OF SERVICE ANALYSIS

The opening year level of service analysis has been performed using design year build geometry shown in **Figure 7-2** and build design hour volumes shown in **Figure 6-4**.

7.5.1 Intersection Analysis

The opening year 2025 Build intersection analysis is summarized in **Table 7-9**. Signal timings were optimized as a part of the future year analysis. The LOS analysis detail including SYNCHRO output worksheets are provided in **Appendix I**.

Table 7-9: Opening Year (2025) Build AM and PM Peak Hour Intersection LOS Analysis Summary

Intersection along Partin Settlement Road	AM Peak				PM Peak			
	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement	Delay (s/veh)	LOS	Max v/c ratio	Corr. Movement
Neptune Road/CR 525 (signalized)	35.8	D	0.95	NBT	31.8	C	0.86	SBL
Shady Lane/Cross Prairie Parkway (signalized)	20.9	C	0.74	EBL	21.5	C	0.62	EBT
US 192 (signalized)	79.0	E	1.08	NBT	68.1	E	0.98	SBT
Remington Boulevard (signalized)	27.9	C	0.79	WBT	24.4	C	0.69	EBL
Lakeshore Boulevard (signalized)	27.9	C	0.86	SBL	18.5	B	0.78	SBL

Based on the 2025 Build intersection analysis, with the exception of the intersection of Partin Settlement Road at US 192, the other study intersections operate at an acceptable level of service during both the AM and PM peak periods.



7.5.2 Arterial Analysis

The opening year 2025 Build roadway segment analysis results are provided in **Table 7-10**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix I**. According to the SYNCHRO software, the arterial class for Partin Settlement Road was established to be Class II.

Table 7-10: Opening Year (2025) Build AM and PM Peak Hour Roadway Segment LOS Analysis Summary

Roadway	Segment	Distance (mi)	AM Peak		PM Peak	
			Arterial Speed (mph)	Roadway Segment LOS	Arterial Speed (mph)	Roadway Segment LOS
Partin Settlement Road EB	Neptune Road/CR 525 to Shady Lane/Cross Prairie Parkway	0.33	23.9	C	19.7	D
	Shady Lane/Cross Prairie Parkway to US 192	0.87	19.3	D	17.7	D
	US 192 to Remington Boulevard	0.65	31.2	B	31.7	B
	Remington Boulevard to Lakeshore Boulevard	0.86	34.7	B	34.7	B
Partin Settlement Road WB	Lakeshore Boulevard to Remington Boulevard	0.86	27.2	C	27.9	C
	Remington Boulevard to US 192	0.65	17.7	D	17.5	D
	US 192 to Shady Lane/Cross Prairie Parkway	0.87	29.9	B	28.2	B
	Shady Lane/Cross Prairie Parkway to Neptune Road/CR 525	0.33	21.3	D	24.6	C



Based on the results of the 2025 Build analysis, in the eastbound direction, all of the segments operate at an acceptable level of service during both the AM and PM peak periods.

In the westbound direction, all of the segments operate at an acceptable level of service during both the AM and PM peak periods.

7.6 INTERSECTION STORAGE LENGTH CALCULATIONS

The intersection turn lane lengths were developed for the proposed build geometry configuration using the 95th percentile queue length from SYNCHRO analysis performed for the design year 2045. The recommended turn lane lengths have been rounded to the nearest 25 feet increment and are shown in **Table 7-11**. The detailed calculations are included in **Appendix K**.

Table 7-11: Build Recommended Turn Lane Lengths

Partin Settlement Road Intersections	Approach	Movement	Existing Turn Lane Length (feet per lane)	Recommended Turn Lane Length (feet per lane)
Neptune Road/CR 525	Eastbound	Left	-	250
	Westbound	Left	-	175
		Right	190	425
	Southbound	Left	200	925*
Shady Lane/Cross Prairie Parkway	Eastbound	Left	-	450
	Westbound	Left	-	350
		Right	-	175
	Northbound	Left	-	500
	Southbound	Left	110	275
Right		-	475	
US 192	Eastbound	Left	465	325
		Right	440	725
	Westbound	Left	420	675
		Right	475	1000*
	Southbound	Left	290	1525*
Remington Boulevard	Eastbound	Left	170	500
	Westbound	Left	85	200
		Right	300	250
	Southbound	Right	250	300
Lakeshore Boulevard	Westbound	Right	100	450
	Southbound	Right	140	350

* See further information regarding recommended bay lengths on the next page



There are several locations where significant storage lengths are recommended, though the ability to fully construct these improvements are constrained by nearby intersections or cost considerations. Locations where these constraints occur include the north approach at Neptune Road, the north, east, and south approaches at US 192.

Accordingly, the recommended dual left turn bay lengths at the north approach at Neptune Road is 325 feet (reduced from 925 feet due to the nearby Meadow Spring Court intersection), the recommended dual left turn lane bay lengths at the north approach of US 192 is 290 feet (reduced from 1,525 feet due to the Amber Point Boulevard intersection, the recommended dual right turn bay lengths at the east approach of US 192 is 475 feet (reduced from 1,000 feet due to nearby Red Jasper Drive), and the recommended left turn bay length at the south approach of US 192 is 800 feet (reduced from 1,500 feet due to nearby Broadview Drive intersection).



8. SUMMARY OF ANALYSIS RESULTS

The purpose of this Project Traffic Analysis Report is to provide Osceola County with the traffic information necessary to assist in the widening of Partin Settlement Road.

The operational analysis for the existing conditions showed that for the study intersections, with the exception of the intersection of Partin Settlement Road and US 192 and Partin Settlement Road and Lakeshore Boulevard, all of the other study intersections operate at an acceptable level of service or better during both AM and PM peak periods. The 2020 existing year intersection analysis shows that the intersection of Partin Settlement Road and Lakeshore Boulevard does not operate at an acceptable level of service during AM peak period and the intersection of Partin Settlement Road and US 192 does not operate at an acceptable level of service during both AM and PM peak periods. Also, the roadway segment analysis showed that under the existing condition with the exception of the westbound segments of Partin Settlement Road from Lakeshore Boulevard to Remington Boulevard and from Remington Boulevard to US 192, all of the other arterial segments operate at an acceptable level of service or better during the AM peak period. However, all the study segments operate at an acceptable level of service or better during the PM peak period.

The safety countermeasures include refining signal timings and providing advanced signage approaching the signalized intersections which will contribute towards potential reduction of rear-end crashes. Also, any sight distance issue and offsetting left turn lanes where possible are anticipated to be addressed as a part of the widening project along Partin Settlement Road. There is no existing roadway lighting along Partin Settlement Road. A Lighting Justification Report will be developed to determine if corridor lighting is justified as a part of the widening project. However, intersection lighting is recommended at each of the signalized intersections to enhance pedestrian, bicyclists, and motorist's safety. The proposed widening of Partin Settlement Road to four-lane divided within project limits along with the intersection improvements and optimizing the signal timings and phasing along the study corridor is anticipated to result in potential reduction in the occurrence of rear-end and left-turn crashes.

Operational analyses of future conditions were conducted for both the No-Build and the Build conditions for opening year 2025 and design year 2045 as a part of this study. The interim year 2035 was also analyzed for the Build condition only. The No-Build condition considered the existing geometry along with the addition of south leg of Cross Prairie Parkway at Shady Lane and signalization at this location. The analysis showed that the study intersections and roadway segments deteriorated to unacceptable levels during the future years under the No-Build conditions. The Build condition considered widening Partin Settlement Road to four lanes within the project limits.

Operational analysis for Build condition indicated that widening of Partin Settlement Road along with certain intersection improvements will result in improved traffic operations and reduced delays through the design year 2045, though the four-lane improvements for the section from Remington Boulevard to Lakeshore Boulevard can be delayed until 2035 when traffic demands are forecasted to required additional capacity. Accordingly, the County has the option of sequencing the construction of the Partin Settlement Road improvements in two separate phases with the section from Neptune Road to east of Remington Boulevard to be undertaken under the first phase.



The study also examined several options such as additional lanes to increase the capacity of the US 192 intersection, though even with the application of these alternatives, the operations at this intersection are still expected to remain at Level of Service F, or no beneficial improvement over the current proposed Partin Settlement Road improvements.

APPENDIX A

Approved Traffic Methodology



MEMORANDUM

TO: Kathy Lee, PE, Osceola County Transportation and Transit

DATE: July 29, 2020

FROM: Arpita Guha, PE, PTOE

PROJECT: Partin Settlement Road Widening from Neptune Road to Lakeshore Boulevard

JMT JOB NO.: 20-00219-001

RE: **DRAFT Traffic Methodology Memorandum**

1. Traffic counts will be conducted for this project after the Labor Day as discussed in the kickoff meeting with Osceola County dated July 16, 2020. It is being proposed to begin the traffic counts on September 15, 2020.
2. Traffic data collection including 72-hour vehicle classification counts, 72-hour bi-directional counts at intersection approaches and at the same time 8-hour turning movement counts (TMCs) at the study intersections as shown below:
 - A. 72-hour vehicle classification counts (bi-directional approach volumes) at the following locations:
 - (1) Partin Settlement Road – Between Neptune Road and Cross Prairie Parkway
 - (2) Partin Settlement Road – Between Cross Prairie Parkway and US 192
 - (3) Partin Settlement Road – Between US 192 and Remington Boulevard
 - (4) Partin Settlement Road – Between Remington and Lakeshore Boulevard
 - B. 72-hour machine counts (bi-directional approach volumes) and at the same time, 8-hour manual vehicle turning movement counts will be performed for peak hours at the following intersections:
 - (1) Neptune Road (signalized)
 - (2) Cross Prairie Parkway (signalized)
 - (3) US 192 (signalized)
 - (4) Remington Boulevard (signalized)
 - (5) Lakeshore Boulevard (signalized)

The 8-hours for the turning movement counts at the study intersections will be based on the approach counts.

It should be noted that the Shady Lane/Cross Prairie Parkway intersection is still under construction and Cross Prairie Parkway is currently closed. The approach counts and the turning movement count at this intersection will most likely be deferred.

3. The project will use the standard K factor of 9% for this area. Recommendations will be made for the D-factor and the truck percentages to be used for this study based on the historical traffic data available and the existing traffic counts conducted.
4. Existing year 2020 annual average daily volume will be determined by applying peak seasonal factor and axle factor on the raw traffic counts. Since the existing traffic counts will be conducted under the outbreak of the COVID-19 pandemic, these adjusted counts will be compared with the historical counts, if available, and necessary adjustments will be made if needed.
5. Existing year 2020 design hour (AM and PM peak hour) traffic volumes will be developed by applying peak seasonal adjustment factor on the raw turning movement volumes. The traffic volumes between the study intersections along Partin Settlement Road will not need to be balanced as there are several accesses between intersection which will generate and attract traffic.
6. The Central Florida Regional Planning (CFRPM) Version 6.1 Base year (2010) model will be checked for reasonableness and if necessary, for accuracy, adjustments will be made as needed.
7. An annual growth rate will be developed based on the 2010 base year model volume and 2040 build future year model projections. Historical growth rate will also be reviewed for Partin Settlement Road based on trend analysis and a reasonable annual growth rate will be recommended. The trend analysis with the historical data for the FDOT count stations along the study corridor or in its vicinity is included in **Attachment A**. Also, preliminary model growth rate between base year 2010 and future year 2040 along with CFRPM Version 6.1 traffic volume lots are included in **Attachment B**.
8. The opening year will be 2025, the design year will be 2045 and the interim year will be 2035.

9. The build condition will assume 4 lanes along Partin Settlement Road.
10. The recommended annual growth rate will then be applied to the existing AADT to develop the opening (2025), interim (2035) and design year (2045) AADTs assuming linear simple growth in traffic.
11. Future design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the future design hour volumes. TURN5 spreadsheet will be used as the future design hour volume development tool.
12. The traffic volumes will not be balanced exactly from one intersection departure to the next intersection approach. This is because there are several accesses between intersections which will generate and attract traffic.
13. The future AADTs and therefore, the AM and PM design hour volumes for the no-build and the build conditions will be considered to be the same.
14. All existing and future traffic volumes will be reviewed and approved by Osceola County prior to beginning traffic analysis.
15. AM and PM design hour volumes will both be developed to insure adequate lane geometry.
16. Existing, No-Build and Build intersection will be conducted based on Highway Capacity Manual procedures using latest SYNCHRO version as the analysis tool.
17. Future analysis of No Build condition will be conducted for the opening year 2025 and the design year 2045. Future analysis of Build condition will be conducted for opening year 2025, interim year 2035 and design year 2045.
18. A check will be performed along Partin Settlement Road between Remington Boulevard and Lakeshore Boulevard based on the future projected AADTs to evaluate if 4 lanes are required to achieve acceptable level of service. The FDOT generalized level of service volume tables (Table 1) will be used for this evaluation.
19. Queue length analysis will be conducted for the design year AM and PM peak hours for build conditions.
20. Arterial analysis will be conducted using SYNCHRO within the intersections shown in number 1.

21. Acceptable LOS will be considered to be “D” at the intersections and along the study corridor in the urbanized area between Neptune Road and Lakeshore Boulevard. These LOS criteria are based on the Planning Boundaries for LOS Standards for Osceola County and Page 46 of the 2020 FDOT Quality/Level of Service Handbook. The FDOT urban boundary map for Osceola County has been included in **Attachment C**.

DRAFT



ATTACHMENT A
Historical Trend Analysis

DRAFT

Partin Settlement Road - Historical Trend Analysis

FDOT Count Station	Site Description	Annual Linear Growth Rate	
		Based on 10 Years of Data	Based on 5 Years of Data
927065	Partin Settlement Road - East of Florida's Turnpike	-3.67%	-2.74%
920007	US 192 - North of Partin Settlement Road	-2.39%	-2.15%
928040	Shady Lane - North of Partin Settlement Road	9.15%	2.83%
928082	Neptune Road - South of Partin Settlement Road	1.24%	-2.40%

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0007 - ON US-192, 0.954 MI. W OF FL TPK (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32500	F	E 17500		W 15000	9.00	53.20	5.40
2018	31500	C	E 17000		W 14500	9.00	53.60	5.40
2017	33000	C	E 16500		W 16500	9.00	52.80	5.00
2016	36000	C	E 17500		W 18500	9.00	52.50	6.80
2015	34000	C	E 17500		W 16500	9.00	52.70	5.50
2014	37500	C	E 19500		W 18000	9.00	52.80	6.80
2013	39000	C	E 21000		W 18000	9.00	53.00	3.10
2012	35000	C	E 18000		W 17000	9.00	53.10	13.50
2011	40500	C	E 22000		W 18500	9.00	53.10	3.50
2010	38500	C	E 19000		W 19500	9.12	53.51	5.00
2009	42500	C	E 23000		W 19500	9.10	53.73	5.30
2008	39000	C	E 20500		W 18500	8.66	53.12	3.80
2007	44000	C	E 21500		W 22500	9.20	54.21	6.80
2006	36500	C	E 18500		W 18000	9.12	53.26	4.50
2005	39000	C	E 19500		W 19500	9.00	55.80	6.50
2004	38500	C	E 19000		W 19500	9.60	60.50	6.50

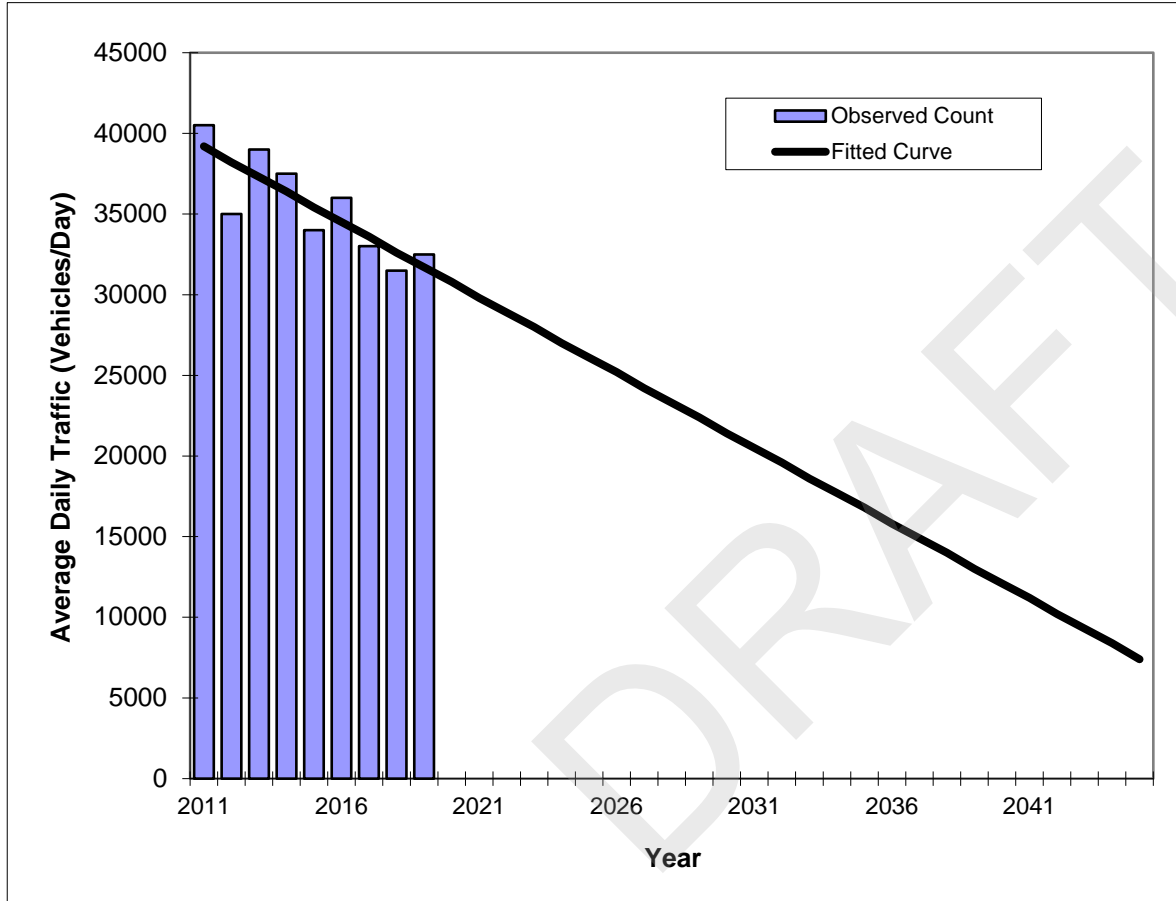
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 192 -- North of Simpson Road

FIN#	XXXX
Location	4

County:	Osceola (92)
Station #:	0007
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	40500	39200
2012	35000	38200
2013	39000	37300
2014	37500	36400
2015	34000	35400
2016	36000	34500
2017	33000	33600
2018	31500	32600
2019	32500	31700
2025 Opening Year Trend		
2025	N/A	26100
2035 Mid-Year Trend		
2035	N/A	16800
2045 Design Year Trend		
2045	N/A	7400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-933
Trend R-squared:	69.48%
Trend Annual Historic Growth Rate:	-2.39%
Trend Growth Rate (2019 to Design Year):	-2.95%
Printed:	28-Jul-20
Straight Line Growth Option	

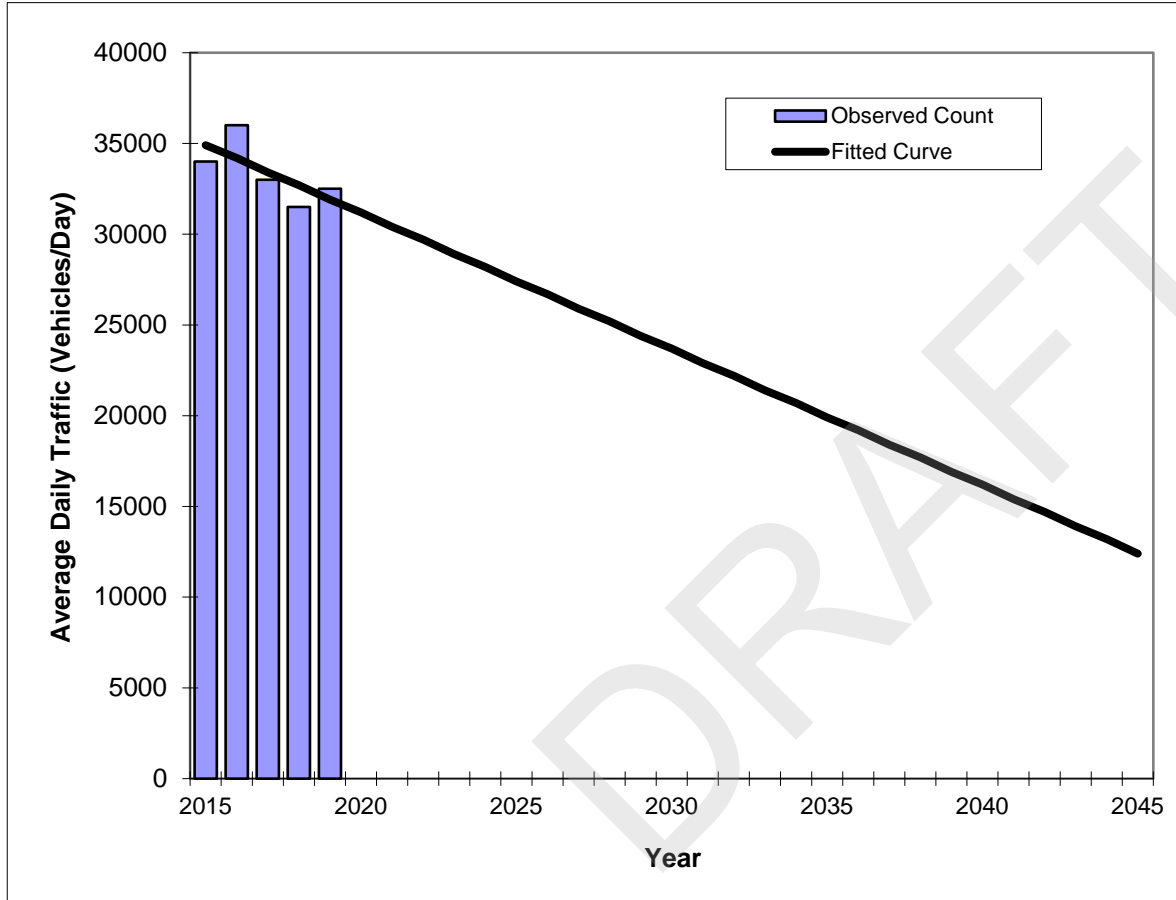
*Axle-Adjusted

Traffic Trends - V03.a

US 192 -- North of Simpson Road

FIN#	XXXX
Location	4

County:	Osceola (92)
Station #:	0007
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34900
2016	36000	34200
2017	33000	33400
2018	31500	32700
2019	32500	31900
2025 Opening Year Trend		
2025	N/A	27400
2035 Mid-Year Trend		
2035	N/A	19900
2045 Design Year Trend		
2045	N/A	12400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-750
Trend R-squared:	48.08%
Trend Annual Historic Growth Rate:	-2.15%
Trend Growth Rate (2019 to Design Year):	-2.35%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7065 - PARTIN SETTLEMENT, SIMMONS ROAD TO US-192 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7600 S	E 4400	W 3200	9.00	53.20	2.80
2018	7400 F	E 4300	W 3100	9.00	53.60	2.80
2017	7100 C	E 4100	W 3000	9.00	52.80	2.80
2016	8400 S	E 4200	W 4200	9.00	52.50	3.00
2015	8200 F	E 4100	W 4100	9.00	52.70	3.00
2014	8000 C	E 4000	W 4000	9.00	52.80	3.00
2013	11100 F	E 5400	W 5700	9.00	53.00	6.50
2012	11100 C	E 5400	W 5700	9.00	53.10	6.50
2011	9800 T	0	0	9.00	53.10	20.90
2010	9800 S	E 4700	W 5100	9.12	53.51	25.30
2009	9800 F	E 4700	W 5100	9.10	53.73	23.50
2008	9600 C	E 4600	W 5000	8.66	53.12	20.70

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

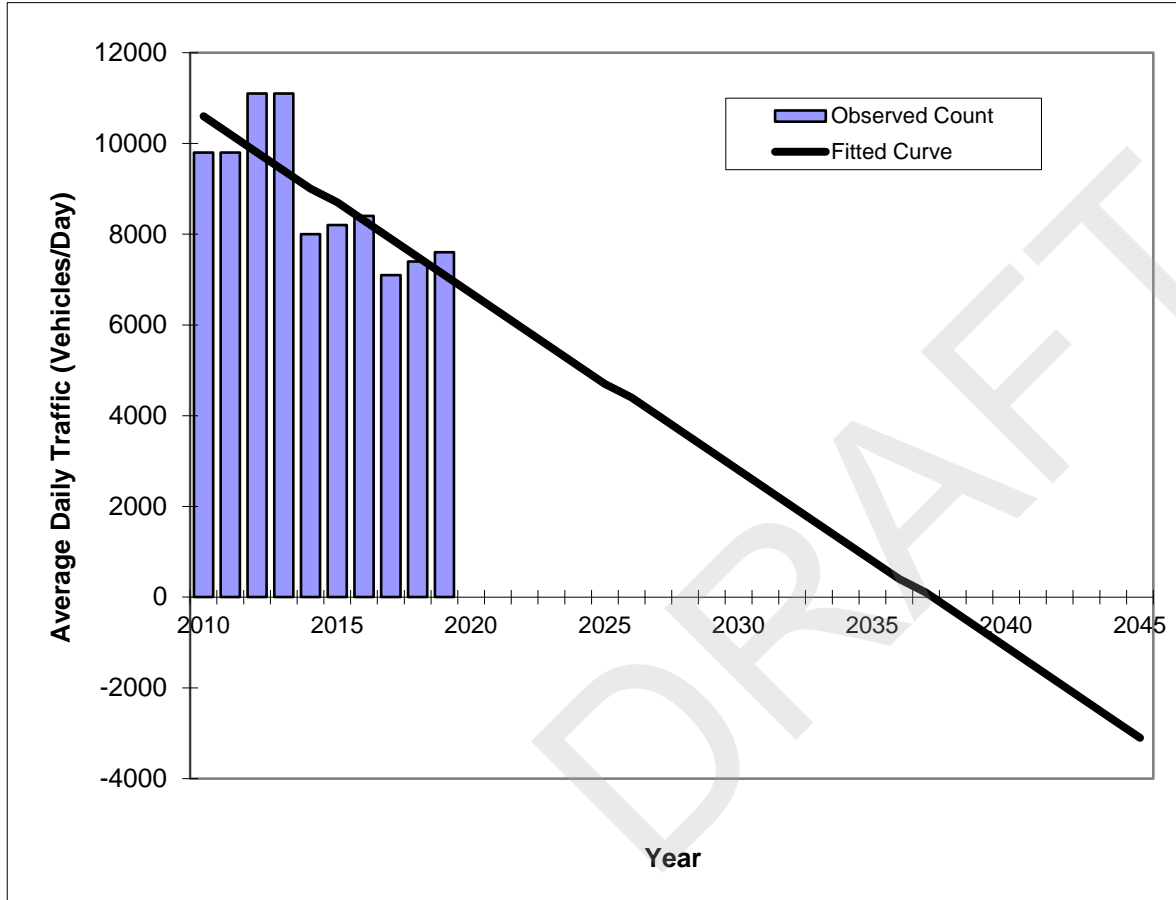
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

PARTIN SETTLEMENT RD -- Simmons Road to US 192

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	7065
Highway:	PARTIN SETTLEMENT RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	9800	10600
2011	9800	10200
2012	11100	9800
2013	11100	9400
2014	8000	9000
2015	8200	8700
2016	8400	8300
2017	7100	7900
2018	7400	7500
2019	7600	7100
2025 Opening Year Trend		
2025	N/A	4700
2035 Mid-Year Trend		
2035	N/A	800
2045 Design Year Trend		
2045	N/A	-3100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-391
Trend R-squared:	63.02%
Trend Annual Historic Growth Rate:	-3.67%
Trend Growth Rate (2019 to Design Year):	-5.53%
Printed:	28-Jul-20
Straight Line Growth Option	

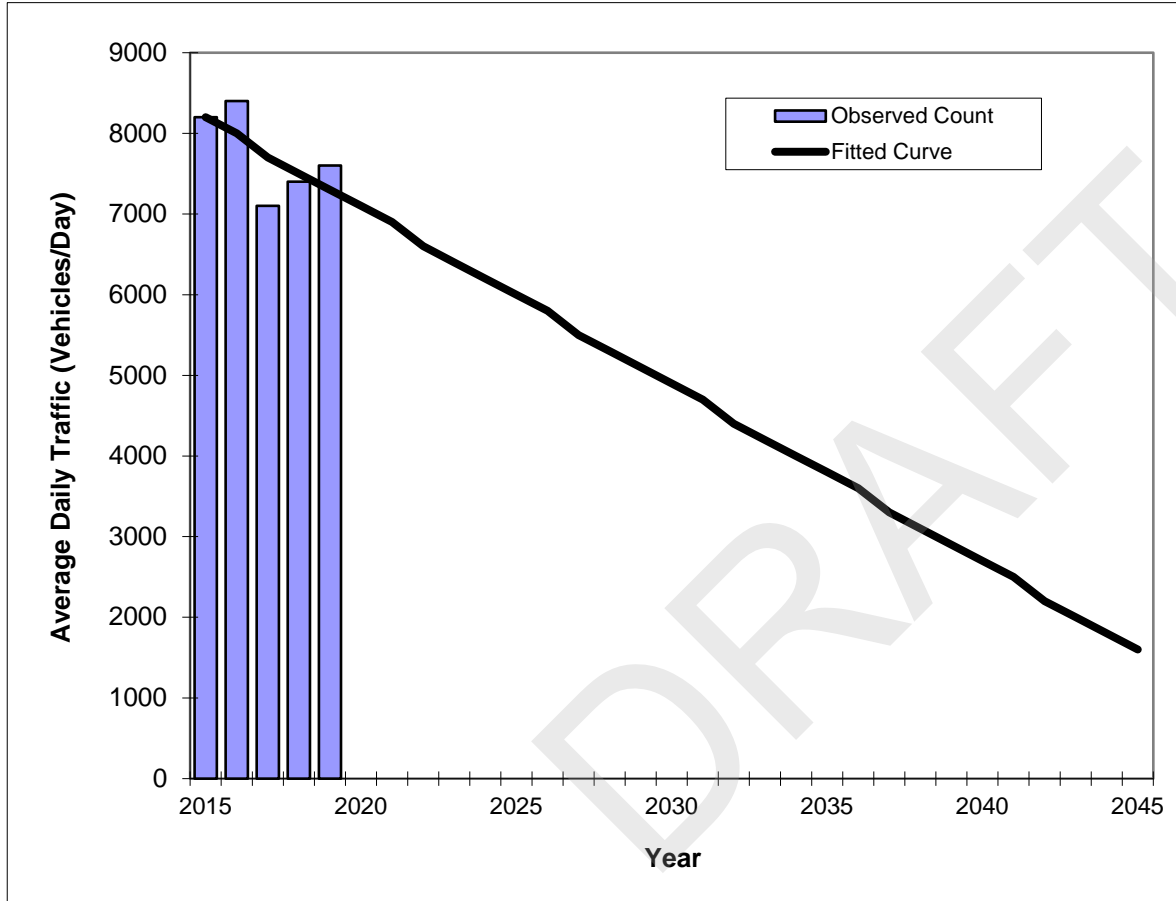
*Axle-Adjusted

Traffic Trends - V03.a

PARTIN SETTLEMENT RD -- Simmons Road to US 192

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	7065
Highway:	PARTIN SETTLEMENT RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8200	8200
2016	8400	8000
2017	7100	7700
2018	7400	7500
2019	7600	7300
2025 Opening Year Trend		
2025	N/A	6000
2035 Mid-Year Trend		
2035	N/A	3800
2045 Design Year Trend		
2045	N/A	1600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-220
Trend R-squared:	40.60%
Trend Annual Historic Growth Rate:	-2.74%
Trend Growth Rate (2019 to Design Year):	-3.00%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8040 - SHADY LN, N OF PARTIN SETTLEMENT RD - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	9800	C	N	5200	S	4600	9.00	53.20	5.50
2018	13000	S	N	6300	S	6700	9.00	53.60	5.50
2017	12500	F	N	6100	S	6400	9.00	52.80	4.10
2016	11900	C	N	5800	S	6100	9.00	52.50	5.80
2015	8800	F	N	4700	S	4100	9.00	52.70	4.40
2014	8600	C	N	4600	S	4000	9.00	52.80	5.00
2013	7600	S		0		0	9.00	53.00	5.30
2012	7500	F		0		0	9.00	53.10	5.80
2011	7500	C	N	0	S	0	9.00	53.10	5.40

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

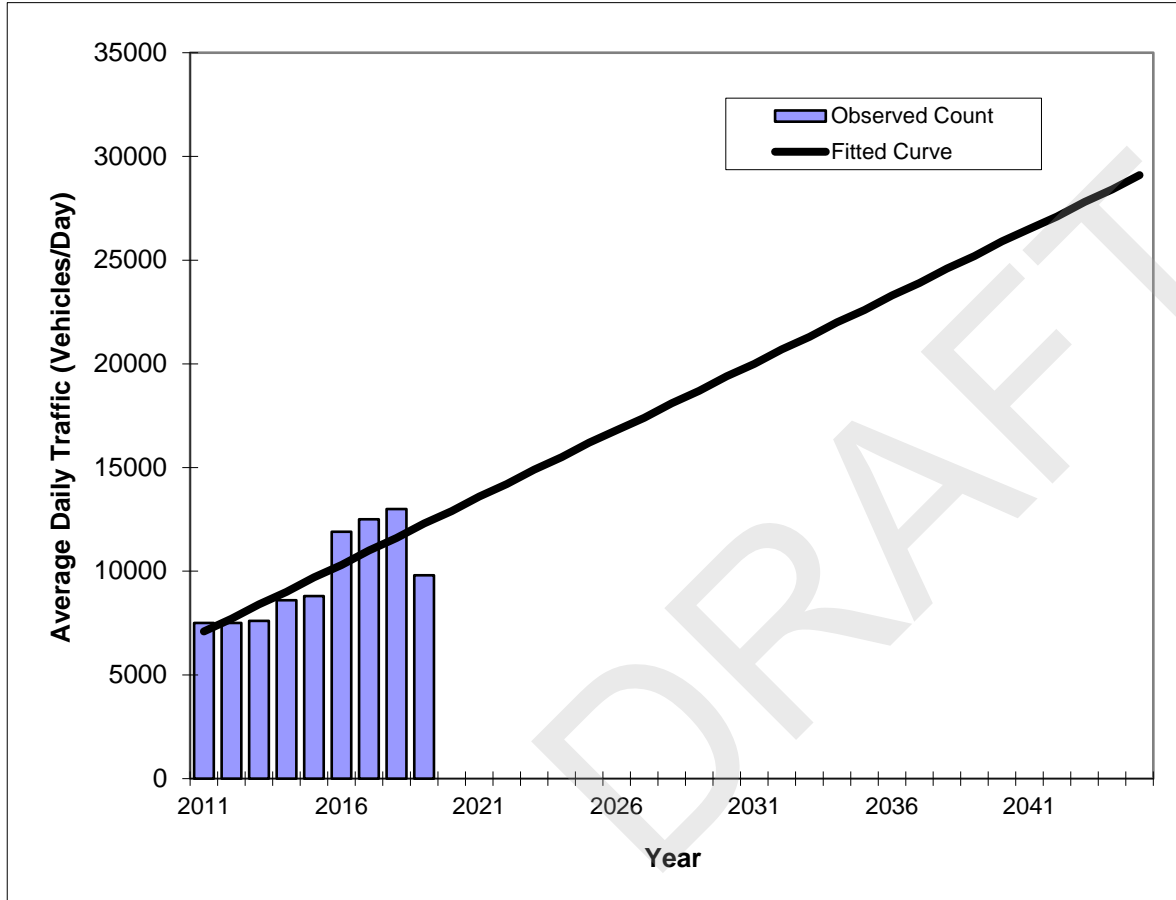
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

Shady Lane -- North of Partin Settlement Road

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	8040
Highway:	Shady Lane



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	7500	7100
2012	7500	7700
2013	7600	8400
2014	8600	9000
2015	8800	9700
2016	11900	10300
2017	12500	11000
2018	13000	11600
2019	9800	12300
2025 Opening Year Trend		
2025	N/A	16200
2035 Mid-Year Trend		
2035	N/A	22600
2045 Design Year Trend		
2045	N/A	29100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	647
Trend R-squared:	63.22%
Trend Annual Historic Growth Rate:	9.15%
Trend Growth Rate (2019 to Design Year):	5.25%
Printed:	28-Jul-20
Straight Line Growth Option	

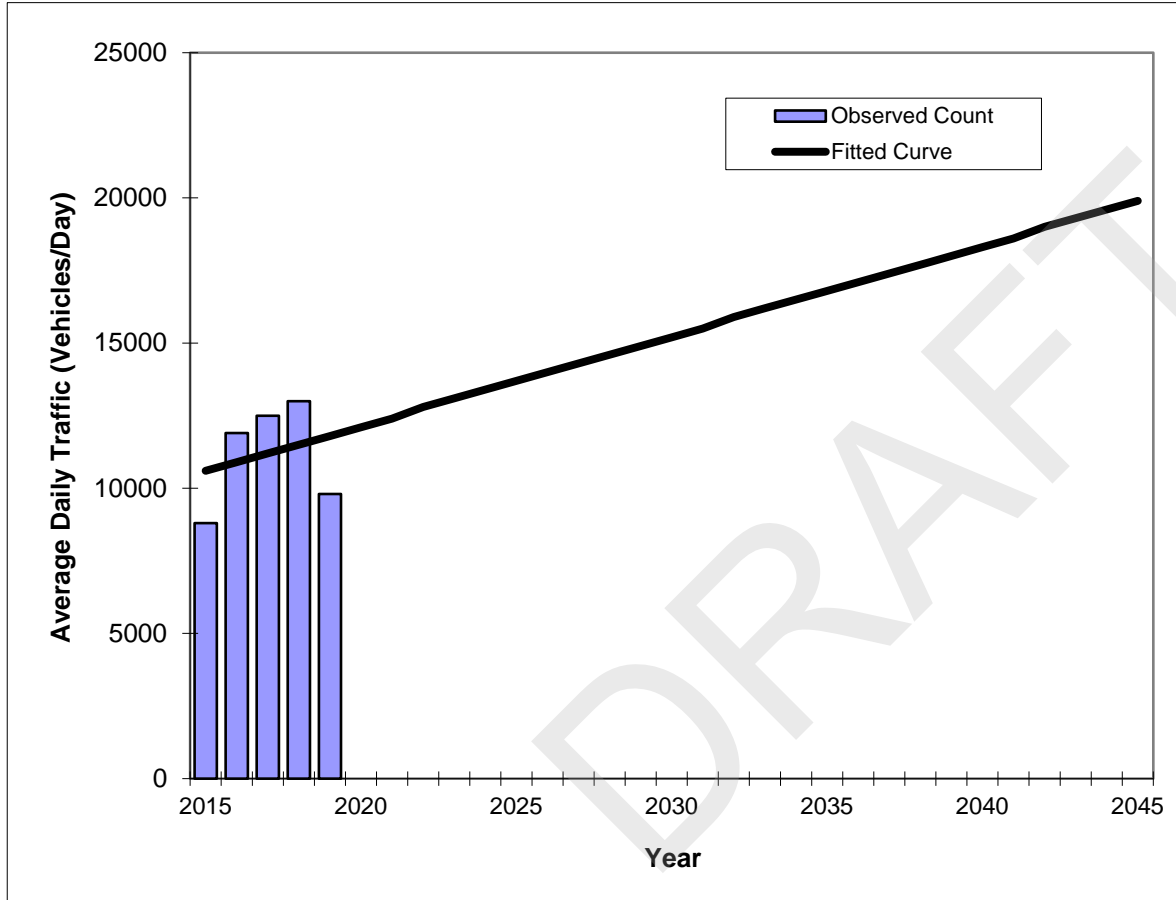
*Axle-Adjusted

Traffic Trends - V03.a

Shady Lane -- North of Partin Settlement Road

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	8040
Highway:	Shady Lane



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8800	10600
2016	11900	10900
2017	12500	11200
2018	13000	11500
2019	9800	11800
2025 Opening Year Trend		
2025	N/A	13700
2035 Mid-Year Trend		
2035	N/A	16800
2045 Design Year Trend		
2045	N/A	19900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	310
Trend R-squared:	7.31%
Trend Annual Historic Growth Rate:	2.83%
Trend Growth Rate (2019 to Design Year):	2.64%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8082 - NEPTUNE RD, 0.5 MI S OF PARTIN SETTLEMENT RD - OFF SYSTEM HPMS '18

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	14600	S	S	8400	N	6200	9.00	53.20	23.80
2018	14200	F	S	8200	N	6000	9.00	53.60	22.30
2017	13700	C	S	7900	N	5800	9.00	52.80	34.20
2016	16100	S	S	8200	N	7900	9.00	52.50	27.80
2015	15500	F	S	7900	N	7600	9.00	52.70	25.90
2014	15100	C	S	7700	N	7400	9.00	52.80	28.50
2013	13000	F		0		0	9.00	53.00	25.70
2012	13000	C	S	0	N	0	9.00	53.10	24.50

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

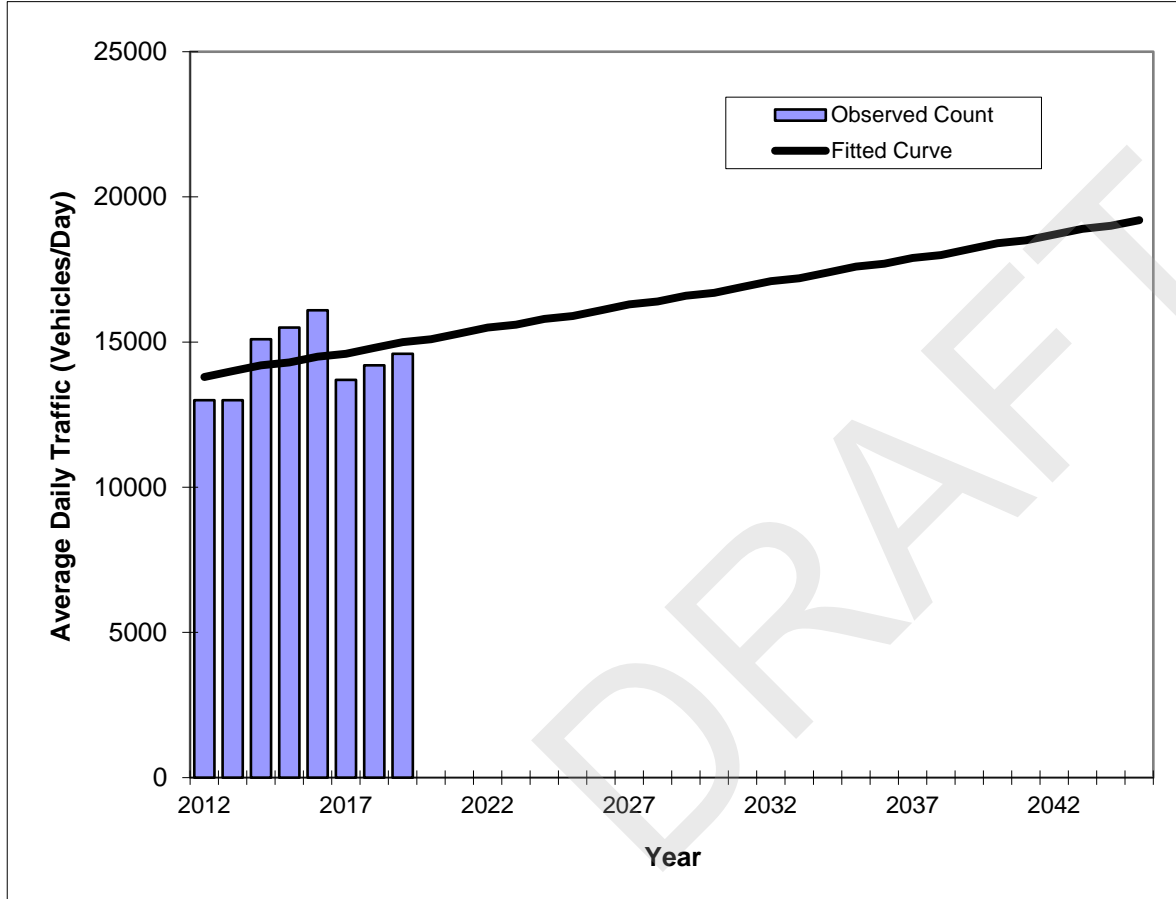
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NEPTUNE RD -- 0.5 Mi South of Partin Settlement Road

FIN#	XXXX
Location	3

County:	Osceola (92)
Station #:	8082
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	13000	13800
2013	13000	14000
2014	15100	14200
2015	15500	14300
2016	16100	14500
2017	13700	14600
2018	14200	14800
2019	14600	15000
2025 Opening Year Trend		
2025	N/A	15900
2035 Mid-Year Trend		
2035	N/A	17600
2045 Design Year Trend		
2045	N/A	19200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	162
Trend R-squared:	12.13%
Trend Annual Historic Growth Rate:	1.24%
Trend Growth Rate (2019 to Design Year):	1.08%
Printed:	28-Jul-20
Straight Line Growth Option	

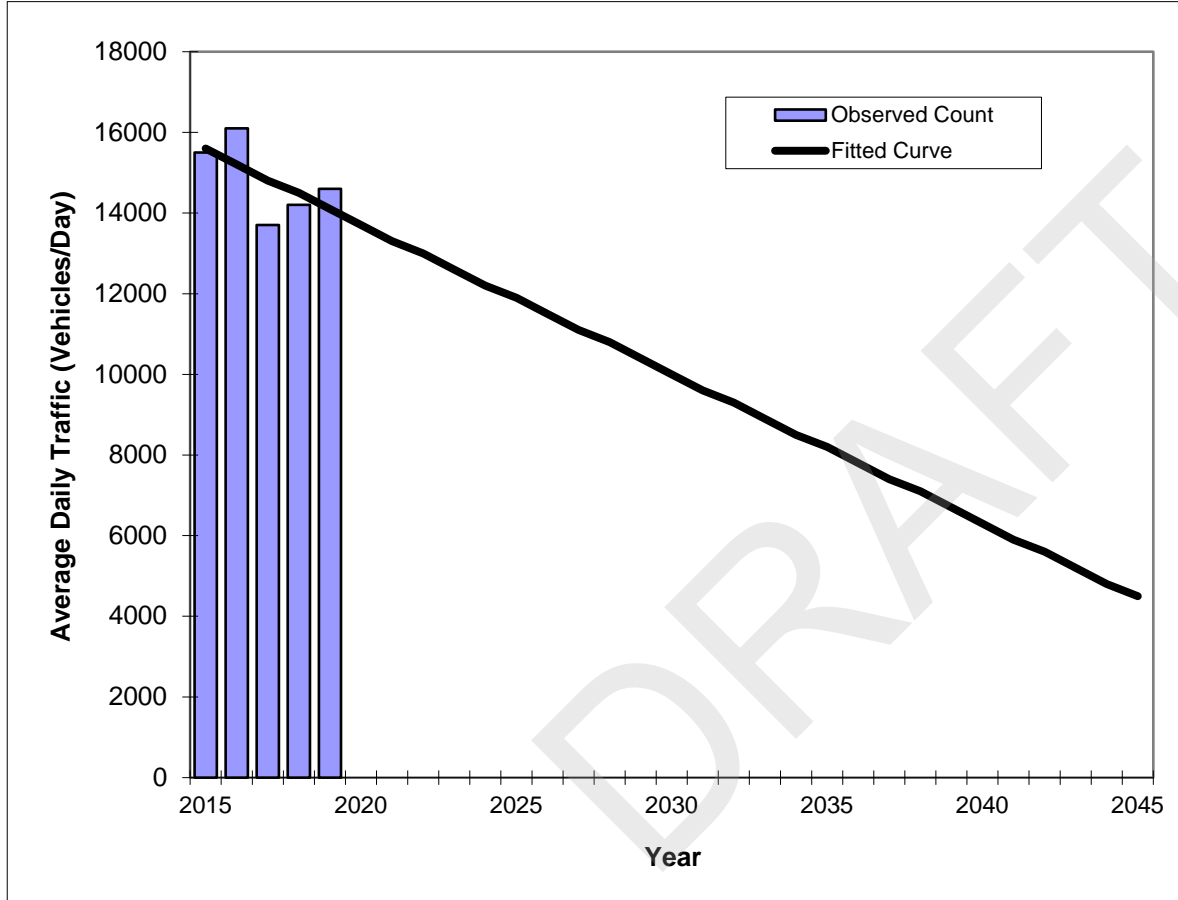
*Axle-Adjusted

Traffic Trends - V03.a

NEPTUNE RD -- 0.5 Mi South of Partin Settlement Road

FIN#	XXXX
Location	3

County:	Osceola (92)
Station #:	8082
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15500	15600
2016	16100	15200
2017	13700	14800
2018	14200	14500
2019	14600	14100
2025 Opening Year Trend		
2025	N/A	11900
2035 Mid-Year Trend		
2035	N/A	8200
2045 Design Year Trend		
2045	N/A	4500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-370
Trend R-squared:	36.14%
Trend Annual Historic Growth Rate:	-2.40%
Trend Growth Rate (2019 to Design Year):	-2.62%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted



ATTACHMENT B
CFRPM Model Plots
and
Model Growth Rate

DRAFT

Partin Settlement Central Florida Regional Planning Model (CFRPM Version 6.1) Growth Rate

Roadway	Segment	2010 Model Volume	2040 Model Volume	Annual Growth Rate
Partin Settlement Road	Neptune Road - Shady Lane	6894	30217	11.28%
	Shady Lane - US 192	3933	21745	15.10%
	US 192 - Remington Boulevard	10714	24394	4.26%
	Remington Boulevard - Costa Mesa Lane	8415	21946	5.36%
	Costa Mesa Lane - Lakeshore Boulevard	4571	14645	7.35%

DRAFT

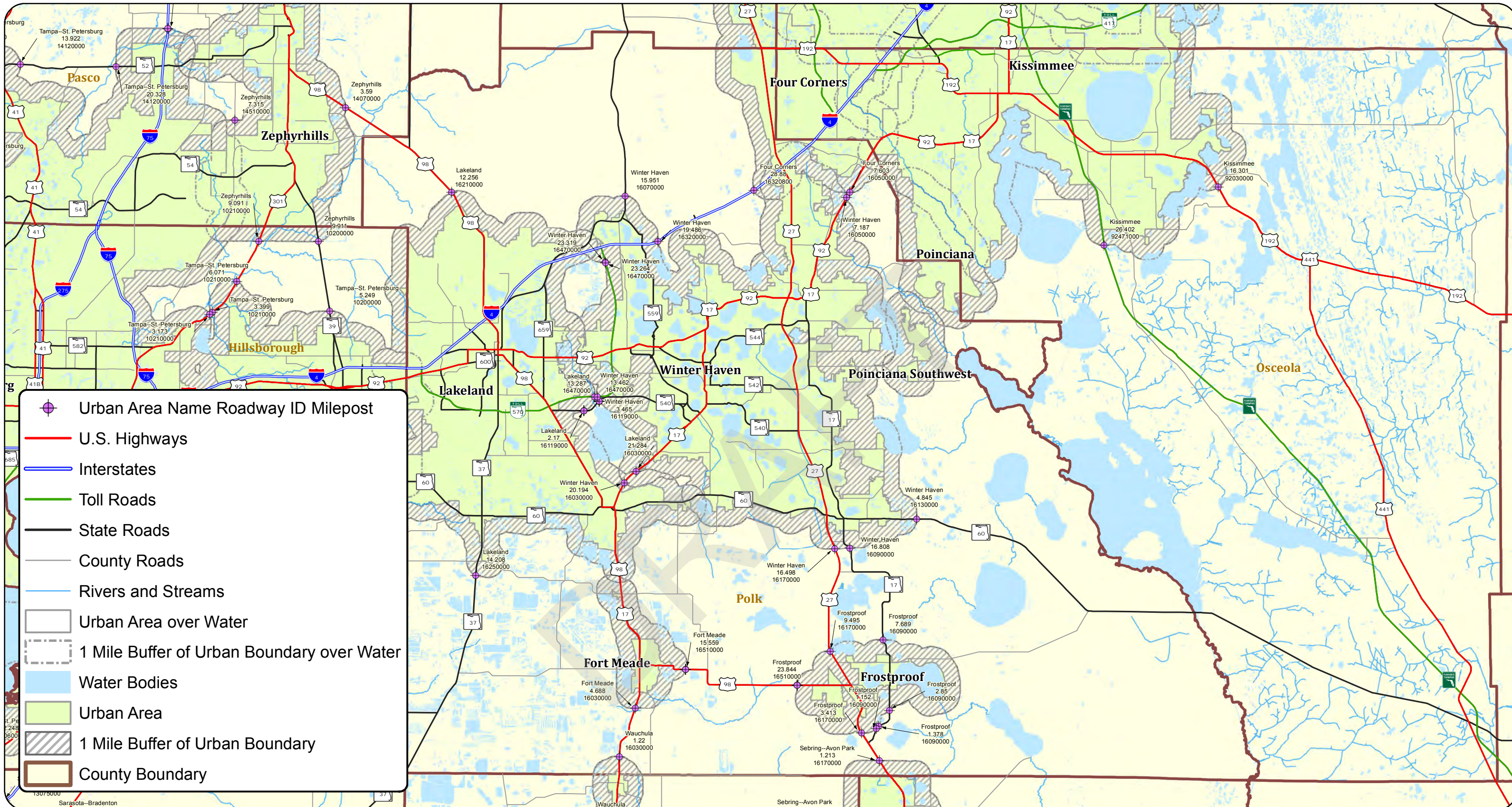
Partin Settlement Road 2040 PSWADT Model Volumes



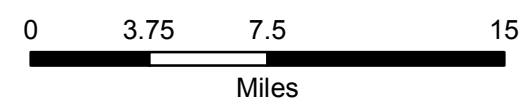
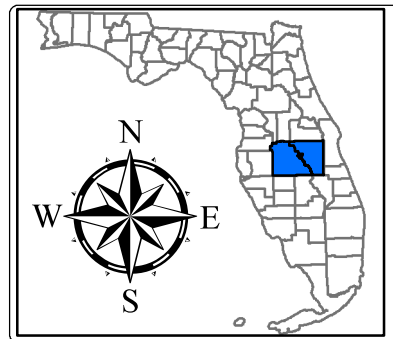


ATTACHMENT C
FDOT Urban Boundary Map

DRAFT



Urban Area Name Roadway ID Milepost
 U.S. Highways
 Interstates
 Toll Roads
 State Roads
 County Roads
 Rivers and Streams
 Urban Area over Water
 1 Mile Buffer of Urban Boundary over Water
 Water Bodies
 Urban Area
 1 Mile Buffer of Urban Boundary
 County Boundary



Urban Area 1-Mile Buffer Polk & Osceola Counties

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APPENDIX B

**Memorandum on Development of Existing
Traffic Volumes**

MEMORANDUM

TO: Kathy Lee, PE, Osceola County Transportation and Transit

DATE: October 16, 2020

PROJECT: Partin Settlement Road Widening from Neptune Road to Lakeshore Boulevard

JMT JOB NO.: 20-00219-001

RE: **Development of Existing Traffic Volumes**

The purpose of this technical memorandum is to document the development of the existing traffic volumes including the annual average daily traffic (AADT) volumes and the AM and PM design hour volumes for the Partin Settlement Road project corridor. The project limits along Partin Settlement Road extend from Neptune Road to Lakeshore Boulevard for approximately 2.7 miles.

Traffic data collection within the project limits was conducted during the week of September 14, 2020 and the week of September 21, 2020.

Traffic data collection including 72-hour vehicle classification counts, 72-hour bi-directional counts at intersection approaches and at the same time 8-hour turning movement counts (TMCs) at the study intersections as shown below:

A. 72-hour vehicle classification counts (bi-directional approach volumes) at the following locations:

- (1) Partin Settlement Road – Between Neptune Road and Cross Prairie Parkway
- (2) Partin Settlement Road – Between Cross Prairie Parkway and US 192
- (3) Partin Settlement Road – Between US 192 and Remington Boulevard
- (4) Partin Settlement Road – Between Remington and Lakeshore Boulevard

B. 72-hour machine counts (bi-directional approach volumes) and at the same time, 8-hour manual vehicle turning movement counts will be performed for peak hours at the following intersections:

- (1) Neptune Road (signalized)
- (2) Shady Lane/ Cross Prairie Parkway (signalized) **

- (3) US 192 (signalized)
- (4) Remington Boulevard (signalized)
- (5) Lakeshore Boulevard (signalized)

** It should be noted that the approach counts or the turning movement count could not be conducted at the intersection of Partin Settlement Road and Shady Lane/Cross Prairie Parkway due to the ongoing construction and also, the south leg of this intersection along Cross Prairie Parkway is closed.

The raw traffic counts are included in **Appendix A**.

As agreed upon in the traffic methodology, existing year 2020 annual average daily volume (AADT) has determined by applying peak seasonal factor (PSF) and axle factor (AF) on the raw traffic counts. Since the existing traffic counts will be conducted under the outbreak of the COVID-19 pandemic, the AADT along Neptune Road, north of Partin Settlement Road was compared to the 2018 AADT in the Neptune Road PD&E Project Traffic Analysis Report and adjusted accordingly for consistency and reasonableness. Also, existing year 2020 design hour (AM and PM peak hour) traffic volumes has been developed by applying peak seasonal adjustment factor (PSF) on the raw turning movement volumes. The traffic volumes between the study intersections along Partin Settlement Road were not balanced as there are several accesses between intersection which generates and attracts traffic.

The existing year 2020 AADT volumes and existing year 2020 AM and PM peak hour traffic volumes are shown in **Figure 1** and **Figure 2**, respectively. The calculations for existing year AADT and the existing year AM and PM design hour volumes along with the adjustment factors are included in **Appendix A**.

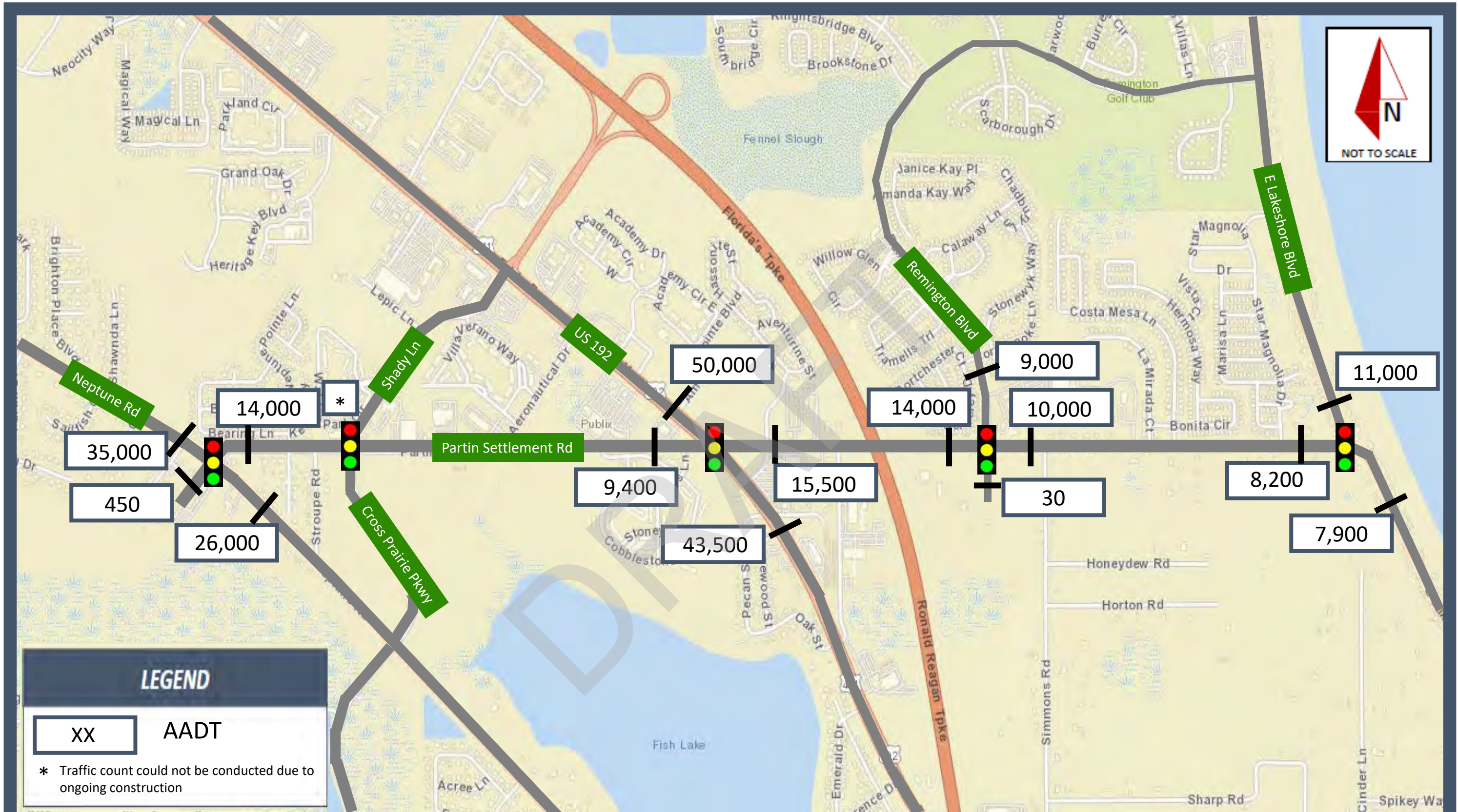


Figure 1: Existing Year 2020 Annual Average Daily Traffic (AADT) Volumes
 Partin Settlement Road PTAR

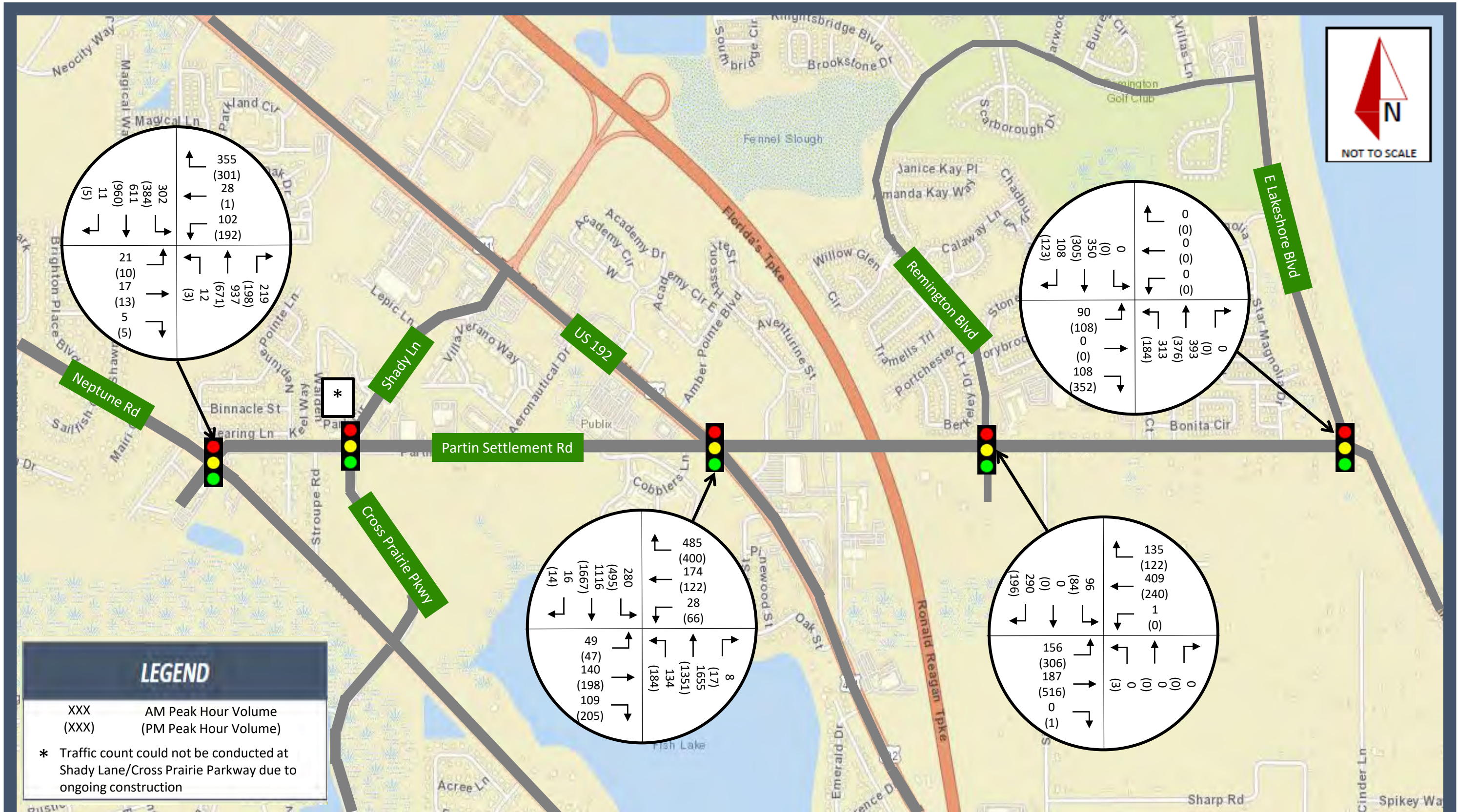


Figure 2: Existing Year 2020 AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR

Recommended Design Hour Traffic Factors

The design hour traffic factors recommended for the Partin Settlement Road traffic study includes a standard K factor of 9.0% per the 2019 Project Traffic Forecasting Handbook (as agreed upon in the traffic methodology) along Partin Settlement Road and all the side-streets. The recommended D-factor along the Partin Settlement Road study corridor is 50.9% from Neptune Road to US 192 and 64.4% from US 192 to Lakeshore Boulevard based on the 72-hour classification counts conducted. The recommended D-factor along Partin Settlement Road is within the acceptable range identified in the 2019 FDOT Project Traffic Forecasting Handbook. D-factor along the side-streets that will be used in the development of the future AM and PM peak hour traffic volumes were estimated from the actual AM and PM peak hour turning movement counts. Information for D-factor for Partin Settlement Road and side-streets are provided in **Appendix B**. These recommended K and D factors will be used for the development of future traffic volumes. Recommended daily truck percentage (T_{24}) along the study corridor based on the 72-hour classification counts is 16.4%. For the existing and future analysis along the side-streets, design hour truck (DHT) will be used based on the AM and PM peak hour turning movement counts. DHT for Partin Settlement Road is assumed to be half of T_{24} , rounded up to the nearest percent. **Table 1** below shows the recommended design traffic factors for the Partin Settlement Road corridor. The information on the design traffic factors for Partin Settlement Road is provided in **Appendix B**.

The D-factor and the daily truck percentages obtained from the traffic counts conducted were compared with the historical data available from FDOT's 2019 Florida Traffic Information (FTI) Online. These factors from 2019 FTI Online along Partin Settlement Road has been included in **Appendix B** as well. However, the recommendations have been based on the actual vehicle classification counts conducted recently. It should be noted that the truck percentage along the study corridor could be potentially high due to the ongoing construction. Based on a conservative approach, high truck percentage reflecting existing scenario has been recommended.



Table 1: Recommended K, D, T Factors along Partin Settlement Road

Partin Settlement Road	K	D	Recommended D	Daily Truck (T ₂₄)	Recommended Daily Truck (T ₂₄)	Design Hour Truck (DHT)
East of Neptune Road	9.00%	51.0%	50.9%	17.7%	16.4%	8.2%
West of US 192		50.7%		13.9%		
East of US 192		63.8%	64.4%	18.4%		
Between Magnolia Drive and Lakeshore Boulevard		64.9%		15.4%		

Peak Hour Factor (PHF) from existing turning movement counts will be used for the existing analysis. However, PHF of 0.95 is being recommended for use in the future analysis.

APPENDIX A

Existing Traffic Volume Summaries

Adjustment Factors

Existing Traffic Counts

Partin Settlement Road - From Neptune Road to Lakeshore Boulevard

Calculation of AADTs from Approach Counts

Traffic Count Location	Date of Count	Year 2020 ADT Count for 3 Days			Maximum of 3-Day 2020 ADT Counts	Peak Seasonal Factor ⁽³⁾	Axle Factor ⁽³⁾	2020 AADT	Rounded 2020 AADT ⁽⁴⁾
Partin Settlement Road									
West of Neptune Road	9/22/2020 - 9/24/2020	385	431	391	431	1.09	0.99	465	450
East of Neptune Road	9/22/2020 - 9/24/2020	12776	12949	12895	12949	1.09	0.99	13973	14000
West of Shady Lane/Cross Praire Parkway ⁽¹⁾	-	-	-	-	-	1.09	0.99	-	
East of Shady Lane/Cross Praire Parkway ⁽¹⁾	-	-	-	-	-	1.09	0.99	-	
West of US 192	9/22/2020 - 9/24/2020	8289	8708	8462	8708	1.09	0.99	9397	9400
East of US 192	9/22/2020 - 9/24/2020	13961	14396	14298	14396	1.09	0.99	15535	15500
West of Remington Boulevard	9/22/2020 - 9/24/2020	12690	13136	12770	13136	1.09	0.99	14175	14000
East of Remington Boulevard	9/22/2020 - 9/24/2020	9271	9365	9147	9365	1.09	0.99	10106	10000
West of Lakeshore Boulevard	9/22/2020 - 9/24/2020	7471	7624	7441	7624	1.09	0.99	8227	8200
Neptune Road									
South of Partin Settlement Road	9/22/2020 - 9/24/2020	23807	24389	24236	24389	1.09	0.99	26153	26000
North of Partin Settlement Road	9/22/2020 - 9/24/2020	26798	27430	27724	27724	1.09	0.99	29917	35000 ⁽⁵⁾
Shady Lane/Cross Praire Parkway									
South of Partin Settlement Road ⁽²⁾	-	-	-	-	-	1.09	0.99	-	
North of Partin Settlement Road ⁽¹⁾	-	-	-	-	-	1.09	0.99	-	
US 192									
South of Partin Settlement Road	9/22/2020 - 9/24/2020	40962	41540	40375	41540	1.09	0.99	43569	43500
North of Partin Settlement Road	9/22/2020 - 9/24/2020	46160	46776	46300	46776	1.09	0.99	49962	50000
Remington Boulevard									
South of Partin Settlement Road	9/22/2020 - 9/24/2020	34	22	29	34	1.09	0.99	31	30
North of Partin Settlement Road	9/22/2020 - 9/24/2020	8183	8350	8364	8364	1.09	0.99	9026	9000
Lakeshore Boulevard									
South of Partin Settlement Road	9/22/2020 - 9/24/2020	7101	7400	7321	7400	1.09	0.99	7900	7900
North of Partin Settlement Road	9/22/2020 - 9/24/2020	10349	10522	10353	10522	1.09	0.99	11172	11000

(1) Counts could not be conducted due to Construction

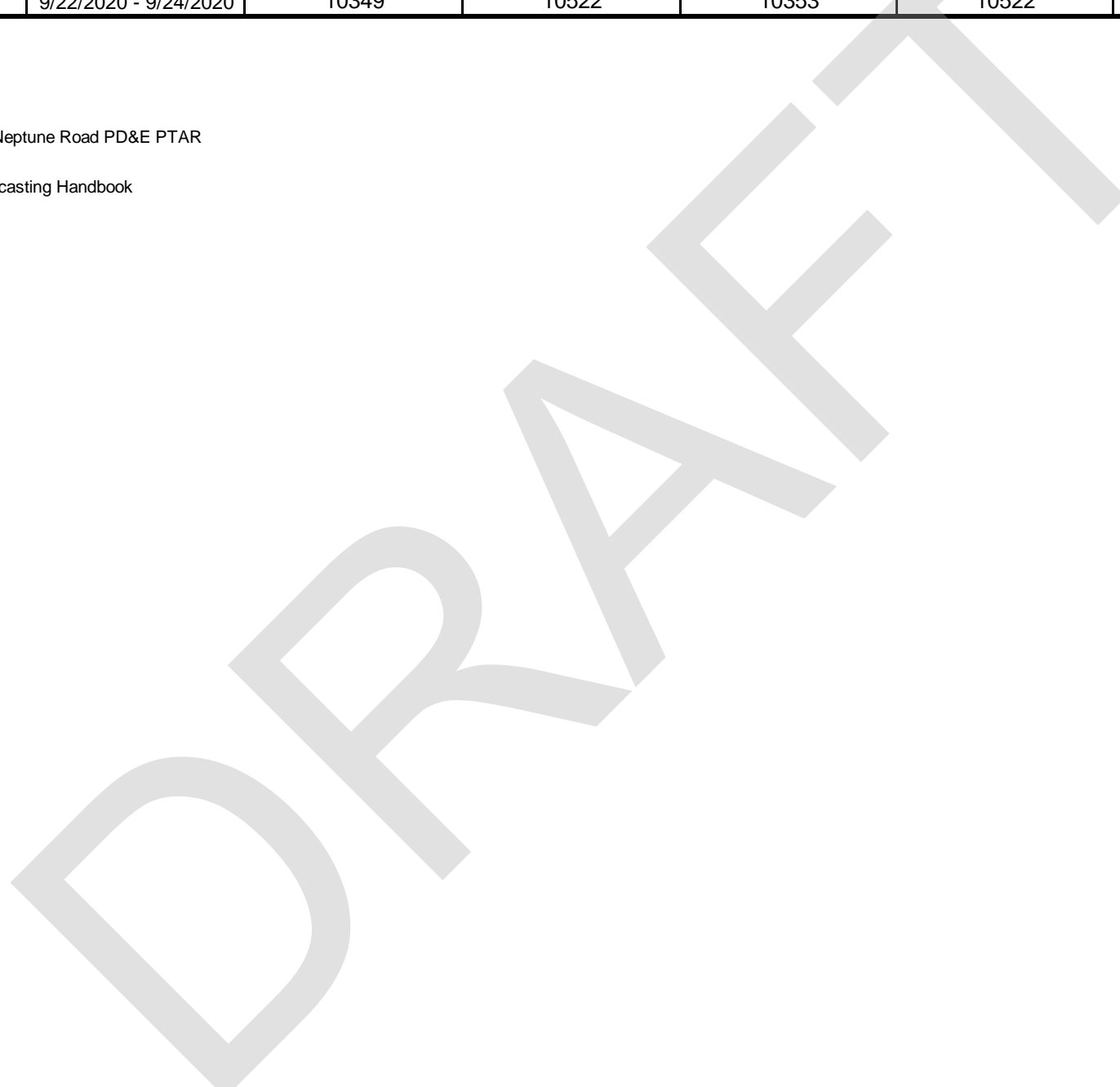
(2) Cross Praire Parkway is closed

(3) Source: FDOT 2019 Florida Traffic Information (FTI) Online

(4) Segments with more than one AADT, the one used is in **BOLD**

(5) Adjusted for pre-COVID scenario based on 2018 AADT from Neptune Road PD&E PTAR dated November 2019

AADTs have been **ROUNDED** following 2019 Project Traffic Forecasting Handbook



Partin Settlement Road - From Neptune Road to Lakeshore Boulevard
AM Peak Hour Traffic Volume

Intersection	Date of Count	Movement	Peak Seasonal Factor (PSF)	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	Adjusted 2020 AM Turning Volume
Partin Settlement Road @ Neptune Road	9/22/2020	EBLT	1.09	19	40	48%	21
		EBTH	1.09	16		40%	17
		EBRT	1.09	5		13%	5
		NBLT	1.09	11	1072	1%	12
		NBTH	1.09	860		80%	937
		NBRT	1.09	201		19%	219
		WBLT	1.09	94	446	21%	102
		WBTH	1.09	26		6%	28
		WBRT	1.09	326		73%	355
		SBLT	1.09	277	848	33%	302
		SBTH	1.09	561		66%	611
SBRT	1.09	10	1%	11			
Partin Settlement Road @ Shady Lane/Cross Praire Parkway ⁽¹⁾	-	EBLT	-	-	0	-	-
		EBTH	-	-		-	-
		EBRT	-	-		-	-
		NBLT	-	-	0	-	-
		NBTH	-	-		-	-
		NBRT	-	-		-	-
		WBLT	-	-	0	-	-
		WBTH	-	-		-	-
		WBRT	-	-		-	-
		SBLT	-	-	0	-	-
		SBTH	-	-		-	-
SBRT	-	-	-	-			
Partin Settlement Road @ US 192	9/22/2020	EBLT	1.09	45	273	16%	49
		EBTH	1.09	128		47%	140
		EBRT	1.09	100		37%	109
		NBLT	1.09	123	1648	7%	134
		NBTH	1.09	1518		92%	1655
		NBRT	1.09	7		0%	8
		WBLT	1.09	26	631	4%	28
		WBTH	1.09	160		25%	174
		WBRT	1.09	445		71%	485
		SBLT	1.09	257	1296	20%	280
		SBTH	1.09	1024		79%	1116
SBRT	1.09	15	1%	16			
Partin Settlement Road @ Remington Boulevard	9/22/2020	EBLT	1.09	143	315	45%	156
		EBTH	1.09	172		55%	187
		EBRT	1.09	0		0%	0
		NBLT	1.09	0	0	-	0
		NBTH	1.09	0		-	0
		NBRT	1.09	0		-	0
		WBLT	1.09	1	500	0%	1
		WBTH	1.09	375		75%	409
		WBRT	1.09	124		25%	135
		SBLT	1.09	88	354	25%	96
		SBTH	1.09	0		0%	0
SBRT	1.09	266	75%	290			
Partin Settlement Road @ Lakeshore Boulevard	9/22/2020	EBLT	1.09	83	182	46%	90
		EBRT	1.09	99		54%	108
		NBLT	1.09	287	648	44%	313
		NBTH	1.09	361		56%	393
		SBTH	1.09	321	420	76%	350
		SBRT	1.09	99		24%	108

(1) Traffic Count could not be conducted due to ongoing construction and also, the south leg of Cross Praire Parkway is closed

Partin Settlement Road - From Neptune Road to Lakeshore Boulevard
PM Peak Hour Traffic Volumes

Intersection	Date of Count	Movement	Peak Seasonal Factor (PSF)	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	Adjusted 2020 AM Turning Volume
Partin Settlement Road @ Neptune Road	9/22/2020	EBLT	1.09	9	26	35%	10
		EBTH	1.09	12		46%	13
		EBRT	1.09	5		19%	5
		NBLT	1.09	3	801	0%	3
		NBTH	1.09	616		77%	671
		NBRT	1.09	182		23%	198
		WBLT	1.09	176	453	39%	192
		WBTH	1.09	1		0%	1
		WBRT	1.09	276		61%	301
		SBLT	1.09	352	1238	28%	384
		SBTH	1.09	881		71%	960
SBRT	1.09	5	0%	5			
Partin Settlement Road @ Shady Lane/Cross Praire Parkway ⁽¹⁾	-	EBLT	-	-	0	-	-
		EBTH	-	-		-	-
		EBRT	-	-		-	-
		NBLT	-	-	0	-	-
		NBTH	-	-		-	-
		NBRT	-	-		-	-
		WBLT	-	-	0	-	-
		WBTH	-	-		-	-
		WBRT	-	-		-	-
		SBLT	-	-	0	-	-
		SBTH	-	-		-	-
SBRT	-	-	-	-			
Partin Settlement Road @ US 192	9/22/2020	EBLT	1.09	43	413	10%	47
		EBTH	1.09	182		44%	198
		EBRT	1.09	188		46%	205
		NBLT	1.09	169	1424	12%	184
		NBTH	1.09	1239		87%	1351
		NBRT	1.09	16		1%	17
		WBLT	1.09	61	540	11%	66
		WBTH	1.09	112		21%	122
		WBRT	1.09	367		68%	400
		SBLT	1.09	454	1996	23%	495
SBTH	1.09	1529	77%	1667			
SBRT	1.09	13	1%	14			
Partin Settlement Road @ Remington Boulevard	9/22/2020	EBLT	1.09	281	755	37%	306
		EBTH	1.09	473		63%	516
		EBRT	1.09	1		0%	1
		NBLT	1.09	3	3	-	3
		NBTH	1.09	0		-	0
		NBRT	1.09	0		-	0
		WBLT	1.09	0	332	0%	0
		WBTH	1.09	220		66%	240
		WBRT	1.09	112		34%	122
		SBLT	1.09	77	257	30%	84
SBTH	1.09	0	0%	0			
SBRT	1.09	180	70%	196			
Partin Settlement Road @ Lakeshore Boulevard	9/22/2020	EBLT	1.09	99	422	23%	108
		EBRT	1.09	323		77%	352
		NBLT	1.09	169	514	33%	184
		NBTH	1.09	345		67%	376
		SBTH	1.09	280	393	71%	305
		SBRT	1.09	113		29%	123

(1) Traffic Count could not be conducted due to ongoing construction and also, the south leg of Cross Praire Parkway is closed

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

MOCF: 0.97

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

* PEAK SEASON

2019 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

Johnson, Mirmiran & Thompson, Inc.

2000 East 11th Ave, Suite 300

Tampa, FL 33605

813-314-0314 www.JMT.com

Site Code: 01 PARTIN SETTLEMENT

Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/14/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	28	9	0	1	0	0	0	0	0	0	0	0	0	39
1:00	0	9	8	0	1	0	0	0	0	0	0	0	0	0	18
2:00	0	11	8	0	2	0	0	1	0	0	0	0	0	0	22
3:00	0	14	7	0	1	1	0	0	1	0	0	0	0	0	24
4:00	0	23	23	0	3	0	0	0	0	0	0	0	0	0	49
5:00	0	64	69	2	29	2	0	1	0	0	0	0	0	2	169
6:00	0	117	127	10	57	1	0	8	1	1	0	0	0	10	332
7:00	1	165	186	12	40	2	1	14	1	0	0	0	0	42	464
8:00	0	129	137	16	55	0	0	14	1	0	1	0	0	13	366
9:00	1	126	119	22	38	3	0	10	1	0	0	0	0	12	332
10:00	0	125	120	6	46	1	1	12	1	0	0	0	0	6	318
11:00	0	162	106	3	49	2	0	7	1	0	2	0	0	7	339
12:00 PM	2	132	115	6	46	1	0	9	2	0	0	0	0	15	328
1:00	0	126	119	10	37	1	0	10	0	0	0	1	0	17	321
2:00	1	132	142	8	35	3	0	15	2	0	0	0	0	23	361
3:00	1	166	134	17	38	3	0	12	0	0	0	0	0	30	401
4:00	5	166	155	22	37	0	0	9	0	0	0	0	0	56	450
5:00	1	188	158	12	40	0	0	6	0	0	0	0	0	64	469
6:00	2	157	121	8	27	3	1	13	0	0	1	0	0	20	353
7:00	2	137	111	6	26	0	0	7	0	0	0	0	0	8	297
8:00	1	111	89	1	22	0	0	3	0	1	0	0	0	3	231
9:00	0	67	52	2	12	0	0	1	0	0	0	0	0	3	137
10:00	0	44	32	1	10	0	0	0	0	0	0	0	0	0	87
11:00	0	44	24	0	5	0	0	1	0	0	0	0	0	0	74
Total	18	2443	2171	164	657	23	3	153	11	2	4	1	0	331	5981
Percent	0.3%	40.8%	36.3%	2.7%	11.0%	0.4%	0.1%	2.6%	0.2%	0.0%	0.1%	0.0%	0.0%	5.5%	
AM Peak	12:00 AM	7:00	7:00	9:00	6:00	9:00	7:00	7:00	3:00	6:00	11:00			7:00	7:00
PM Peak	4:00	5:00	5:00	4:00	12:00 PM	2:00	6:00	2:00	12:00 PM	8:00	6:00	1:00		5:00	5:00
	5	188	158	22	46	3	1	15	2	1	1	1	*	64	469

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Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/14/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
1:00	0	14	6	0	1	0	0	1	0	0	0	0	0	0	22
2:00	0	11	12	0	1	0	0	3	0	0	0	0	0	0	27
3:00	0	9	8	1	4	0	0	0	0	0	0	0	0	0	22
4:00	0	16	31	0	4	1	0	0	0	0	0	0	0	0	52
5:00	0	64	63	0	27	0	0	0	1	0	0	0	0	2	157
6:00	0	110	128	6	56	4	0	7	0	0	0	0	0	5	316
7:00	3	180	191	18	62	3	0	7	2	0	0	0	0	23	489
8:00	2	147	114	15	46	3	0	8	3	0	1	0	1	32	372
9:00	0	122	160	15	51	0	0	10	4	0	0	0	0	5	367
10:00	2	126	103	6	51	4	0	10	1	0	0	0	0	10	313
11:00	3	154	119	3	53	4	0	10	0	0	0	0	0	10	356
12:00 PM	0	149	139	5	32	1	0	10	0	0	0	0	0	12	348
1:00	0	140	137	8	43	2	0	19	1	0	1	0	0	12	363
2:00	1	151	145	13	49	4	0	12	0	0	0	0	0	30	405
3:00	3	170	142	15	37	2	0	9	1	1	0	0	0	27	407
4:00	0	188	144	14	52	3	0	14	1	0	0	0	0	20	436
5:00	1	200	153	13	57	1	0	10	0	0	0	0	0	40	475
6:00	2	179	153	5	33	0	0	11	0	0	1	0	0	21	405
7:00	0	134	129	3	30	0	0	5	0	0	0	0	0	7	308
8:00	3	111	67	1	18	1	0	5	0	0	0	0	0	2	208
9:00	2	63	66	1	7	0	0	2	0	0	0	0	0	3	144
10:00	0	47	41	1	10	0	0	0	0	0	0	0	0	0	99
11:00	0	36	22	1	1	0	0	2	0	0	0	0	0	1	63
Total	22	2537	2281	144	726	33	0	155	14	1	3	0	1	262	6179
Percent	0.4%	41.1%	36.9%	2.3%	11.7%	0.5%	0.0%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	4.2%	
AM Peak	7:00	7:00	7:00	7:00	7:00	6:00		9:00	9:00		8:00		8:00	8:00	7:00
	3	180	191	18	62	4	*	10	4	*	1	*	1	32	489
PM Peak	3:00	5:00	5:00	3:00	5:00	2:00		1:00	1:00	3:00	1:00			5:00	5:00
	3	200	153	15	57	4	*	19	1	1	1	*	*	40	475

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Tampa, FL 33605

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Site Code: 01 PARTIN SETTLEMENT

Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/14/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	21	7	0	1	0	0	0	0	0	0	0	0	0	29
1:00	1	10	3	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	9	7	0	2	0	0	0	0	0	0	0	0	0	18
3:00	0	11	12	0	2	0	0	0	0	0	0	0	0	0	25
4:00	0	24	20	0	5	0	0	0	0	0	0	0	0	1	50
5:00	0	62	66	0	33	4	0	2	0	0	0	0	0	1	168
6:00	2	115	127	7	50	0	0	7	0	0	0	0	0	8	316
7:00	1	181	171	12	43	2	0	6	0	0	0	0	0	17	433
8:00	4	141	162	12	59	5	0	18	3	0	0	0	0	17	421
9:00	1	122	139	14	44	4	0	11	2	0	0	0	0	15	352
10:00	1	119	111	3	37	5	0	4	0	0	0	0	0	10	290
11:00	1	129	134	6	33	5	0	9	1	0	0	0	0	8	326
12:00 PM	0	142	138	1	39	5	0	23	0	0	0	0	0	10	358
1:00	0	140	109	7	53	3	0	17	0	0	0	0	0	12	341
2:00	4	143	139	13	49	4	0	8	2	0	1	0	0	31	394
3:00	2	142	132	15	38	4	0	12	0	0	1	0	0	28	374
4:00	0	166	173	24	49	3	0	4	0	0	1	0	0	28	448
5:00	4	179	197	13	46	2	0	8	3	1	0	0	0	41	494
6:00	1	152	140	8	43	2	0	7	0	0	0	0	0	28	381
7:00	0	138	119	3	23	0	0	6	0	0	0	0	0	19	308
8:00	0	96	83	0	17	0	0	7	0	0	1	0	0	6	210
9:00	0	73	59	1	9	0	0	1	0	0	0	0	0	2	145
10:00	1	51	41	0	5	0	0	0	0	0	0	0	0	2	100
11:00	0	44	26	2	7	0	0	0	0	0	0	0	0	0	79
Total	23	2410	2315	141	687	48	0	150	11	1	4	0	0	284	6074
Percent	0.4%	39.7%	38.1%	2.3%	11.3%	0.8%	0.0%	2.5%	0.2%	0.0%	0.1%	0.0%	0.0%	4.7%	
AM Peak	8:00	7:00	7:00	9:00	8:00	8:00		8:00	8:00					7:00	7:00
	4	181	171	14	59	5	*	18	3	*	*	*	*	17	433
PM Peak	2:00	5:00	5:00	4:00	1:00	12:00		12:00	5:00	5:00	2:00			5:00	5:00
	4	179	197	24	53	5	*	23	3	1	1	*	*	41	494
Grand Total	63	7390	6767	449	2070	104	3	458	36	4	11	1	1	877	18234
Percent	0.3%	40.5%	37.1%	2.5%	11.4%	0.6%	0.0%	2.5%	0.2%	0.0%	0.1%	0.0%	0.0%	4.8%	

Johnson, Mirmiran & Thompson, Inc.

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813-314-0314 www.JMT.com

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Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/14/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: West, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	27	10	0	4	0	0	1	0	0	0	0	0	0	42
1:00	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
2:00	0	10	3	0	2	0	0	1	0	0	0	0	0	0	16
3:00	0	16	7	0	3	0	0	0	0	0	0	0	0	0	26
4:00	0	19	17	0	4	0	0	1	1	0	0	0	0	0	42
5:00	1	39	33	5	12	1	0	2	1	0	0	0	0	0	94
6:00	2	97	78	13	27	1	0	15	0	0	0	0	0	10	243
7:00	6	147	126	15	55	2	0	15	2	0	0	0	0	33	401
8:00	1	163	124	12	49	4	0	12	0	1	2	0	1	26	395
9:00	4	120	108	7	45	3	1	9	2	0	0	0	0	12	311
10:00	2	155	108	4	51	0	0	18	2	0	0	0	0	8	348
11:00	2	128	113	3	37	6	0	8	2	0	0	0	0	12	311
12:00 PM	2	148	128	8	55	1	0	9	3	0	0	0	0	12	366
1:00	3	168	134	11	41	1	0	13	4	1	1	0	0	19	396
2:00	2	185	151	20	42	5	0	14	3	0	0	0	0	15	437
3:00	1	194	161	13	52	4	0	10	0	0	1	0	0	27	463
4:00	7	162	122	14	46	4	0	16	0	0	2	2	0	62	437
5:00	2	169	123	12	45	0	0	13	0	0	0	0	0	84	448
6:00	1	207	143	8	52	1	0	13	1	0	0	0	0	33	459
7:00	3	226	138	5	32	1	0	9	1	0	0	0	0	14	429
8:00	0	160	93	3	24	0	0	3	2	0	0	0	0	5	290
9:00	0	129	76	1	27	1	0	2	0	0	0	0	0	2	238
10:00	0	82	33	1	16	0	0	1	0	0	1	0	0	1	135
11:00	0	61	25	0	6	0	0	0	0	0	0	0	0	0	92
Total	39	2829	2057	155	729	35	1	185	24	2	7	2	1	375	6441
Percent	0.6%	43.9%	31.9%	2.4%	11.3%	0.5%	0.0%	2.9%	0.4%	0.0%	0.1%	0.0%	0.0%	5.8%	
AM Peak	7:00	8:00	7:00	7:00	7:00	11:00	9:00	10:00	7:00	8:00	8:00		8:00	7:00	7:00
	6	163	126	15	55	6	1	18	2	1	2	*	1	33	401
PM Peak	4:00	7:00	3:00	2:00	12:00	2:00		4:00	1:00	1:00	4:00	4:00		5:00	3:00
	7	226	161	20	55	5	*	16	4	1	2	2	*	84	463

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Direction: West, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	31	14	0	5	0	0	2	0	0	0	0	0	0	52
1:00	0	13	5	0	3	0	0	0	0	0	0	0	0	0	21
2:00	0	15	4	0	3	0	0	0	0	0	0	0	0	0	22
3:00	0	8	9	0	2	0	0	0	0	0	0	0	0	0	19
4:00	0	24	14	0	3	1	0	0	0	0	0	0	0	0	42
5:00	0	45	35	2	13	1	1	1	1	0	0	0	0	0	99
6:00	0	91	63	7	36	4	1	10	1	0	0	0	0	14	227
7:00	2	170	128	19	50	2	1	17	4	1	1	0	0	29	424
8:00	3	173	113	18	51	5	1	19	2	0	0	0	0	29	414
9:00	2	126	110	6	42	1	0	11	3	1	1	0	0	9	312
10:00	3	128	100	6	44	1	0	7	0	0	0	0	1	7	297
11:00	2	168	107	5	43	2	0	14	0	0	0	0	0	14	355
12:00 PM	1	172	127	6	52	3	0	8	0	0	0	0	0	11	380
1:00	1	179	144	27	47	1	0	9	2	0	0	0	1	14	425
2:00	4	183	147	13	50	3	0	18	1	0	0	0	0	19	438
3:00	3	214	145	8	54	2	0	18	1	0	1	0	0	31	477
4:00	3	224	130	5	67	3	0	15	2	0	0	0	0	26	475
5:00	3	199	135	19	49	5	0	12	0	0	1	0	0	71	494
6:00	1	210	148	5	41	2	0	15	0	0	0	0	0	20	442
7:00	2	197	135	3	35	0	0	2	0	0	0	0	0	4	378
8:00	3	171	93	0	24	0	0	3	0	0	0	0	0	7	301
9:00	2	124	70	1	18	1	0	1	0	0	0	0	0	2	219
10:00	1	95	32	0	15	0	0	2	1	0	0	0	0	3	149
11:00	0	42	23	0	10	0	0	0	0	0	0	0	0	1	76
Total	36	3002	2031	150	757	37	4	184	18	2	4	0	2	311	6538
Percent	0.6%	45.9%	31.1%	2.3%	11.6%	0.6%	0.1%	2.8%	0.3%	0.0%	0.1%	0.0%	0.0%	4.8%	
AM Peak	8:00	8:00	7:00	7:00	8:00	8:00	5:00	8:00	7:00	7:00	7:00		10:00	7:00	7:00
	3	173	128	19	51	5	1	19	4	1	1	*	1	29	424
PM Peak	2:00	4:00	6:00	1:00	4:00	5:00		2:00	1:00		3:00		1:00	5:00	5:00
	4	224	148	27	67	5	*	18	2	*	1	*	1	71	494

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Direction: West, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	30	23	0	2	0	0	0	0	0	0	0	0	0	56
1:00	0	16	7	0	2	0	0	0	0	0	0	0	0	0	25
2:00	0	15	6	0	4	0	0	1	0	0	0	0	0	0	26
3:00	0	9	6	0	3	1	0	0	0	0	0	0	0	0	19
4:00	0	27	13	0	3	0	0	0	1	0	0	0	0	0	44
5:00	0	47	40	1	15	1	0	0	1	0	0	0	0	0	105
6:00	1	96	71	11	39	1	0	7	0	0	0	0	0	11	237
7:00	3	170	124	17	55	3	4	13	3	0	0	0	0	38	430
8:00	2	163	124	21	56	3	1	15	0	1	1	0	0	20	407
9:00	1	113	113	8	43	3	2	21	1	0	0	0	0	11	316
10:00	2	126	110	2	51	3	0	10	1	0	0	0	0	12	317
11:00	2	158	127	6	28	4	4	13	1	0	1	0	0	10	354
12:00 PM	1	149	123	9	50	3	1	6	4	0	0	0	0	9	355
1:00	2	176	116	7	58	3	1	13	4	1	0	0	0	24	405
2:00	2	148	138	16	37	5	1	12	0	0	2	0	1	47	409
3:00	4	179	163	16	54	0	1	18	2	1	0	0	0	47	485
4:00	3	201	165	8	44	5	0	14	0	0	1	0	0	24	465
5:00	4	162	101	12	36	3	0	19	1	0	1	0	0	69	408
6:00	3	168	130	5	49	5	0	19	3	0	0	0	0	44	426
7:00	2	185	123	2	37	2	0	7	0	0	0	0	0	18	376
8:00	2	158	137	1	29	0	0	4	0	0	0	0	0	4	335
9:00	0	117	64	1	17	1	0	2	0	0	0	0	0	1	203
10:00	0	94	39	1	10	0	0	0	0	0	0	0	0	1	145
11:00	0	44	31	0	10	0	0	0	0	0	0	0	0	1	86
Total	35	2751	2094	144	732	46	15	194	22	3	6	0	1	391	6434
Percent	0.5%	42.8%	32.5%	2.2%	11.4%	0.7%	0.2%	3.0%	0.3%	0.0%	0.1%	0.0%	0.0%	6.1%	
AM Peak	7:00	7:00	11:00	8:00	8:00	11:00	7:00	9:00	7:00	8:00	8:00			7:00	7:00
	3	170	127	21	56	4	4	21	3	1	1	*	*	38	430
PM Peak	3:00	4:00	4:00	2:00	1:00	2:00	12:00	5:00	12:00	1:00	2:00		2:00	5:00	3:00
	4	201	165	16	58	5	1	19	4	1	2	*	1	69	485
Grand Total	110	8582	6182	449	2218	118	20	563	64	7	17	2	4	1077	19413
Percent	0.6%	44.2%	31.8%	2.3%	11.4%	0.6%	0.1%	2.9%	0.3%	0.0%	0.1%	0.0%	0.0%	5.5%	

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Direction: Combined

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	55	19	0	5	0	0	1	0	0	0	0	0	0	81
1:00	0	26	11	0	3	0	0	0	0	0	0	0	0	0	40
2:00	0	21	11	0	4	0	0	2	0	0	0	0	0	0	38
3:00	0	30	14	0	4	1	0	0	1	0	0	0	0	0	50
4:00	0	42	40	0	7	0	0	1	1	0	0	0	0	0	91
5:00	1	103	102	7	41	3	0	3	1	0	0	0	0	2	263
6:00	2	214	205	23	84	2	0	23	1	1	0	0	0	20	575
7:00	7	312	312	27	95	4	1	29	3	0	0	0	0	75	865
8:00	1	292	261	28	104	4	0	26	1	1	3	0	1	39	761
9:00	5	246	227	29	83	6	1	19	3	0	0	0	0	24	643
10:00	2	280	228	10	97	1	1	30	3	0	0	0	0	14	666
11:00	2	290	219	6	86	8	0	15	3	0	2	0	0	19	650
12:00 PM	4	280	243	14	101	2	0	18	5	0	0	0	0	27	694
1:00	3	294	253	21	78	2	0	23	4	1	1	1	0	36	717
2:00	3	317	293	28	77	8	0	29	5	0	0	0	0	38	798
3:00	2	360	295	30	90	7	0	22	0	0	1	0	0	57	864
4:00	12	328	277	36	83	4	0	25	0	0	2	2	0	118	887
5:00	3	357	281	24	85	0	0	19	0	0	0	0	0	148	917
6:00	3	364	264	16	79	4	1	26	1	0	1	0	0	53	812
7:00	5	363	249	11	58	1	0	16	1	0	0	0	0	22	726
8:00	1	271	182	4	46	0	0	6	2	1	0	0	0	8	521
9:00	0	196	128	3	39	1	0	3	0	0	0	0	0	5	375
10:00	0	126	65	2	26	0	0	1	0	0	1	0	0	1	222
11:00	0	105	49	0	11	0	0	1	0	0	0	0	0	0	166
Total	57	5272	4228	319	1386	58	4	338	35	4	11	3	1	706	12422
Percent	0.5%	42.4%	34.0%	2.6%	11.2%	0.5%	0.0%	2.7%	0.3%	0.0%	0.1%	0.0%	0.0%	5.7%	
AM Peak	7:00	7:00	7:00	9:00	8:00	11:00	7:00	10:00	7:00	6:00	8:00		8:00	7:00	7:00
	7	312	312	29	104	8	1	30	3	1	3	*	1	75	865
PM Peak	4:00	6:00	3:00	4:00	12:00 PM	2:00	6:00	2:00	12:00 PM	1:00	4:00	4:00		5:00	5:00
	12	364	295	36	101	8	1	29	5	1	2	2	*	148	917

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12:00 AM	0	47	22	0	6	0	0	2	0	0	0	0	0	0	77
1:00	0	27	11	0	4	0	0	1	0	0	0	0	0	0	43
2:00	0	26	16	0	4	0	0	3	0	0	0	0	0	0	49
3:00	0	17	17	1	6	0	0	0	0	0	0	0	0	0	41
4:00	0	40	45	0	7	2	0	0	0	0	0	0	0	0	94
5:00	0	109	98	2	40	1	1	1	2	0	0	0	0	2	256
6:00	0	201	191	13	92	8	1	17	1	0	0	0	0	19	543
7:00	5	350	319	37	112	5	1	24	6	1	1	0	0	52	913
8:00	5	320	227	33	97	8	1	27	5	0	1	0	1	61	786
9:00	2	248	270	21	93	1	0	21	7	1	1	0	0	14	679
10:00	5	254	203	12	95	5	0	17	1	0	0	0	1	17	610
11:00	5	322	226	8	96	6	0	24	0	0	0	0	0	24	711
12:00 PM	1	321	266	11	84	4	0	18	0	0	0	0	0	23	728
1:00	1	319	281	35	90	3	0	28	3	0	1	0	1	26	788
2:00	5	334	292	26	99	7	0	30	1	0	0	0	0	49	843
3:00	6	384	287	23	91	4	0	27	2	1	1	0	0	58	884
4:00	3	412	274	19	119	6	0	29	3	0	0	0	0	46	911
5:00	4	399	288	32	106	6	0	22	0	0	1	0	0	111	969
6:00	3	389	301	10	74	2	0	26	0	0	1	0	0	41	847
7:00	2	331	264	6	65	0	0	7	0	0	0	0	0	11	686
8:00	6	282	160	1	42	1	0	8	0	0	0	0	0	9	509
9:00	4	187	136	2	25	1	0	3	0	0	0	0	0	5	363
10:00	1	142	73	1	25	0	0	2	1	0	0	0	0	3	248
11:00	0	78	45	1	11	0	0	2	0	0	0	0	0	2	139
Total	58	5539	4312	294	1483	70	4	339	32	3	7	0	3	573	12717
Percent	0.5%	43.6%	33.9%	2.3%	11.7%	0.6%	0.0%	2.7%	0.3%	0.0%	0.1%	0.0%	0.0%	4.5%	
AM Peak	7:00	7:00	7:00	7:00	7:00	6:00	5:00	8:00	9:00	7:00	7:00		8:00	8:00	7:00
	5	350	319	37	112	8	1	27	7	1	1	*	1	61	913
PM Peak	3:00	4:00	6:00	1:00	4:00	2:00		2:00	1:00	3:00	1:00		1:00	5:00	5:00
	6	412	301	35	119	7	*	30	3	1	1	*	1	111	969

Daily Truck = 17.7%
D = 494/969 = 51.0%
(Peak Hr : 5pm - 6pm)
Peak Dir: EB - AM
WB - PM

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12:00 AM	1	51	30	0	3	0	0	0	0	0	0	0	0	0	85
1:00	1	26	10	0	2	0	0	0	0	0	0	0	0	0	39
2:00	0	24	13	0	6	0	0	1	0	0	0	0	0	0	44
3:00	0	20	18	0	5	1	0	0	0	0	0	0	0	0	44
4:00	0	51	33	0	8	0	0	0	1	0	0	0	0	1	94
5:00	0	109	106	1	48	5	0	2	1	0	0	0	0	1	273
6:00	3	211	198	18	89	1	0	14	0	0	0	0	0	19	553
7:00	4	351	295	29	98	5	4	19	3	0	0	0	0	55	863
8:00	6	304	286	33	115	8	1	33	3	1	1	0	0	37	828
9:00	2	235	252	22	87	7	2	32	3	0	0	0	0	26	668
10:00	3	245	221	5	88	8	0	14	1	0	0	0	0	22	607
11:00	3	287	261	12	61	9	4	22	2	0	1	0	0	18	680
12:00 PM	1	291	261	10	89	8	1	29	4	0	0	0	0	19	713
1:00	2	316	225	14	111	6	1	30	4	1	0	0	0	36	746
2:00	6	291	277	29	86	9	1	20	2	0	3	0	1	78	803
3:00	6	321	295	31	92	4	1	30	2	1	1	0	0	75	859
4:00	3	367	338	32	93	8	0	18	0	0	2	0	0	52	913
5:00	8	341	298	25	82	5	0	27	4	1	1	0	0	110	902
6:00	4	320	270	13	92	7	0	26	3	0	0	0	0	72	807
7:00	2	323	242	5	60	2	0	13	0	0	0	0	0	37	684
8:00	2	254	220	1	46	0	0	11	0	0	1	0	0	10	545
9:00	0	190	123	2	26	1	0	3	0	0	0	0	0	3	348
10:00	1	145	80	1	15	0	0	0	0	0	0	0	0	3	245
11:00	0	88	57	2	17	0	0	0	0	0	0	0	0	1	165
Total	58	5161	4409	285	1419	94	15	344	33	4	10	0	1	675	12508
Percent	0.5%	41.3%	35.2%	2.3%	11.3%	0.8%	0.1%	2.8%	0.3%	0.0%	0.1%	0.0%	0.0%	5.4%	
AM Peak	8:00	7:00	7:00	8:00	8:00	11:00	7:00	8:00	7:00	8:00	8:00			7:00	7:00
	6	351	295	33	115	9	4	33	3	1	1	*	*	55	863
PM Peak	5:00	4:00	4:00	4:00	1:00	2:00	12:00	1:00	12:00	1:00	2:00		2:00	5:00	4:00
	8	367	338	32	111	9	1	30	4	1	3	*	1	110	913
Grand Total	173	15972	12949	898	4288	222	23	1021	100	11	28	3	5	1954	37647
Percent	0.5%	42.4%	34.4%	2.4%	11.4%	0.6%	0.1%	2.7%	0.3%	0.0%	0.1%	0.0%	0.0%	5.2%	

Johnson, Mirmiran & Thompson, Inc.

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Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	12	7	0	0	0	0	0	0	0	0	0	0	0	19
1:00	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
2:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4:00	0	4	4	0	0	1	0	0	0	0	0	0	0	1	10
5:00	0	15	18	0	3	2	0	0	0	0	0	0	0	1	39
6:00	1	22	39	6	16	0	0	3	1	0	0	0	0	0	88
7:00	1	64	85	7	23	1	0	4	1	0	0	0	0	3	189
8:00	0	64	80	6	23	0	0	2	0	0	0	0	0	4	179
9:00	1	60	69	3	17	1	0	2	0	0	0	0	0	3	156
10:00	0	54	70	3	24	0	0	9	0	0	0	0	0	3	163
11:00	0	74	82	4	25	1	0	2	0	0	0	0	0	2	190
12:00 PM	2	77	59	0	24	0	0	2	0	1	0	0	0	6	171
1:00	0	64	89	0	20	0	0	4	0	0	0	0	0	1	178
2:00	0	70	87	6	19	0	0	1	0	0	1	0	0	1	185
3:00	0	81	134	6	24	1	0	6	0	0	0	0	0	12	264
4:00	1	103	146	9	30	0	0	3	0	0	0	0	0	12	304
5:00	0	119	141	3	26	1	0	6	0	0	0	0	0	15	311
6:00	0	83	99	3	19	1	0	5	0	0	0	0	0	10	220
7:00	0	78	92	1	15	1	0	3	0	0	1	0	0	2	193
8:00	0	57	52	0	9	0	0	3	0	0	0	0	0	5	126
9:00	0	24	24	2	4	0	0	1	0	0	0	0	0	2	57
10:00	0	24	20	0	5	1	0	0	0	0	0	0	0	0	50
11:00	0	12	8	0	1	0	0	0	0	0	0	0	0	0	21
Total	6	1181	1412	59	328	11	0	56	2	1	2	0	0	83	3141
Percent	0.2%	37.6%	45.0%	1.9%	10.4%	0.4%	0.0%	1.8%	0.1%	0.0%	0.1%	0.0%	0.0%	2.6%	
AM Peak	6:00	11:00	7:00	7:00	11:00	5:00		10:00	6:00					8:00	11:00
	1	74	85	7	25	2	*	9	1	*	*	*	*	4	190
PM Peak	12:00	5:00	4:00	4:00	4:00	3:00		3:00		12:00	2:00			5:00	5:00
	PM									PM					
	2	119	146	9	30	1	*	6	*	1	1	*	*	15	311

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Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
1:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
2:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	2	2	0	1	1	0	0	0	0	0	0	0	0	6
5:00	0	20	14	0	5	0	0	0	1	0	0	0	0	0	40
6:00	0	26	39	6	11	0	0	1	1	0	0	0	0	1	85
7:00	0	84	89	5	30	1	0	1	2	0	0	0	0	6	218
8:00	0	75	67	3	30	0	0	5	1	0	0	0	0	2	183
9:00	0	53	82	2	19	0	0	2	0	0	0	0	0	2	160
10:00	0	65	70	1	26	1	0	5	1	0	0	0	0	7	176
11:00	1	90	89	1	25	0	0	4	0	0	0	0	0	3	213
12:00 PM	1	72	87	0	21	1	0	5	0	0	0	0	0	5	192
1:00	0	63	111	5	13	0	0	5	0	0	0	0	0	1	198
2:00	2	101	102	5	20	3	0	8	0	0	0	0	0	4	245
3:00	0	105	124	11	38	1	0	3	0	0	0	0	0	4	286
4:00	0	103	136	1	22	2	0	4	0	0	0	0	0	6	274
5:00	0	141	151	2	38	1	0	6	0	0	0	0	0	3	342
6:00	0	98	108	2	17	0	0	6	0	0	0	0	0	5	236
7:00	1	58	79	0	14	0	0	1	0	0	0	0	0	5	158
8:00	0	65	54	1	14	0	0	3	0	0	0	0	0	1	138
9:00	0	34	35	0	7	1	0	0	0	0	0	0	0	2	79
10:00	0	20	12	0	2	0	0	0	0	0	0	0	0	0	34
11:00	0	17	8	0	0	0	0	0	0	0	0	0	0	0	25
Total	5	1310	1474	45	353	12	0	59	6	0	0	0	0	57	3321
Percent	0.2%	39.4%	44.4%	1.4%	10.6%	0.4%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	11:00	11:00	7:00	6:00	7:00	4:00		8:00	7:00					10:00	7:00
	1	90	89	6	30	1	*	5	2	*	*	*	*	7	218
PM Peak	2:00	5:00	5:00	3:00	3:00	2:00		2:00						4:00	5:00
	2	141	151	11	38	3	*	8	*	*	*	*	*	6	342

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Longitude: 0.000000

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Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	5	8	0	1	0	0	0	0	0	0	0	0	0	14
1:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
3:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
4:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
5:00	0	14	20	0	4	2	0	0	0	0	0	0	0	0	40
6:00	0	24	33	5	14	1	0	3	0	0	0	0	0	0	80
7:00	2	72	76	5	28	0	0	1	1	0	0	0	0	4	189
8:00	1	67	87	3	25	1	0	4	1	0	0	0	0	1	190
9:00	0	59	86	5	22	1	0	3	0	0	0	0	0	1	177
10:00	0	58	69	0	22	2	0	2	0	0	0	0	0	1	154
11:00	2	67	97	6	19	0	0	3	0	0	0	0	0	4	198
12:00 PM	1	84	80	1	24	0	0	8	0	0	0	0	0	3	201
1:00	0	68	69	3	28	1	0	6	1	0	0	0	0	3	179
2:00	2	75	103	3	20	2	0	5	0	0	0	0	0	0	210
3:00	1	104	130	6	29	0	0	4	1	0	0	0	0	2	277
4:00	0	99	120	8	32	1	0	6	0	0	0	0	0	9	275
5:00	0	140	179	4	23	0	0	3	0	0	0	0	0	8	357
6:00	2	84	105	1	30	0	0	3	0	0	0	0	0	2	227
7:00	1	74	86	4	10	0	0	3	0	0	0	0	0	7	185
8:00	0	54	62	0	8	0	0	1	0	0	0	0	0	2	127
9:00	0	26	30	0	3	0	0	0	0	0	0	0	0	1	60
10:00	0	23	21	0	2	0	0	0	0	0	0	0	0	0	46
11:00	0	16	9	1	1	0	0	1	0	0	0	0	0	1	29
Total	13	1228	1481	55	349	11	0	56	4	0	0	0	0	49	3246
Percent	0.4%	37.8%	45.6%	1.7%	10.8%	0.3%	0.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	7:00	7:00	11:00	11:00	7:00	5:00		8:00	7:00					7:00	11:00
	2	72	97	6	28	2	*	4	1	*	*	*	*	4	198
PM Peak	2:00	5:00	5:00	4:00	4:00	2:00		12:00	1:00					4:00	5:00
	2	140	179	8	32	2	*	8	1	*	*	*	*	9	357
Grand Total	24	3719	4367	159	1030	34	0	171	12	1	2	0	0	189	9708
Percent	0.2%	38.3%	45.0%	1.6%	10.6%	0.4%	0.0%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	

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Direction: West, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	4	2	0	1	0	0	1	0	0	0	0	0	0	8
1:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
2:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
3:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
4:00	0	13	14	0	3	0	0	1	0	0	0	0	0	0	31
5:00	0	34	22	0	9	0	0	0	0	0	0	0	0	1	66
6:00	1	99	47	3	24	0	0	4	0	0	0	0	0	2	180
7:00	0	148	90	5	49	0	0	9	0	0	0	0	0	7	308
8:00	0	144	102	3	22	1	0	4	0	0	0	0	0	9	285
9:00	0	112	70	1	25	0	0	3	0	0	0	0	0	2	213
10:00	0	127	59	1	24	1	0	9	1	0	0	0	0	2	224
11:00	0	97	86	1	20	2	0	5	1	0	0	0	0	2	214
12:00 PM	0	126	62	0	33	0	0	5	0	1	0	0	0	4	231
1:00	3	130	90	3	25	0	0	5	1	0	0	0	0	1	258
2:00	1	158	75	0	20	0	0	4	2	1	0	0	0	3	264
3:00	1	137	88	5	42	1	0	8	0	0	0	0	0	14	296
4:00	1	152	100	1	33	1	0	9	0	0	0	0	0	9	306
5:00	2	138	92	0	31	2	0	7	0	0	0	0	0	12	284
6:00	1	179	85	3	33	1	0	9	0	0	0	0	0	4	315
7:00	0	134	71	0	19	0	0	5	1	0	0	0	0	1	231
8:00	0	95	54	1	19	0	0	3	0	0	0	0	0	2	174
9:00	0	65	31	1	12	0	0	0	0	0	0	0	0	1	110
10:00	0	37	9	1	5	0	0	0	0	0	0	0	0	0	52
11:00	0	25	7	0	4	0	0	0	0	0	0	0	0	0	36
Total	10	2174	1263	29	455	9	0	91	6	2	0	0	0	76	4115
Percent	0.2%	52.8%	30.7%	0.7%	11.1%	0.2%	0.0%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	6:00	7:00	8:00	7:00	7:00	11:00		7:00	10:00					8:00	7:00
	1	148	102	5	49	2	*	9	1	*	*	*	*	9	308
PM Peak	1:00	6:00	4:00	3:00	3:00	5:00		4:00	2:00	12:00				3:00	6:00
	3	179	100	5	42	2	*	9	2	1	*	*	*	14	315

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Direction: West, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
1:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
2:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
3:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4:00	0	13	13	0	3	0	0	0	0	0	0	0	0	0	29
5:00	0	37	20	0	11	1	0	0	1	0	0	0	0	0	70
6:00	0	89	47	3	27	0	0	3	0	0	0	0	0	4	173
7:00	2	155	91	6	36	0	0	6	1	0	0	0	0	5	302
8:00	2	152	93	5	29	2	0	10	0	0	0	0	0	5	298
9:00	0	112	87	3	26	0	0	4	3	0	0	0	0	0	235
10:00	3	102	62	2	15	1	0	6	0	0	0	0	0	1	192
11:00	1	138	75	1	26	0	0	5	0	0	0	0	0	3	249
12:00 PM	1	149	66	1	27	0	0	5	1	0	0	0	0	2	252
1:00	1	135	89	1	26	0	0	4	1	0	0	0	0	4	261
2:00	0	161	90	4	34	1	0	7	0	0	0	0	0	5	302
3:00	0	190	93	4	28	1	0	5	0	0	0	0	0	4	325
4:00	0	159	68	1	38	0	0	5	0	0	0	0	0	2	273
5:00	1	180	104	1	35	0	0	7	0	0	0	0	0	4	332
6:00	0	152	84	2	19	1	0	3	0	0	0	0	0	3	264
7:00	1	130	79	3	13	0	0	4	0	0	1	0	0	4	235
8:00	0	89	53	0	15	0	0	2	0	0	0	0	0	3	162
9:00	1	75	27	0	11	2	0	0	0	0	0	0	0	2	118
10:00	0	35	11	0	5	0	0	1	1	0	0	0	0	1	54
11:00	0	14	5	0	4	0	0	0	0	0	0	0	0	0	23
Total	13	2295	1264	37	432	9	0	77	8	0	1	0	0	52	4188
Percent	0.3%	54.8%	30.2%	0.9%	10.3%	0.2%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak	10:00	7:00	8:00	7:00	7:00	8:00		8:00	9:00					7:00	7:00
	3	155	93	6	36	2	*	10	3	*	*	*	*	5	302
PM Peak	12:00	3:00	5:00	2:00	4:00	9:00		2:00	12:00		7:00			2:00	5:00
	PM								PM						
	1	190	104	4	38	2	*	7	1	*	1	*	*	5	332

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9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
1:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
2:00	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
3:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
4:00	0	18	8	0	2	0	0	0	1	0	0	0	0	0	29
5:00	0	34	26	0	12	0	0	0	0	0	0	0	0	0	72
6:00	0	93	40	2	35	0	0	4	0	0	0	0	0	0	174
7:00	2	155	103	4	34	1	0	2	1	0	1	0	0	6	309
8:00	3	146	88	4	33	0	0	12	0	1	0	0	0	1	288
9:00	0	106	71	1	31	0	0	6	0	0	0	0	0	1	216
10:00	1	117	61	2	28	0	0	7	0	0	0	0	0	1	217
11:00	1	121	74	1	20	2	0	6	0	0	0	0	0	3	228
12:00 PM	1	126	64	3	32	0	0	4	3	0	0	0	0	4	237
1:00	1	125	75	1	32	1	0	6	2	0	0	0	0	3	246
2:00	0	136	88	3	20	0	0	9	0	0	1	0	0	3	260
3:00	1	139	97	8	35	0	0	13	0	0	0	0	0	4	297
4:00	2	166	116	1	31	3	1	4	1	0	0	0	0	7	332
5:00	1	154	94	3	40	2	0	5	0	0	0	0	0	8	307
6:00	0	141	82	0	27	1	0	4	1	0	0	0	0	1	257
7:00	0	121	71	0	22	1	0	1	2	0	0	0	0	3	221
8:00	0	89	59	0	18	0	0	1	0	0	0	0	0	0	167
9:00	0	67	26	0	6	0	0	2	0	0	0	0	0	0	101
10:00	0	43	11	0	3	0	0	0	0	0	0	0	0	0	57
11:00	0	18	10	0	3	0	0	0	0	0	0	0	0	0	31
Total	13	2139	1271	33	470	11	1	86	11	1	2	0	0	45	4083
Percent	0.3%	52.4%	31.1%	0.8%	11.5%	0.3%	0.0%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	8:00	7:00	7:00	7:00	6:00	11:00		8:00	4:00	8:00	7:00			7:00	7:00
	3	155	103	4	35	2	*	12	1	1	1	*	*	6	309
PM Peak	4:00	4:00	4:00	3:00	5:00	4:00	4:00	3:00	12:00		2:00			5:00	4:00
	2	166	116	8	40	3	1	13	3	*	1	*	*	8	332
Grand Total	36	6608	3798	99	1357	29	1	254	25	3	3	0	0	173	12386
Percent	0.3%	53.4%	30.7%	0.8%	11.0%	0.2%	0.0%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	1.4%	

Johnson, Mirmiran & Thompson, Inc.

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Tampa, FL 33605

813-314-0314 www.JMT.com

Site Code: 02 PARTIN SETTLEMENT

Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: Combined

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	9	0	1	0	0	1	0	0	0	0	0	0	27
1:00	0	11	5	0	2	0	0	0	0	0	0	0	0	0	18
2:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
3:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
4:00	0	17	18	0	3	1	0	1	0	0	0	0	0	1	41
5:00	0	49	40	0	12	2	0	0	0	0	0	0	0	2	105
6:00	2	121	86	9	40	0	0	7	1	0	0	0	0	2	268
7:00	1	212	175	12	72	1	0	13	1	0	0	0	0	10	497
8:00	0	208	182	9	45	1	0	6	0	0	0	0	0	13	464
9:00	1	172	139	4	42	1	0	5	0	0	0	0	0	5	369
10:00	0	181	129	4	48	1	0	18	1	0	0	0	0	5	387
11:00	0	171	168	5	45	3	0	7	1	0	0	0	0	4	404
12:00 PM	2	203	121	0	57	0	0	7	0	2	0	0	0	10	402
1:00	3	194	179	3	45	0	0	9	1	0	0	0	0	2	436
2:00	1	228	162	6	39	0	0	5	2	1	1	0	0	4	449
3:00	1	218	222	11	66	2	0	14	0	0	0	0	0	26	560
4:00	2	255	246	10	63	1	0	12	0	0	0	0	0	21	610
5:00	2	257	233	3	57	3	0	13	0	0	0	0	0	27	595
6:00	1	262	184	6	52	2	0	14	0	0	0	0	0	14	535
7:00	0	212	163	1	34	1	0	8	1	0	1	0	0	3	424
8:00	0	152	106	1	28	0	0	6	0	0	0	0	0	7	300
9:00	0	89	55	3	16	0	0	1	0	0	0	0	0	3	167
10:00	0	61	29	1	10	1	0	0	0	0	0	0	0	0	102
11:00	0	37	15	0	5	0	0	0	0	0	0	0	0	0	57
Total	16	3355	2675	88	783	20	0	147	8	3	2	0	0	159	7256
Percent	0.2%	46.2%	36.9%	1.2%	10.8%	0.3%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	2.2%	
AM Peak	6:00	7:00	8:00	7:00	7:00	11:00		10:00	6:00					8:00	7:00
	2	212	182	12	72	3	*	18	1	*	*	*	*	13	497
PM Peak	1:00	6:00	4:00	3:00	3:00	5:00		3:00	2:00	12:00 PM	2:00			5:00	4:00
	3	262	246	11	66	3	*	14	2	2	1	*	*	27	610

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Latitude: 0.000000
Longitude: 0.000000
Date Printed: 10/13/2020
Start Date: 9/15/2020
End Date: 9/17/2020

Direction: Combined

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
1:00	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
2:00	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
3:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
4:00	0	15	15	0	4	1	0	0	0	0	0	0	0	0	35
5:00	0	57	34	0	16	1	0	0	2	0	0	0	0	0	110
6:00	0	115	86	9	38	0	0	4	1	0	0	0	0	5	258
7:00	2	239	180	11	66	1	0	7	3	0	0	0	0	11	520
8:00	2	227	160	8	59	2	0	15	1	0	0	0	0	7	481
9:00	0	165	169	5	45	0	0	6	3	0	0	0	0	2	395
10:00	3	167	132	3	41	2	0	11	1	0	0	0	0	8	368
11:00	2	228	164	2	51	0	0	9	0	0	0	0	0	6	462
12:00 PM	2	221	153	1	48	1	0	10	1	0	0	0	0	7	444
1:00	1	198	200	6	39	0	0	9	1	0	0	0	0	5	459
2:00	2	262	192	9	54	4	0	15	0	0	0	0	0	9	547
3:00	0	295	217	15	66	2	0	8	0	0	0	0	0	8	611
4:00	0	262	204	2	60	2	0	9	0	0	0	0	0	8	547
5:00	1	321	255	3	73	1	0	13	0	0	0	0	0	7	674
6:00	0	250	192	4	36	1	0	9	0	0	0	0	0	8	500
7:00	2	188	158	3	27	0	0	5	0	0	1	0	0	9	393
8:00	0	154	107	1	29	0	0	5	0	0	0	0	0	4	300
9:00	1	109	62	0	18	3	0	0	0	0	0	0	0	4	197
10:00	0	55	23	0	7	0	0	1	1	0	0	0	0	1	88
11:00	0	31	13	0	4	0	0	0	0	0	0	0	0	0	48
Total	18	3605	2738	82	785	21	0	136	14	0	1	0	0	109	7509
Percent	0.2%	48.0%	36.5%	1.1%	10.5%	0.3%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	10:00	7:00	7:00	7:00	7:00	8:00		8:00	7:00					7:00	7:00
	3	239	180	11	66	2	*	15	3	*	*	*	*	11	520
PM Peak	12:00	5:00	5:00	3:00	5:00	2:00		2:00	12:00		7:00			2:00	5:00
	PM								PM						
	2	321	255	15	73	4	*	15	1	*	1	*	*	9	674

Daily Truck = 13.9%
D = 342/674 = 50.7%
(Peak Hr : 5pm - 6pm)

Peak Dir : AM - WB
PM - EB

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Latitude: 0.000000
Longitude: 0.000000
Date Printed: 10/13/2020
Start Date: 9/15/2020
End Date: 9/17/2020

Direction: Combined

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	12	11	0	2	0	0	0	0	0	0	0	0	0	25
1:00	1	13	1	0	1	0	0	0	0	0	0	0	0	0	16
2:00	0	8	3	0	3	0	0	0	0	0	0	0	0	0	14
3:00	0	6	7	0	3	0	0	0	0	0	0	0	0	0	16
4:00	0	23	12	0	4	0	0	0	1	0	0	0	0	0	40
5:00	0	48	46	0	16	2	0	0	0	0	0	0	0	0	112
6:00	0	117	73	7	49	1	0	7	0	0	0	0	0	0	254
7:00	4	227	179	9	62	1	0	3	2	0	1	0	0	10	498
8:00	4	213	175	7	58	1	0	16	1	1	0	0	0	2	478
9:00	0	165	157	6	53	1	0	9	0	0	0	0	0	2	393
10:00	1	175	130	2	50	2	0	9	0	0	0	0	0	2	371
11:00	3	188	171	7	39	2	0	9	0	0	0	0	0	7	426
12:00 PM	2	210	144	4	56	0	0	12	3	0	0	0	0	7	438
1:00	1	193	144	4	60	2	0	12	3	0	0	0	0	6	425
2:00	2	211	191	6	40	2	0	14	0	0	1	0	0	3	470
3:00	2	243	227	14	64	0	0	17	1	0	0	0	0	6	574
4:00	2	265	236	9	63	4	1	10	1	0	0	0	0	16	607
5:00	1	294	273	7	63	2	0	8	0	0	0	0	0	16	664
6:00	2	225	187	1	57	1	0	7	1	0	0	0	0	3	484
7:00	1	195	157	4	32	1	0	4	2	0	0	0	0	10	406
8:00	0	143	121	0	26	0	0	2	0	0	0	0	0	2	294
9:00	0	93	56	0	9	0	0	2	0	0	0	0	0	1	161
10:00	0	66	32	0	5	0	0	0	0	0	0	0	0	0	103
11:00	0	34	19	1	4	0	0	1	0	0	0	0	0	1	60
Total	26	3367	2752	88	819	22	1	142	15	1	2	0	0	94	7329
Percent	0.4%	45.9%	37.5%	1.2%	11.2%	0.3%	0.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	7:00	7:00	7:00	7:00	7:00	5:00		8:00	7:00	8:00	7:00			7:00	7:00
	4	227	179	9	62	2	*	16	2	1	1	*	*	10	498
PM Peak	12:00	5:00	5:00	3:00	3:00	4:00	4:00	3:00	12:00		2:00			4:00	5:00
	PM								PM						
	2	294	273	14	64	4	1	17	3	*	1	*	*	16	664
Grand Total	60	10327	8165	258	2387	63	1	425	37	4	5	0	0	362	22094
Percent	0.3%	46.7%	37.0%	1.2%	10.8%	0.3%	0.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	1.6%	

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Site Code: 03 PARTIN SETTLEMENT

Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	2	31	11	2	3	3	0	0	0	0	0	0	0	1	53
1:00	1	19	5	2	0	2	0	0	0	0	0	0	0	2	31
2:00	1	12	0	1	0	1	0	0	0	0	0	0	0	0	15
3:00	1	11	2	1	0	1	0	0	0	0	0	0	0	2	18
4:00	0	6	0	0	1	2	0	0	0	0	0	0	0	1	10
5:00	0	14	8	3	2	1	1	0	0	0	0	0	0	2	31
6:00	1	30	11	12	6	6	2	3	0	0	0	0	0	11	82
7:00	10	73	47	22	25	16	4	4	0	0	0	0	0	28	229
8:00	17	93	55	27	20	18	0	5	2	0	0	0	0	31	268
9:00	9	70	44	21	20	8	1	3	1	0	0	0	0	17	194
10:00	9	68	43	14	17	16	0	8	0	0	0	0	0	14	189
11:00	13	112	62	20	25	14	2	4	1	1	0	1	0	23	278
12:00 PM	17	110	56	22	24	17	0	6	1	0	0	0	0	23	276
1:00	16	128	74	33	20	24	2	5	1	1	0	0	0	21	325
2:00	19	176	62	35	30	24	0	3	0	0	0	0	0	23	372
3:00	21	213	112	44	43	38	0	12	0	0	0	0	0	77	560
4:00	23	249	120	51	46	41	1	6	1	0	0	1	0	76	615
5:00	31	303	125	54	49	41	0	17	0	0	1	0	0	74	695
6:00	24	201	91	36	32	30	0	6	1	1	1	1	0	59	483
7:00	23	180	99	26	31	27	0	4	1	0	0	0	0	23	414
8:00	9	143	57	14	17	13	0	2	1	0	0	0	0	23	279
9:00	5	82	35	8	18	10	0	1	0	0	0	0	0	9	168
10:00	5	68	24	8	4	8	0	0	0	0	0	0	0	5	122
11:00	3	62	16	4	3	6	0	0	0	0	0	0	0	0	94
Total	260	2454	1159	460	436	367	13	89	10	3	2	3	0	545	5801
Percent	4.5%	42.3%	20.0%	7.9%	7.5%	6.3%	0.2%	1.5%	0.2%	0.1%	0.0%	0.1%	0.0%	9.4%	
AM Peak	8:00	11:00	11:00	8:00	7:00	8:00	7:00	10:00	8:00	11:00		11:00		8:00	11:00
	17	112	62	27	25	18	4	8	2	1	*	1	*	31	278
PM Peak	5:00	5:00	5:00	5:00	5:00	4:00	1:00	5:00	12:00	1:00	5:00	4:00		3:00	5:00
	31	303	125	54	49	41	2	17	1	1	1	1	*	77	695

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Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	38	14	3	2	2	0	1	0	0	0	0	0	2	63
1:00	0	18	5	2	1	0	0	0	0	0	0	0	0	0	26
2:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
3:00	2	10	3	3	1	1	0	0	0	0	0	0	0	1	21
4:00	1	5	5	0	1	1	0	0	0	0	0	0	0	0	13
5:00	0	15	3	1	2	3	0	0	0	0	0	0	0	0	24
6:00	5	30	17	9	7	6	0	2	0	0	0	0	0	6	82
7:00	9	91	52	31	22	18	2	3	1	0	0	0	0	14	243
8:00	11	77	39	22	14	21	1	7	1	1	0	0	0	38	232
9:00	9	102	49	29	25	17	2	3	2	0	0	0	0	16	254
10:00	10	102	44	27	22	21	2	5	0	0	0	0	0	25	258
11:00	19	128	68	31	26	11	1	1	0	1	0	0	1	36	323
12:00 PM	8	127	74	22	21	23	2	7	2	0	0	0	0	26	312
1:00	12	148	67	32	31	27	1	7	0	1	0	1	0	45	372
2:00	16	166	80	45	32	24	0	8	0	0	0	0	1	39	411
3:00	19	190	93	36	44	26	0	7	3	1	1	0	0	60	480
4:00	18	209	122	36	43	24	0	15	2	0	2	0	0	80	551
5:00	24	302	158	32	48	30	0	10	0	0	0	1	0	62	667
6:00	24	199	105	35	33	25	0	3	0	0	0	0	0	84	508
7:00	17	207	83	29	20	20	0	8	1	0	0	0	0	19	404
8:00	7	147	64	17	23	13	0	5	0	0	0	0	0	16	292
9:00	6	92	43	13	10	6	0	0	1	0	0	0	0	7	178
10:00	2	74	21	5	13	7	1	0	0	0	0	0	0	0	123
11:00	2	74	20	2	5	6	0	0	0	0	0	0	0	1	110
Total	222	2561	1233	462	446	332	12	92	13	4	3	2	2	577	5961
Percent	3.7%	43.0%	20.7%	7.8%	7.5%	5.6%	0.2%	1.5%	0.2%	0.1%	0.1%	0.0%	0.0%	9.7%	
AM Peak	11:00	11:00	11:00	7:00	11:00	8:00	7:00	8:00	9:00	8:00			11:00	8:00	11:00
	19	128	68	31	26	21	2	7	2	1	*	*	1	38	323
PM Peak	5:00	5:00	5:00	2:00	5:00	5:00	12:00 PM	4:00	3:00	1:00	4:00	1:00	2:00	6:00	5:00
	24	302	158	45	48	30	2	15	3	1	2	1	1	84	667

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Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	31	15	2	3	1	0	0	0	0	0	0	0	1	53
1:00	0	20	4	1	4	1	0	0	0	0	0	0	0	1	31
2:00	0	10	5	1	2	1	0	1	0	0	0	0	0	0	20
3:00	0	6	6	1	0	0	0	0	0	0	0	0	0	0	13
4:00	0	7	6	1	1	1	0	0	0	0	0	0	0	0	16
5:00	3	16	10	0	2	1	2	2	0	0	0	0	0	1	37
6:00	7	23	12	7	7	8	1	0	1	0	0	0	0	12	78
7:00	8	82	53	17	20	13	1	3	0	0	0	0	0	31	228
8:00	10	92	57	26	19	11	0	8	1	0	0	0	0	36	260
9:00	6	83	33	15	17	21	4	5	0	0	0	0	0	20	204
10:00	13	68	61	11	12	16	0	3	0	1	0	0	0	14	199
11:00	14	88	68	13	21	14	3	8	0	0	0	0	0	36	265
12:00 PM	16	126	55	23	19	23	2	4	0	0	0	0	0	28	296
1:00	8	143	57	28	20	22	0	7	0	0	0	0	0	25	310
2:00	14	128	76	27	36	21	1	6	0	0	0	0	0	30	339
3:00	20	200	101	30	41	22	0	11	0	1	0	0	0	48	474
4:00	20	221	114	32	46	37	0	13	2	0	0	0	0	71	556
5:00	20	274	112	36	49	27	0	11	0	0	0	0	0	78	607
6:00	23	186	91	33	28	24	0	4	0	2	0	0	1	52	444
7:00	11	191	88	18	21	21	0	6	0	0	0	0	0	27	383
8:00	9	134	63	18	17	8	1	2	0	0	0	0	0	14	266
9:00	5	100	52	10	11	10	0	1	0	0	0	0	0	6	195
10:00	3	72	38	5	7	4	0	1	0	0	1	0	0	10	141
11:00	3	57	13	5	4	4	0	0	0	0	0	0	0	3	89
Total	213	2358	1190	360	407	311	15	96	4	4	1	0	1	544	5504
Percent	3.9%	42.8%	21.6%	6.5%	7.4%	5.7%	0.3%	1.7%	0.1%	0.1%	0.0%	0.0%	0.0%	9.9%	
AM Peak	11:00	8:00	11:00	8:00	11:00	9:00	9:00	8:00	6:00	10:00				8:00	11:00
	14	92	68	26	21	21	4	8	1	1	*	*	*	36	265
PM Peak	6:00	5:00	4:00	5:00	5:00	4:00	12:00	4:00	4:00	6:00	10:00		6:00	5:00	5:00
							PM								
	23	274	114	36	49	37	2	13	2	2	1	*	1	78	607
Grand Total	695	7373	3582	1282	1289	1010	40	277	27	11	6	5	3	1666	17266
Percent	4.0%	42.7%	20.7%	7.4%	7.5%	5.8%	0.2%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%	9.6%	

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Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: West, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	11	10	0	0	0	0	2	0	0	0	0	0	0	23
1:00	0	5	4	0	4	0	0	0	0	0	0	0	0	1	14
2:00	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
3:00	0	20	17	0	3	0	0	0	0	0	0	0	0	0	40
4:00	0	36	35	0	9	1	0	1	0	0	0	0	0	0	82
5:00	0	113	86	0	46	0	0	3	0	0	0	0	0	1	249
6:00	1	183	197	6	67	2	0	4	0	0	0	0	0	7	467
7:00	1	252	255	13	65	3	0	11	0	0	0	0	0	35	635
8:00	1	254	254	12	60	2	0	9	0	0	0	0	0	31	623
9:00	0	164	164	4	47	1	0	7	0	0	1	0	0	12	400
10:00	2	125	128	8	30	7	3	7	0	0	0	0	0	13	323
11:00	3	120	117	3	36	3	2	9	0	0	0	0	0	17	310
12:00 PM	2	133	141	3	34	3	1	5	0	0	0	0	0	23	345
1:00	8	131	131	2	39	0	3	5	0	0	0	0	0	14	333
2:00	2	139	135	6	35	3	2	8	3	0	0	0	0	39	372
3:00	3	142	142	13	47	4	0	3	1	0	1	0	0	56	412
4:00	3	138	158	12	45	2	0	14	0	0	0	0	0	55	427
5:00	4	125	147	8	43	1	0	6	0	0	0	1	0	43	378
6:00	5	129	137	3	36	0	0	7	0	0	0	0	0	29	346
7:00	1	118	73	6	27	4	1	3	0	0	0	0	0	31	264
8:00	0	72	77	2	14	1	0	2	0	0	0	0	0	22	190
9:00	0	72	37	0	17	0	0	2	0	0	0	0	0	11	139
10:00	0	41	37	0	6	1	0	1	0	0	0	0	0	6	92
11:00	0	27	22	0	2	0	0	0	0	0	0	0	0	2	53
Total	36	2557	2508	101	714	38	12	109	4	0	2	1	0	448	6530
Percent	0.6%	39.2%	38.4%	1.5%	10.9%	0.6%	0.2%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	6.9%	
AM Peak	11:00	8:00	7:00	7:00	6:00	10:00	10:00	7:00			9:00			7:00	7:00
	3	254	255	13	67	7	3	11	*	*	1	*	*	35	635
PM Peak	1:00	3:00	4:00	3:00	3:00	3:00	1:00	4:00	2:00		3:00	5:00		3:00	4:00
	8	142	158	13	47	4	3	14	3	*	1	1	*	56	427

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Direction: West, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	13	0	1	0	0	0	0	0	0	0	0	3	33
1:00	0	10	3	0	3	0	0	0	0	0	0	0	0	0	16
2:00	0	11	6	0	3	0	0	0	0	0	0	0	0	0	20
3:00	1	17	12	0	4	0	0	0	0	0	0	0	0	0	34
4:00	0	33	40	0	16	0	0	0	0	0	0	0	0	0	89
5:00	0	95	81	0	43	0	0	3	0	0	0	0	0	1	223
6:00	1	192	185	5	72	1	0	5	1	0	0	0	0	3	465
7:00	3	265	277	8	63	1	0	10	0	0	2	0	0	19	648
8:00	4	227	244	15	53	4	1	8	1	0	0	1	0	22	580
9:00	2	160	182	3	53	4	3	7	0	0	0	1	0	19	434
10:00	2	141	131	3	39	5	0	5	0	0	0	0	0	27	353
11:00	2	147	123	4	34	1	2	12	1	0	0	0	0	24	350
12:00 PM	0	165	145	5	44	3	0	3	0	0	0	0	0	29	394
1:00	3	157	160	7	35	0	2	6	1	0	0	1	0	23	395
2:00	2	168	167	11	42	3	0	6	0	0	0	1	0	33	433
3:00	1	136	145	10	30	3	2	17	2	0	0	0	1	52	399
4:00	2	100	124	3	44	3	0	9	0	0	0	0	0	66	351
5:00	5	145	123	2	41	0	0	8	1	0	0	0	0	53	378
6:00	2	127	128	2	28	1	0	15	0	1	0	0	0	54	358
7:00	2	98	101	1	20	3	0	3	1	0	1	0	0	18	248
8:00	3	84	84	0	11	0	0	0	0	1	0	0	0	22	205
9:00	1	78	63	0	13	1	0	1	0	0	0	0	0	6	163
10:00	0	45	29	1	7	0	0	0	0	0	0	0	0	10	92
11:00	0	14	14	1	3	0	0	0	0	0	0	0	0	4	36
Total	36	2631	2580	81	702	33	10	118	8	2	3	4	1	488	6697
Percent	0.5%	39.3%	38.5%	1.2%	10.5%	0.5%	0.1%	1.8%	0.1%	0.0%	0.0%	0.1%	0.0%	7.3%	
AM Peak	8:00	7:00	7:00	8:00	6:00	10:00	9:00	11:00	6:00		7:00	8:00		10:00	7:00
	4	265	277	15	72	5	3	12	1	*	2	1	*	27	648
PM Peak	5:00	2:00	2:00	2:00	12:00	12:00	1:00	3:00	3:00	6:00	7:00	1:00	3:00	4:00	2:00
	5	168	167	11	44	3	2	17	2	1	1	1	1	66	433

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Direction: West, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	12	11	0	3	0	0	0	0	0	0	0	0	2	28
1:00	0	12	9	0	7	0	0	0	0	0	0	0	0	0	28
2:00	0	10	10	0	1	0	0	0	0	0	0	0	0	2	23
3:00	1	14	11	0	6	0	0	1	0	0	0	0	0	2	35
4:00	1	44	40	0	15	0	0	0	0	0	0	0	0	1	101
5:00	0	82	68	0	46	1	0	3	0	0	0	0	0	3	203
6:00	0	194	196	7	62	1	0	4	0	0	0	0	0	8	472
7:00	4	245	244	12	62	1	0	16	0	0	0	0	0	31	615
8:00	3	248	275	17	56	8	5	12	1	0	0	0	0	37	662
9:00	1	165	158	3	43	2	3	3	0	0	0	0	0	19	397
10:00	2	133	123	4	46	1	2	8	0	0	0	0	0	24	343
11:00	3	126	124	3	39	2	1	12	0	0	0	0	0	22	332
12:00 PM	0	143	136	2	42	2	0	14	0	0	0	0	0	20	359
1:00	2	124	139	5	37	2	1	8	0	0	0	0	0	25	343
2:00	0	150	126	6	49	1	2	10	1	0	0	0	0	40	385
3:00	3	115	144	8	38	2	0	7	1	0	0	0	0	41	359
4:00	2	156	154	12	38	1	0	6	0	0	0	0	0	51	420
5:00	5	121	140	9	31	4	0	6	0	0	0	0	0	60	376
6:00	5	114	112	4	26	2	0	7	0	0	0	0	0	36	306
7:00	1	102	95	2	16	1	0	3	0	0	0	0	0	37	257
8:00	5	94	76	0	9	1	0	4	0	0	0	0	0	15	204
9:00	0	77	52	1	14	1	0	1	0	0	0	0	0	9	155
10:00	0	46	29	0	3	0	0	2	0	0	0	0	0	3	83
11:00	0	26	20	0	7	0	0	0	0	0	0	0	0	2	55
Total	38	2553	2492	95	696	33	14	127	3	0	0	0	0	490	6541
Percent	0.6%	39.0%	38.1%	1.5%	10.6%	0.5%	0.2%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	7.5%	
AM Peak	7:00	8:00	8:00	8:00	6:00	8:00	8:00	7:00	8:00					8:00	8:00
	4	248	275	17	62	8	5	16	1	*	*	*	*	37	662
PM Peak	5:00	4:00	4:00	4:00	2:00	5:00	2:00	12:00	2:00					5:00	4:00
	5	156	154	12	49	4	2	14	1	*	*	*	*	60	420
Grand Total	110	7741	7580	277	2112	104	36	354	15	2	5	5	1	1426	19768
Percent	0.6%	39.2%	38.3%	1.4%	10.7%	0.5%	0.2%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	7.2%	

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Direction: Combined

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	2	42	21	2	3	3	0	2	0	0	0	0	0	1	76
1:00	1	24	9	2	4	2	0	0	0	0	0	0	0	3	45
2:00	1	19	4	1	2	1	0	0	0	0	0	0	0	0	28
3:00	1	31	19	1	3	1	0	0	0	0	0	0	0	2	58
4:00	0	42	35	0	10	3	0	1	0	0	0	0	0	1	92
5:00	0	127	94	3	48	1	1	3	0	0	0	0	0	3	280
6:00	2	213	208	18	73	8	2	7	0	0	0	0	0	18	549
7:00	11	325	302	35	90	19	4	15	0	0	0	0	0	63	864
8:00	18	347	309	39	80	20	0	14	2	0	0	0	0	62	891
9:00	9	234	208	25	67	9	1	10	1	0	1	0	0	29	594
10:00	11	193	171	22	47	23	3	15	0	0	0	0	0	27	512
11:00	16	232	179	23	61	17	4	13	1	1	0	1	0	40	588
12:00 PM	19	243	197	25	58	20	1	11	1	0	0	0	0	46	621
1:00	24	259	205	35	59	24	5	10	1	1	0	0	0	35	658
2:00	21	315	197	41	65	27	2	11	3	0	0	0	0	62	744
3:00	24	355	254	57	90	42	0	15	1	0	1	0	0	133	972
4:00	26	387	278	63	91	43	1	20	1	0	0	1	0	131	1042
5:00	35	428	272	62	92	42	0	23	0	0	1	1	0	117	1073
6:00	29	330	228	39	68	30	0	13	1	1	1	1	0	88	829
7:00	24	298	172	32	58	31	1	7	1	0	0	0	0	54	678
8:00	9	215	134	16	31	14	0	4	1	0	0	0	0	45	469
9:00	5	154	72	8	35	10	0	3	0	0	0	0	0	20	307
10:00	5	109	61	8	10	9	0	1	0	0	0	0	0	11	214
11:00	3	89	38	4	5	6	0	0	0	0	0	0	0	2	147
Total	296	5011	3667	561	1150	405	25	198	14	3	4	4	0	993	12331
Percent	2.4%	40.6%	29.7%	4.5%	9.3%	3.3%	0.2%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	8.1%	
AM Peak	8:00	8:00	8:00	8:00	7:00	10:00	7:00	7:00	8:00	11:00	9:00	11:00		7:00	8:00
	18	347	309	39	90	23	4	15	2	1	1	1	*	63	891
PM Peak	5:00	5:00	4:00	4:00	5:00	4:00	1:00	5:00	2:00	1:00	3:00	4:00		3:00	5:00
	35	428	278	63	92	43	5	23	3	1	1	1	*	133	1073

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12:00 AM	1	54	27	3	3	2	0	1	0	0	0	0	0	5	96
1:00	0	28	8	2	4	0	0	0	0	0	0	0	0	0	42
2:00	0	21	10	0	3	0	0	0	0	0	0	0	0	0	34
3:00	3	27	15	3	5	1	0	0	0	0	0	0	0	1	55
4:00	1	38	45	0	17	1	0	0	0	0	0	0	0	0	102
5:00	0	110	84	1	45	3	0	3	0	0	0	0	0	1	247
6:00	6	222	202	14	79	7	0	7	1	0	0	0	0	9	547
7:00	12	356	329	39	85	19	2	13	1	0	2	0	0	33	891
8:00	15	304	283	37	67	25	2	15	2	1	0	1	0	60	812
9:00	11	262	231	32	78	21	5	10	2	0	0	1	0	35	688
10:00	12	243	175	30	61	26	2	10	0	0	0	0	0	52	611
11:00	21	275	191	35	60	12	3	13	1	1	0	0	1	60	673
12:00 PM	8	292	219	27	65	26	2	10	2	0	0	0	0	55	706
1:00	15	305	227	39	66	27	3	13	1	1	0	2	0	68	767
2:00	18	334	247	56	74	27	0	14	0	0	0	1	1	72	844
3:00	20	326	238	46	74	29	2	24	5	1	1	0	1	112	879
4:00	20	309	246	39	87	27	0	24	2	0	2	0	0	146	902
5:00	29	447	281	34	89	30	0	18	1	0	0	1	0	115	1045
6:00	26	326	233	37	61	26	0	18	0	1	0	0	0	138	866
7:00	19	305	184	30	40	23	0	11	2	0	1	0	0	37	652
8:00	10	231	148	17	34	13	0	5	0	1	0	0	0	38	497
9:00	7	170	106	13	23	7	0	1	1	0	0	0	0	13	341
10:00	2	119	50	6	20	7	1	0	0	0	0	0	0	10	215
11:00	2	88	34	3	8	6	0	0	0	0	0	0	0	5	146
Total	258	5192	3813	543	1148	365	22	210	21	6	6	6	3	1065	12658
Percent	2.0%	41.0%	30.1%	4.3%	9.1%	2.9%	0.2%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	8.4%	
AM Peak	11:00	7:00	7:00	7:00	7:00	10:00	9:00	8:00	8:00	8:00	7:00	8:00	11:00	8:00	7:00
	21	356	329	39	85	26	5	15	2	1	2	1	1	60	891
PM Peak	5:00	5:00	5:00	2:00	5:00	5:00	1:00	3:00	3:00	1:00	4:00	1:00	2:00	4:00	5:00
	29	447	281	56	89	30	3	24	5	1	2	2	1	146	1045

Daily Truck = 18.4%

D = 667/1045 = 63.8%
(Peak Hr : 5pm - 6pm)

Peak Direction: WB in AM
EB in PM

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12:00 AM	0	43	26	2	6	1	0	0	0	0	0	0	0	3	81
1:00	0	32	13	1	11	1	0	0	0	0	0	0	0	1	59
2:00	0	20	15	1	3	1	0	1	0	0	0	0	0	2	43
3:00	1	20	17	1	6	0	0	1	0	0	0	0	0	2	48
4:00	1	51	46	1	16	1	0	0	0	0	0	0	0	1	117
5:00	3	98	78	0	48	2	2	5	0	0	0	0	0	4	240
6:00	7	217	208	14	69	9	1	4	1	0	0	0	0	20	550
7:00	12	327	297	29	82	14	1	19	0	0	0	0	0	62	843
8:00	13	340	332	43	75	19	5	20	2	0	0	0	0	73	922
9:00	7	248	191	18	60	23	7	8	0	0	0	0	0	39	601
10:00	15	201	184	15	58	17	2	11	0	1	0	0	0	38	542
11:00	17	214	192	16	60	16	4	20	0	0	0	0	0	58	597
12:00 PM	16	269	191	25	61	25	2	18	0	0	0	0	0	48	655
1:00	10	267	196	33	57	24	1	15	0	0	0	0	0	50	653
2:00	14	278	202	33	85	22	3	16	1	0	0	0	0	70	724
3:00	23	315	245	38	79	24	0	18	1	1	0	0	0	89	833
4:00	22	377	268	44	84	38	0	19	2	0	0	0	0	122	976
5:00	25	395	252	45	80	31	0	17	0	0	0	0	0	138	983
6:00	28	300	203	37	54	26	0	11	0	2	0	0	1	88	750
7:00	12	293	183	20	37	22	0	9	0	0	0	0	0	64	640
8:00	14	228	139	18	26	9	1	6	0	0	0	0	0	29	470
9:00	5	177	104	11	25	11	0	2	0	0	0	0	0	15	350
10:00	3	118	67	5	10	4	0	3	0	0	1	0	0	13	224
11:00	3	83	33	5	11	4	0	0	0	0	0	0	0	5	144
Total	251	4911	3682	455	1103	344	29	223	7	4	1	0	1	1034	12045
Percent	2.1%	40.8%	30.6%	3.8%	9.2%	2.9%	0.2%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	8.6%	
AM Peak	11:00	8:00	8:00	8:00	7:00	9:00	9:00	8:00	8:00	10:00				8:00	8:00
	17	340	332	43	82	23	7	20	2	1	*	*	*	73	922
PM Peak	6:00	5:00	4:00	5:00	2:00	4:00	2:00	4:00	4:00	6:00	10:00		6:00	5:00	5:00
	28	395	268	45	85	38	3	19	2	2	1	*	1	138	983
Grand Total	805	15114	11162	1559	3401	1114	76	631	42	13	11	10	4	3092	37034
Percent	2.2%	40.8%	30.1%	4.2%	9.2%	3.0%	0.2%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	8.3%	

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Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	12	6	0	1	0	0	0	0	0	0	0	0	0	19
1:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
2:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
3:00	0	4	7	0	1	0	0	0	0	0	0	0	0	0	12
4:00	0	3	2	0	1	1	0	0	0	0	0	0	0	0	7
5:00	0	19	12	0	3	1	0	1	0	0	0	0	0	1	37
6:00	0	35	27	1	13	0	0	4	0	0	0	0	0	1	81
7:00	1	55	71	5	17	1	0	7	0	0	0	0	0	4	161
8:00	0	72	97	7	25	0	0	4	0	0	0	0	0	2	207
9:00	0	35	61	1	22	1	0	5	0	0	0	0	0	3	128
10:00	1	62	64	3	20	0	0	2	0	0	0	0	0	3	155
11:00	0	88	73	1	30	0	0	5	0	0	0	0	0	0	197
12:00 PM	0	91	85	1	19	1	0	6	0	0	0	0	0	4	207
1:00	2	93	95	1	26	0	0	3	0	0	0	0	0	2	222
2:00	0	108	93	2	41	1	0	3	0	0	0	0	0	11	259
3:00	2	156	138	5	50	1	0	9	2	0	0	0	0	7	370
4:00	2	179	221	7	62	2	0	4	0	0	0	0	0	8	485
5:00	2	178	196	5	59	1	0	9	0	0	0	0	0	12	462
6:00	1	149	121	2	36	2	0	4	1	0	0	0	0	6	322
7:00	2	104	103	0	33	0	0	5	0	0	0	0	0	1	248
8:00	1	74	64	0	11	0	0	0	0	0	0	0	0	2	152
9:00	1	41	46	0	11	0	0	0	0	0	0	0	0	0	99
10:00	0	30	16	0	3	0	0	0	0	0	0	0	0	0	49
11:00	0	27	13	0	3	0	0	0	0	0	0	0	0	0	43
Total	15	1628	1617	41	488	12	0	71	3	0	0	0	0	67	3942
Percent	0.4%	41.3%	41.0%	1.0%	12.4%	0.3%	0.0%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	7:00	11:00	8:00	8:00	11:00	4:00		7:00						7:00	8:00
	1	88	97	7	30	1	*	7	*	*	*	*	*	4	207
PM Peak	1:00	4:00	4:00	4:00	4:00	4:00		3:00	3:00					5:00	4:00
	2	179	221	7	62	2	*	9	2	*	*	*	*	12	485

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Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	15	10	0	1	0	0	1	0	0	0	0	0	0	27
1:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
2:00	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
3:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
4:00	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7
5:00	1	21	17	1	3	0	0	0	0	0	0	0	0	0	43
6:00	0	37	37	0	10	1	0	1	0	0	0	0	0	0	86
7:00	0	58	64	5	24	0	0	5	0	0	0	0	0	0	156
8:00	0	66	89	5	29	1	0	6	0	0	0	0	0	3	199
9:00	1	64	88	0	20	1	0	3	0	0	0	0	0	5	182
10:00	2	61	62	3	23	0	0	2	0	0	0	0	0	0	153
11:00	1	92	95	0	37	0	0	4	0	0	0	0	0	0	229
12:00 PM	0	89	86	2	24	1	0	6	0	0	0	0	0	3	211
1:00	2	101	100	1	39	0	0	7	0	0	0	0	0	5	255
2:00	0	116	126	4	37	0	0	9	0	0	0	0	0	5	297
3:00	0	148	161	5	57	2	0	6	0	0	0	0	0	2	381
4:00	2	166	182	6	55	1	0	8	1	0	0	0	0	5	426
5:00	2	174	209	2	51	2	0	8	0	0	0	0	0	12	460
6:00	0	140	128	1	36	0	0	3	0	0	0	0	0	5	313
7:00	0	107	97	1	17	0	0	5	1	0	1	0	0	5	234
8:00	1	67	63	0	14	1	0	3	0	0	0	0	0	0	149
9:00	0	49	44	0	10	0	0	1	0	0	0	0	0	1	105
10:00	0	34	14	0	10	1	0	1	0	0	0	0	0	0	60
11:00	0	40	13	0	1	0	0	0	0	0	0	0	0	0	54
Total	12	1663	1701	36	502	11	0	79	2	0	1	0	0	51	4058
Percent	0.3%	41.0%	41.9%	0.9%	12.4%	0.3%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	10:00	11:00	11:00	7:00	11:00	6:00		8:00						9:00	11:00
	2	92	95	5	37	1	*	6	*	*	*	*	*	5	229
PM Peak	1:00	5:00	5:00	4:00	3:00	3:00		2:00	4:00		7:00			5:00	5:00
	2	174	209	6	57	2	*	9	1	*	1	*	*	12	460

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Longitude: 0.000000

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Start Date: 9/15/2020

End Date: 9/17/2020

Direction: East, None Specified

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	10	9	0	3	0	0	0	0	0	0	0	0	0	22
1:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
2:00	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
3:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
4:00	0	3	2	1	2	0	0	0	0	0	0	0	0	0	8
5:00	1	25	14	1	1	0	0	2	0	0	0	0	0	0	44
6:00	1	36	25	0	7	0	0	1	0	0	0	0	0	0	70
7:00	1	56	59	4	19	0	0	6	0	0	0	0	0	7	152
8:00	1	85	90	5	31	0	0	12	0	0	0	0	0	9	233
9:00	0	59	61	1	19	3	1	5	0	0	0	0	0	7	156
10:00	2	55	63	0	20	0	0	3	0	0	0	0	0	2	145
11:00	2	79	80	2	21	0	0	4	0	0	0	0	0	0	188
12:00 PM	0	97	89	0	23	1	0	7	0	0	0	0	0	4	221
1:00	0	89	83	2	35	0	0	3	1	0	0	0	0	2	215
2:00	1	109	93	5	45	1	0	6	0	0	0	0	0	0	260
3:00	1	151	172	6	47	1	0	10	0	0	0	0	0	8	396
4:00	1	177	184	6	52	1	0	2	0	0	0	0	0	6	429
5:00	0	166	170	3	52	0	0	7	0	0	0	0	0	7	405
6:00	3	115	121	1	39	0	0	2	1	0	0	0	0	4	286
7:00	0	109	96	0	21	0	0	3	0	0	0	0	0	1	230
8:00	3	76	60	1	14	0	0	3	0	0	0	0	0	2	159
9:00	3	56	35	0	8	1	0	0	0	0	0	0	0	0	103
10:00	0	25	26	0	6	1	0	0	0	0	0	0	0	0	58
11:00	0	24	11	0	8	0	0	0	0	0	0	0	0	1	44
Total	20	1620	1553	38	476	9	1	77	2	0	0	0	0	60	3856
Percent	0.5%	42.0%	40.3%	1.0%	12.3%	0.2%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.6%	
AM Peak	10:00	8:00	8:00	8:00	8:00	9:00	9:00	8:00						8:00	8:00
	2	85	90	5	31	3	1	12	*	*	*	*	*	9	233
PM Peak	6:00	4:00	4:00	3:00	4:00	12:00	3:00	1:00						3:00	4:00
	3	177	184	6	52	1	*	10	1	*	*	*	*	8	429
Grand Total	47	4911	4871	115	1466	32	1	227	7	0	1	0	0	178	11856
Percent	0.4%	41.4%	41.1%	1.0%	12.4%	0.3%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%	

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Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: West, None Specified

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
2:00	0	4	1	0	3	0	0	0	0	0	0	0	0	0	8
3:00	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
4:00	0	22	13	0	4	0	0	1	0	0	0	0	0	0	40
5:00	0	57	38	0	17	0	0	1	0	0	0	0	0	0	113
6:00	1	114	79	4	44	0	0	3	0	0	0	0	0	1	246
7:00	0	198	144	5	48	2	0	8	0	0	0	0	0	7	412
8:00	0	153	106	3	40	1	0	7	0	0	0	0	0	8	318
9:00	1	112	84	2	29	1	0	4	0	0	0	0	0	3	236
10:00	0	86	64	2	15	0	0	4	0	0	0	0	0	2	173
11:00	1	80	64	1	24	0	0	7	0	0	0	0	0	2	179
12:00 PM	2	107	63	0	33	1	0	4	0	0	0	0	0	2	212
1:00	6	92	62	0	25	1	0	5	0	0	0	0	0	5	196
2:00	3	122	67	6	22	0	0	10	0	0	1	0	0	4	235
3:00	2	122	72	1	32	4	0	4	0	1	0	0	0	16	254
4:00	3	106	93	2	31	0	0	3	0	0	0	0	0	6	244
5:00	0	122	80	7	33	1	0	5	1	0	0	0	0	5	254
6:00	5	124	77	0	24	1	0	4	0	0	1	0	0	6	242
7:00	2	107	56	0	20	0	0	1	0	0	0	0	0	3	189
8:00	1	56	36	0	12	1	0	2	0	0	0	0	0	0	108
9:00	0	43	15	0	7	0	0	0	0	0	0	0	0	3	68
10:00	1	29	12	0	5	1	0	0	0	0	0	0	0	0	48
11:00	0	18	10	0	1	0	0	1	0	0	0	0	0	0	30
Total	28	1893	1246	33	471	14	0	74	1	1	2	0	0	73	3836
Percent	0.7%	49.3%	32.5%	0.9%	12.3%	0.4%	0.0%	1.9%	0.0%	0.0%	0.1%	0.0%	0.0%	1.9%	
AM Peak	6:00	7:00	7:00	7:00	7:00	7:00		7:00						8:00	7:00
	1	198	144	5	48	2	*	8	*	*	*	*	*	8	412
PM Peak	1:00	6:00	4:00	5:00	12:00	3:00		2:00	5:00	3:00	2:00			3:00	3:00
	6	124	93	7	33	4	*	10	1	1	1	*	*	16	254

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9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	6	8	0	1	0	0	0	0	0	0	0	0	0	15
1:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
2:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
3:00	0	11	4	0	3	0	0	0	0	0	0	0	0	0	18
4:00	0	17	13	0	7	0	0	0	0	0	0	0	0	0	37
5:00	0	48	34	0	18	0	0	2	0	0	0	0	0	0	102
6:00	0	109	76	3	56	1	0	5	0	0	0	0	0	3	253
7:00	0	184	145	4	51	0	0	6	0	0	0	0	0	8	398
8:00	1	152	114	3	31	0	0	7	1	0	0	0	0	10	319
9:00	0	105	87	1	37	2	0	5	0	0	0	0	0	6	243
10:00	1	102	76	0	21	2	0	3	0	0	1	0	0	5	211
11:00	3	96	40	1	22	0	0	8	0	0	1	0	0	5	176
12:00 PM	0	119	70	1	32	1	0	4	0	0	0	0	0	4	231
1:00	0	134	73	3	35	0	0	7	0	0	0	0	0	5	257
2:00	0	131	66	2	27	0	0	4	1	0	0	0	0	6	237
3:00	1	110	72	4	26	2	0	5	1	0	0	0	0	4	225
4:00	2	110	66	3	23	3	0	9	1	0	0	0	0	6	223
5:00	1	128	72	2	31	0	0	5	0	0	0	0	0	10	249
6:00	3	119	72	0	11	2	0	7	0	0	0	0	0	7	221
7:00	0	77	63	0	9	0	0	1	0	0	0	0	0	1	151
8:00	0	53	43	0	5	0	0	1	0	1	0	0	0	1	104
9:00	2	41	25	0	8	1	0	0	0	0	0	0	0	0	77
10:00	0	24	19	0	3	0	0	0	0	0	0	0	0	0	46
11:00	0	16	3	0	3	0	0	0	0	0	0	0	0	0	22
Total	14	1901	1244	27	463	14	0	79	4	1	2	0	0	81	3830
Percent	0.4%	49.6%	32.5%	0.7%	12.1%	0.4%	0.0%	2.1%	0.1%	0.0%	0.1%	0.0%	0.0%	2.1%	
AM Peak	11:00	7:00	7:00	7:00	6:00	9:00		11:00	8:00		10:00			8:00	7:00
	3	184	145	4	56	2	*	8	1	*	1	*	*	10	398
PM Peak	6:00	1:00	1:00	3:00	1:00	4:00		4:00	2:00	8:00				5:00	1:00
	3	134	73	4	35	3	*	9	1	1	*	*	*	10	257

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9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	11	8	0	2	0	0	0	0	0	0	0	0	0	21
1:00	0	5	3	0	4	0	0	0	0	0	0	0	0	0	12
2:00	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
3:00	0	5	6	0	1	0	0	1	0	0	0	0	0	0	13
4:00	1	20	11	0	8	0	0	0	0	0	0	0	0	0	40
5:00	0	48	28	0	21	0	0	2	0	0	0	0	0	0	99
6:00	0	113	84	3	47	1	0	3	0	0	0	0	0	1	252
7:00	0	164	123	3	50	1	0	10	1	0	0	0	1	12	365
8:00	2	151	106	10	29	1	0	9	0	0	0	0	0	12	320
9:00	0	106	72	1	32	0	0	5	0	0	0	0	0	3	219
10:00	0	94	58	0	25	0	0	7	0	0	0	0	0	3	187
11:00	3	90	58	0	18	4	0	3	1	0	0	0	0	2	179
12:00 PM	0	101	69	4	30	0	0	5	0	0	0	0	0	4	213
1:00	3	98	58	1	29	2	0	5	0	0	0	0	0	0	196
2:00	0	106	78	6	33	1	0	9	0	0	0	0	0	5	238
3:00	0	123	89	3	23	1	0	7	0	0	1	0	0	6	253
4:00	0	119	78	4	17	0	0	5	0	0	0	0	0	6	229
5:00	0	110	94	2	31	1	0	10	0	0	0	0	0	5	253
6:00	0	93	58	4	21	2	0	6	0	0	0	0	0	5	189
7:00	2	95	55	1	12	1	0	4	0	0	0	0	0	4	174
8:00	2	68	45	0	8	0	0	0	0	0	0	0	0	2	125
9:00	0	54	19	0	10	0	0	1	0	0	0	0	0	1	85
10:00	0	24	11	0	4	0	0	1	0	0	0	0	0	0	40
11:00	0	19	9	0	3	0	0	0	0	0	0	0	0	0	31
Total	13	1822	1221	43	458	15	0	93	2	0	1	0	1	71	3740
Percent	0.3%	48.7%	32.6%	1.1%	12.2%	0.4%	0.0%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak	11:00	7:00	7:00	8:00	7:00	11:00		7:00	7:00				7:00	7:00	7:00
	3	164	123	10	50	4	*	10	1	*	*	*	1	12	365
PM Peak	1:00	3:00	5:00	2:00	2:00	1:00		5:00			3:00			3:00	3:00
	3	123	94	6	33	2	*	10	*	*	1	*	*	6	253
Grand Total	55	5616	3711	103	1392	43	0	246	7	2	5	0	1	225	11406
Percent	0.5%	49.2%	32.5%	0.9%	12.2%	0.4%	0.0%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	

Johnson, Mirmiran & Thompson, Inc.

2000 East 11th Ave, Suite 300

Tampa, FL 33605

813-314-0314 www.JMT.com

Site Code: 04 PARTIN SETTLEMENT

Latitude: 0.000000

Longitude: 0.000000

Date Printed: 10/13/2020

Start Date: 9/15/2020

End Date: 9/17/2020

Direction: Combined

9/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	21	8	0	1	0	0	0	0	0	0	0	0	0	30
1:00	0	12	9	0	1	0	0	0	0	0	0	0	0	0	22
2:00	0	9	2	0	4	0	0	0	0	0	0	0	0	0	15
3:00	0	10	11	0	2	0	0	0	0	0	0	0	0	0	23
4:00	0	25	15	0	5	1	0	1	0	0	0	0	0	0	47
5:00	0	76	50	0	20	1	0	2	0	0	0	0	0	1	150
6:00	1	149	106	5	57	0	0	7	0	0	0	0	0	2	327
7:00	1	253	215	10	65	3	0	15	0	0	0	0	0	11	573
8:00	0	225	203	10	65	1	0	11	0	0	0	0	0	10	525
9:00	1	147	145	3	51	2	0	9	0	0	0	0	0	6	364
10:00	1	148	128	5	35	0	0	6	0	0	0	0	0	5	328
11:00	1	168	137	2	54	0	0	12	0	0	0	0	0	2	376
12:00 PM	2	198	148	1	52	2	0	10	0	0	0	0	0	6	419
1:00	8	185	157	1	51	1	0	8	0	0	0	0	0	7	418
2:00	3	230	160	8	63	1	0	13	0	0	1	0	0	15	494
3:00	4	278	210	6	82	5	0	13	2	1	0	0	0	23	624
4:00	5	285	314	9	93	2	0	7	0	0	0	0	0	14	729
5:00	2	300	276	12	92	2	0	14	1	0	0	0	0	17	716
6:00	6	273	198	2	60	3	0	8	1	0	1	0	0	12	564
7:00	4	211	159	0	53	0	0	6	0	0	0	0	0	4	437
8:00	2	130	100	0	23	1	0	2	0	0	0	0	0	2	260
9:00	1	84	61	0	18	0	0	0	0	0	0	0	0	3	167
10:00	1	59	28	0	8	1	0	0	0	0	0	0	0	0	97
11:00	0	45	23	0	4	0	0	1	0	0	0	0	0	0	73
Total	43	3521	2863	74	959	26	0	145	4	1	2	0	0	140	7778
Percent	0.6%	45.3%	36.8%	1.0%	12.3%	0.3%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	6:00	7:00	7:00	7:00	7:00	7:00		7:00						7:00	7:00
	1	253	215	10	65	3	*	15	*	*	*	*	*	11	573
PM Peak	1:00	5:00	4:00	5:00	4:00	3:00		5:00	3:00	3:00	2:00			3:00	4:00
	8	300	314	12	93	5	*	14	2	1	1	*	*	23	729

Johnson, Mirmiran & Thompson, Inc.

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813-314-0314 www.JMT.com

Site Code: 04 PARTIN SETTLEMENT

Latitude: 0.000000
Longitude: 0.000000
Date Printed: 10/13/2020
Start Date: 9/15/2020
End Date: 9/17/2020

Direction: Combined

9/16/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	21	18	0	2	0	0	1	0	0	0	0	0	0	42
1:00	0	16	6	0	3	0	0	0	0	0	0	0	0	0	25
2:00	0	5	6	0	2	0	0	0	0	0	0	0	0	0	13
3:00	0	16	6	0	4	0	0	0	0	0	0	0	0	0	26
4:00	0	18	18	0	8	0	0	0	0	0	0	0	0	0	44
5:00	1	69	51	1	21	0	0	2	0	0	0	0	0	0	145
6:00	0	146	113	3	66	2	0	6	0	0	0	0	0	3	339
7:00	0	242	209	9	75	0	0	11	0	0	0	0	0	8	554
8:00	1	218	203	8	60	1	0	13	1	0	0	0	0	13	518
9:00	1	169	175	1	57	3	0	8	0	0	0	0	0	11	425
10:00	3	163	138	3	44	2	0	5	0	0	1	0	0	5	364
11:00	4	188	135	1	59	0	0	12	0	0	1	0	0	5	405
12:00 PM	0	208	156	3	56	2	0	10	0	0	0	0	0	7	442
1:00	2	235	173	4	74	0	0	14	0	0	0	0	0	10	512
2:00	0	247	192	6	64	0	0	13	1	0	0	0	0	11	534
3:00	1	258	233	9	83	4	0	11	1	0	0	0	0	6	606
4:00	4	276	248	9	78	4	0	17	2	0	0	0	0	11	649
5:00	3	302	281	4	82	2	0	13	0	0	0	0	0	22	709
6:00	3	259	200	1	47	2	0	10	0	0	0	0	0	12	534
7:00	0	184	160	1	26	0	0	6	1	0	1	0	0	6	385
8:00	1	120	106	0	19	1	0	4	0	1	0	0	0	1	253
9:00	2	90	69	0	18	1	0	1	0	0	0	0	0	1	182
10:00	0	58	33	0	13	1	0	1	0	0	0	0	0	0	106
11:00	0	56	16	0	4	0	0	0	0	0	0	0	0	0	76
Total	26	3564	2945	63	965	25	0	158	6	1	3	0	0	132	7888
Percent	0.3%	45.2%	37.3%	0.8%	12.2%	0.3%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	11:00	7:00	7:00	7:00	7:00	9:00		8:00	8:00		10:00			8:00	7:00
	4	242	209	9	75	3	*	13	1	*	1	*	*	13	554
PM Peak	4:00	5:00	5:00	3:00	3:00	3:00		4:00	4:00	8:00	7:00			5:00	5:00
	4	302	281	9	83	4	*	17	2	1	1	*	*	22	709

Daily Truck = 15.4%

D = 460/709 = 64.9%
(Peak Hr : 5pm - 6pm)

Peak Dir: WB - AM
EB - PM

Johnson, Mirmiran & Thompson, Inc.

2000 East 11th Ave, Suite 300

Tampa, FL 33605

813-314-0314 www.JMT.com

Site Code: 04 PARTIN SETTLEMENT

Latitude: 0.000000
Longitude: 0.000000
Date Printed: 10/13/2020
Start Date: 9/15/2020
End Date: 9/17/2020

Direction: Combined

9/17/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	21	17	0	5	0	0	0	0	0	0	0	0	0	43
1:00	0	15	6	0	6	0	0	0	0	0	0	0	0	0	27
2:00	0	9	4	1	0	0	0	1	0	0	0	0	0	0	15
3:00	0	9	10	0	2	0	0	1	0	0	0	0	0	0	22
4:00	1	23	13	1	10	0	0	0	0	0	0	0	0	0	48
5:00	1	73	42	1	22	0	0	4	0	0	0	0	0	0	143
6:00	1	149	109	3	54	1	0	4	0	0	0	0	0	1	322
7:00	1	220	182	7	69	1	0	16	1	0	0	0	1	19	517
8:00	3	236	196	15	60	1	0	21	0	0	0	0	0	21	553
9:00	0	165	133	2	51	3	1	10	0	0	0	0	0	10	375
10:00	2	149	121	0	45	0	0	10	0	0	0	0	0	5	332
11:00	5	169	138	2	39	4	0	7	1	0	0	0	0	2	367
12:00 PM	0	198	158	4	53	1	0	12	0	0	0	0	0	8	434
1:00	3	187	141	3	64	2	0	8	1	0	0	0	0	2	411
2:00	1	215	171	11	78	2	0	15	0	0	0	0	0	5	498
3:00	1	274	261	9	70	2	0	17	0	0	1	0	0	14	649
4:00	1	296	262	10	69	1	0	7	0	0	0	0	0	12	658
5:00	0	276	264	5	83	1	0	17	0	0	0	0	0	12	658
6:00	3	208	179	5	60	2	0	8	1	0	0	0	0	9	475
7:00	2	204	151	1	33	1	0	7	0	0	0	0	0	5	404
8:00	5	144	105	1	22	0	0	3	0	0	0	0	0	4	284
9:00	3	110	54	0	18	1	0	1	0	0	0	0	0	1	188
10:00	0	49	37	0	10	1	0	1	0	0	0	0	0	0	98
11:00	0	43	20	0	11	0	0	0	0	0	0	0	0	1	75
Total	33	3442	2774	81	934	24	1	170	4	0	1	0	1	131	7596
Percent	0.4%	45.3%	36.5%	1.1%	12.3%	0.3%	0.0%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	11:00	8:00	8:00	8:00	7:00	11:00	9:00	8:00	7:00				7:00	8:00	8:00
	5	236	196	15	69	4	1	21	1	*	*	*	1	21	553
PM Peak	8:00	4:00	5:00	2:00	5:00	1:00		3:00	1:00		3:00			3:00	4:00
	5	296	264	11	83	2	*	17	1	*	1	*	*	14	658
Grand Total	102	10527	8582	218	2858	75	1	473	14	2	6	0	1	403	23262
Percent	0.4%	45.3%	36.9%	0.9%	12.3%	0.3%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.7%	

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Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 1

Groups Printed- Cars - Trucks & Buses

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	47	122	1	0	26	2	64	0	0	210	48	0	1	1	0	0	522
07:15 AM	69	138	3	0	18	6	77	0	0	229	53	0	0	2	0	0	595
07:30 AM	63	178	3	0	23	7	84	0	4	213	55	0	7	3	0	0	640
07:45 AM	74	154	2	1	22	7	84	0	6	202	58	0	9	5	3	0	627
Total	253	592	9	1	89	22	309	0	10	854	214	0	17	11	3	0	2384
08:00 AM	70	91	2	0	31	6	81	0	1	216	35	0	3	6	2	0	544
08:15 AM	47	105	0	0	35	2	76	0	0	198	39	0	2	0	0	0	504
08:30 AM	51	114	0	0	30	0	67	0	0	146	40	0	0	0	0	0	448
08:45 AM	52	113	0	0	26	1	63	6	0	132	40	0	0	1	0	0	434
Total	220	423	2	0	122	9	287	6	1	692	154	0	5	7	2	0	1930
09:00 AM	49	122	0	1	25	1	56	0	1	153	56	0	0	0	0	0	464
09:15 AM	66	80	2	0	21	0	46	0	0	180	38	1	1	0	0	0	435
09:30 AM	54	127	1	0	20	0	67	0	0	183	25	0	2	1	2	0	482
09:45 AM	39	134	1	0	26	1	56	0	0	158	26	1	1	0	0	0	443
Total	208	463	4	1	92	2	225	0	1	674	145	2	4	1	2	0	1824
11:00 AM	67	84	1	0	16	0	65	0	0	110	26	0	1	4	1	0	375
11:15 AM	50	114	0	0	39	1	53	0	0	107	31	0	1	1	0	0	397
11:30 AM	60	135	0	1	24	2	63	0	0	89	39	0	0	1	1	0	415
11:45 AM	46	132	1	0	21	1	56	0	0	137	22	0	0	1	0	0	417
Total	223	465	2	1	100	4	237	0	0	443	118	0	2	7	2	0	1604
12:00 PM	45	170	0	0	24	1	56	0	0	113	33	0	0	5	0	0	447
12:15 PM	49	136	1	0	25	0	60	0	0	145	22	0	0	5	0	0	443
12:30 PM	65	100	1	0	26	0	59	0	0	125	37	0	3	1	2	0	419
12:45 PM	44	131	0	1	26	2	64	0	0	104	32	0	0	0	0	0	404
Total	203	537	2	1	101	3	239	0	0	487	124	0	3	11	2	0	1713
02:00 PM	60	163	3	0	25	0	72	0	0	142	38	0	0	1	1	0	505
02:15 PM	65	126	3	0	30	2	79	0	0	142	33	0	0	2	1	0	483
02:30 PM	62	163	5	0	42	4	81	0	0	164	30	0	1	3	0	0	555
02:45 PM	61	181	4	0	42	9	66	0	0	136	26	0	6	7	3	0	541
Total	248	633	15	0	139	15	298	0	0	584	127	0	7	13	5	0	2084
03:00 PM	66	143	3	0	39	3	82	0	0	121	40	0	6	6	3	0	512
03:15 PM	87	161	4	0	46	0	75	0	0	151	24	2	1	2	1	0	554
03:30 PM	84	168	1	1	21	0	82	0	0	171	36	1	1	2	0	0	568
03:45 PM	68	165	1	2	59	2	68	0	0	157	35	0	1	3	0	0	561
Total	305	637	9	3	165	5	307	0	0	600	135	3	9	13	4	0	2195
04:00 PM	84	195	0	0	50	0	71	0	0	166	30	0	1	6	2	0	605
04:15 PM	77	189	1	1	54	0	75	0	0	122	44	0	1	2	1	0	567
04:30 PM	83	172	2	0	46	0	82	0	0	163	52	0	0	1	1	0	602

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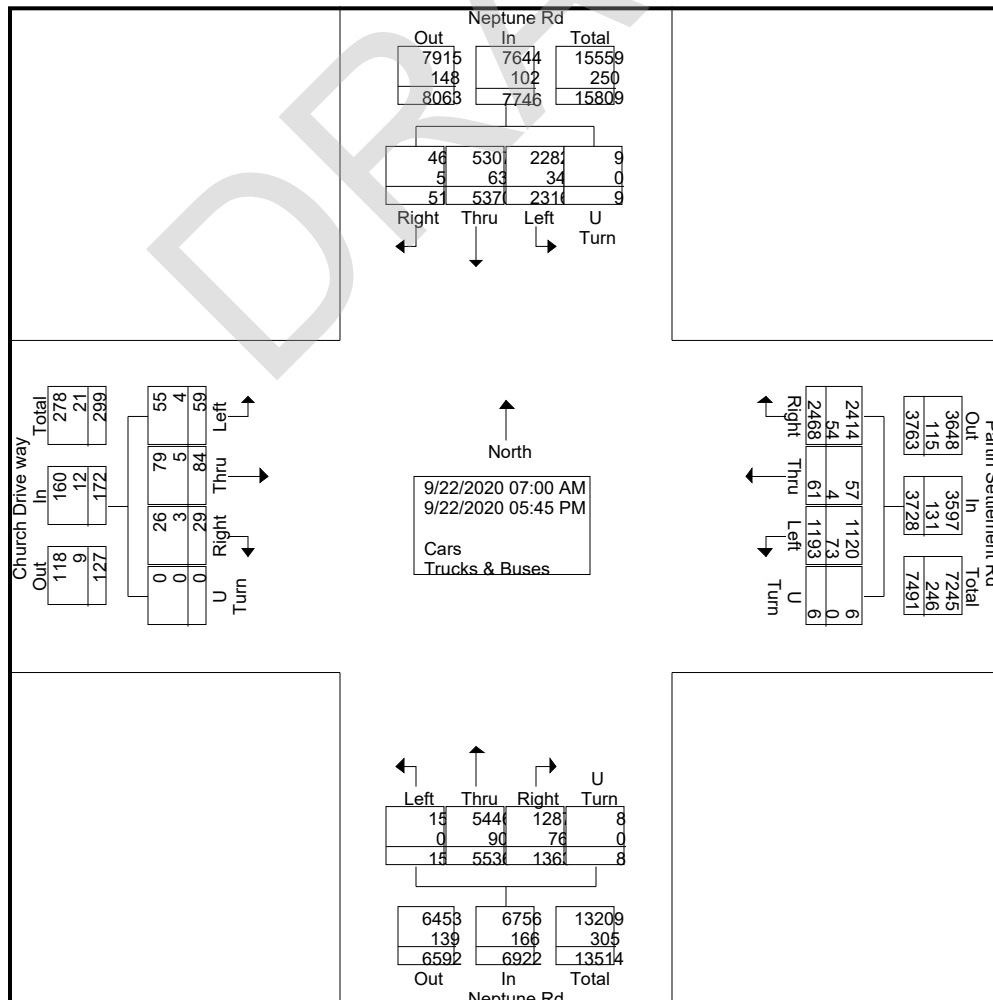
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 2

Groups Printed- Cars - Trucks & Buses

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
04:45 PM	86	192	0	0	51	0	82	0	2	171	42	0	1	2	0	0	629
Total	330	748	3	1	201	0	310	0	2	622	168	0	3	11	4	0	2403
05:00 PM	82	266	3	1	42	0	79	0	0	159	37	0	6	5	3	0	683
05:15 PM	78	225	1	0	42	0	55	0	1	129	58	0	2	2	1	0	594
05:30 PM	105	198	1	0	41	1	60	0	0	157	45	0	0	3	1	0	612
05:45 PM	61	183	0	0	59	0	62	0	0	135	38	3	1	0	0	0	542
Total	326	872	5	1	184	1	256	0	1	580	178	3	9	10	5	0	2431
Grand Total	2316	5370	51	9	1193	61	2468	6	15	5536	1363	8	59	84	29	0	18568
Apprch %	29.9	69.3	0.7	0.1	32	1.6	66.2	0.2	0.2	80	19.7	0.1	34.3	48.8	16.9	0	
Total %	12.5	28.9	0.3	0	6.4	0.3	13.3	0	0.1	29.8	7.3	0	0.3	0.5	0.2	0	
Cars	2282	5307	46	9	1120	57	2414	6	15	5446	1287	8	55	79	26	0	18157
% Cars	98.5	98.8	90.2	100	93.9	93.4	97.8	100	100	98.4	94.4	100	93.2	94	89.7	0	97.8
Trucks & Buses	34	63	5	0	73	4	54	0	0	90	76	0	4	5	3	0	411
% Trucks & Buses	1.5	1.2	9.8	0	6.1	6.6	2.2	0	0	1.6	5.6	0	6.8	6	10.3	0	2.2



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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 3

Start Time	Neptune Rd Southbound					Partin Settlement Rd Westbound					Neptune Rd Northbound					Church Drive way Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	69	138	3	0	210	18	6	77	0	101	0	229	53	0	282	0	2	0	0	2	595
07:30 AM	63	178	3	0	244	23	7	84	0	114	4	213	55	0	272	7	3	0	0	10	640
07:45 AM	74	154	2	1	231	22	7	84	0	113	6	202	58	0	266	9	5	3	0	17	627
08:00 AM	70	91	2	0	163	31	6	81	0	118	1	216	35	0	252	3	6	2	0	11	544
Total Volume	276	561	10	1	848	94	26	326	0	446	11	860	201	0	1072	19	16	5	0	40	2406
% App. Total	32.5	66.2	1.2	0.1		21.1	5.8	73.1	0		1	80.2	18.8	0		47.5	40	12.5	0		
PHF	.932	.788	.833	.250	.869	.758	.929	.970	.000	.945	.458	.939	.866	.000	.950	.528	.667	.417	.000	.588	.940

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	47	122	1	0	170	23	7	84	0	114	0	210	48	0	258	0	2	0	0	2
+15 mins.	69	138	3	0	210	22	7	84	0	113	0	229	53	0	282	7	3	0	0	10
+30 mins.	63	178	3	0	244	31	6	81	0	118	4	213	55	0	272	9	5	3	0	17
+45 mins.	74	154	2	1	231	35	2	76	0	113	6	202	58	0	266	3	6	2	0	11
Total Volume	253	592	9	1	855	111	22	325	0	458	10	854	214	0	1078	19	16	5	0	40
% App. Total	29.6	69.2	1.1	0.1		24.2	4.8	71	0		0.9	79.2	19.9	0		47.5	40	12.5	0	
PHF	.855	.831	.750	.250	.876	.793	.786	.967	.000	.970	.417	.932	.922	.000	.956	.528	.667	.417	.000	.588

Johnson, Mirmiran & Thompson, Inc.

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(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 4

Groups Printed- Cars

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	46	122	1	0	25	2	64	0	0	210	47	0	1	1	0	0	519
07:15 AM	69	138	3	0	12	6	76	0	0	228	52	0	0	2	0	0	586
07:30 AM	63	176	3	0	21	6	82	0	4	213	53	0	5	3	0	0	629
07:45 AM	71	153	2	1	20	7	83	0	6	200	56	0	8	4	2	0	613
Total	249	589	9	1	78	21	305	0	10	851	208	0	14	10	2	0	2347
08:00 AM	69	89	2	0	27	6	80	0	1	213	31	0	3	6	2	0	529
08:15 AM	47	104	0	0	33	2	73	0	0	195	37	0	2	0	0	0	493
08:30 AM	50	110	0	0	29	0	67	0	0	142	39	0	0	0	0	0	437
08:45 AM	49	111	0	0	18	1	63	6	0	131	38	0	0	1	0	0	418
Total	215	414	2	0	107	9	283	6	1	681	145	0	5	7	2	0	1877
09:00 AM	48	120	0	1	21	1	54	0	1	153	48	0	0	0	0	0	447
09:15 AM	64	78	1	0	18	0	46	0	0	179	36	1	1	0	0	0	424
09:30 AM	53	124	1	0	20	0	65	0	0	181	21	0	2	1	1	0	469
09:45 AM	35	130	1	0	22	1	56	0	0	158	23	1	1	0	0	0	428
Total	200	452	3	1	81	2	221	0	1	671	128	2	4	1	1	0	1768
11:00 AM	67	81	1	0	15	0	65	0	0	105	25	0	1	4	1	0	365
11:15 AM	49	113	0	0	37	1	51	0	0	106	29	0	1	1	0	0	388
11:30 AM	58	134	0	1	23	2	60	0	0	86	39	0	0	1	1	0	405
11:45 AM	46	129	0	0	20	1	54	0	0	136	22	0	0	1	0	0	409
Total	220	457	1	1	95	4	230	0	0	433	115	0	2	7	2	0	1567
12:00 PM	45	169	0	0	21	1	56	0	0	109	31	0	0	4	0	0	436
12:15 PM	47	133	1	0	24	0	59	0	0	140	20	0	0	5	0	0	429
12:30 PM	64	99	1	0	23	0	58	0	0	122	36	0	3	0	2	0	408
12:45 PM	44	128	0	1	25	2	64	0	0	103	31	0	0	0	0	0	398
Total	200	529	2	1	93	3	237	0	0	474	118	0	3	9	2	0	1671
02:00 PM	60	163	0	0	24	0	72	0	0	138	34	0	0	1	1	0	493
02:15 PM	64	125	3	0	25	1	69	0	0	135	31	0	0	2	0	0	455
02:30 PM	61	159	5	0	36	4	76	0	0	164	29	0	1	3	0	0	538
02:45 PM	61	178	4	0	41	7	64	0	0	131	25	0	5	6	3	0	525
Total	246	625	12	0	126	12	281	0	0	568	119	0	6	12	4	0	2011
03:00 PM	65	141	3	0	39	3	81	0	0	114	36	0	6	5	3	0	496
03:15 PM	87	160	4	0	45	0	75	0	0	148	22	2	1	2	1	0	547
03:30 PM	83	166	1	1	20	0	77	0	0	169	33	1	1	2	0	0	554
03:45 PM	67	163	1	2	56	2	67	0	0	156	33	0	1	3	0	0	551
Total	302	630	9	3	160	5	300	0	0	587	124	3	9	12	4	0	2148
04:00 PM	84	194	0	0	50	0	69	0	0	160	30	0	1	6	2	0	596
04:15 PM	76	188	1	1	54	0	75	0	0	115	43	0	1	2	1	0	557
04:30 PM	83	170	2	0	45	0	82	0	0	158	44	0	0	1	1	0	586
04:45 PM	83	192	0	0	50	0	79	0	2	171	38	0	1	2	0	0	618
Total	326	744	3	1	199	0	305	0	2	604	155	0	3	11	4	0	2357

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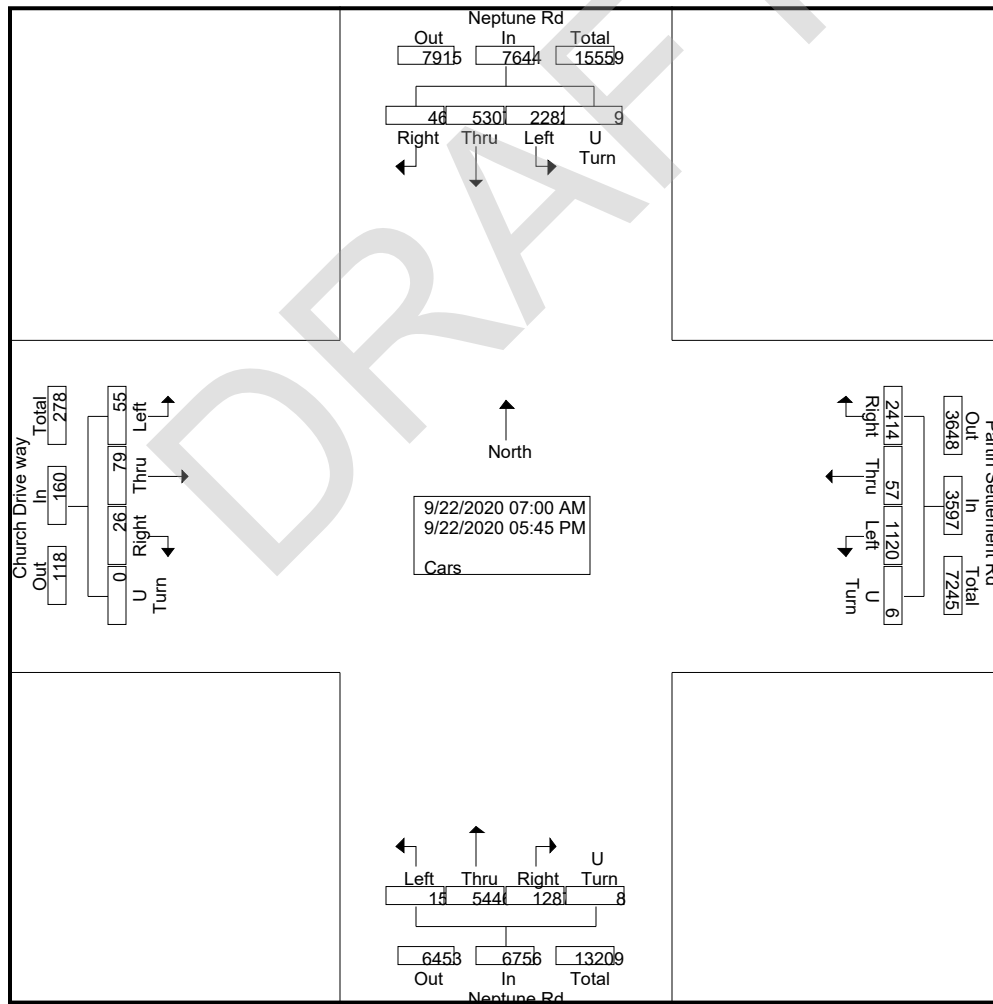
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 5

Groups Printed- Cars

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:00 PM	80	263	3	1	42	0	77	0	0	159	35	0	6	5	3	0	674
05:15 PM	78	225	1	0	41	0	54	0	1	127	57	0	2	2	1	0	589
05:30 PM	105	198	1	0	41	1	60	0	0	156	45	0	0	3	1	0	611
05:45 PM	61	181	0	0	57	0	61	0	0	135	38	3	1	0	0	0	537
Total	324	867	5	1	181	1	252	0	1	577	175	3	9	10	5	0	2411
Grand Total	2282	5307	46	9	1120	57	2414	6	15	5446	1287	8	55	79	26	0	18157
Apprch %	29.9	69.4	0.6	0.1	31.1	1.6	67.1	0.2	0.2	80.6	19	0.1	34.4	49.4	16.2	0	
Total %	12.6	29.2	0.3	0	6.2	0.3	13.3	0	0.1	30	7.1	0	0.3	0.4	0.1	0	



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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 6

Start Time	Neptune Rd Southbound					Partin Settlement Rd Westbound					Neptune Rd Northbound					Church Drive way Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	69	138	3	0	210	12	6	76	0	94	0	228	52	0	280	0	2	0	0	2	586
07:30 AM	63	176	3	0	242	21	6	82	0	109	4	213	53	0	270	5	3	0	0	8	629
07:45 AM	71	153	2	1	227	20	7	83	0	110	6	200	56	0	262	8	4	2	0	14	613
08:00 AM	69	89	2	0	160	27	6	80	0	113	1	213	31	0	245	3	6	2	0	11	529
Total Volume	272	556	10	1	839	80	25	321	0	426	11	854	192	0	1057	16	15	4	0	35	2357
% App. Total	32.4	66.3	1.2	0.1		18.8	5.9	75.4	0		1	80.8	18.2	0		45.7	42.9	11.4	0		
PHF	.958	.790	.833	.250	.867	.741	.893	.967	.000	.942	.458	.936	.857	.000	.944	.500	.625	.500	.000	.625	.937

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	46	122	1	0	169	21	6	82	0	109	0	210	47	0	257	0	2	0	0	2
+15 mins.	69	138	3	0	210	20	7	83	0	110	0	228	52	0	280	5	3	0	0	8
+30 mins.	63	176	3	0	242	27	6	80	0	113	4	213	53	0	270	8	4	2	0	14
+45 mins.	71	153	2	1	227	33	2	73	0	108	6	200	56	0	262	3	6	2	0	11
Total Volume	249	589	9	1	848	101	21	318	0	440	10	851	208	0	1069	16	15	4	0	35
% App. Total	29.4	69.5	1.1	0.1		23	4.8	72.3	0		0.9	79.6	19.5	0		45.7	42.9	11.4	0	
PHF	.877	.837	.750	.250	.876	.765	.750	.958	.000	.973	.417	.933	.929	.000	.954	.500	.625	.500	.000	.625

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(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 7

Groups Printed- Trucks & Buses

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	6	0	1	0	0	1	1	0	0	0	0	0	9
07:30 AM	0	2	0	0	2	1	2	0	0	0	2	0	2	0	0	0	11
07:45 AM	3	1	0	0	2	0	1	0	0	2	2	0	1	1	1	0	14
Total	4	3	0	0	11	1	4	0	0	3	6	0	3	1	1	0	37
08:00 AM	1	2	0	0	4	0	1	0	0	3	4	0	0	0	0	0	15
08:15 AM	0	1	0	0	2	0	3	0	0	3	2	0	0	0	0	0	11
08:30 AM	1	4	0	0	1	0	0	0	0	4	1	0	0	0	0	0	11
08:45 AM	3	2	0	0	8	0	0	0	0	1	2	0	0	0	0	0	16
Total	5	9	0	0	15	0	4	0	0	11	9	0	0	0	0	0	53
09:00 AM	1	2	0	0	4	0	2	0	0	0	8	0	0	0	0	0	17
09:15 AM	2	2	1	0	3	0	0	0	0	1	2	0	0	0	0	0	11
09:30 AM	1	3	0	0	0	0	2	0	0	2	4	0	0	0	1	0	13
09:45 AM	4	4	0	0	4	0	0	0	0	0	3	0	0	0	0	0	15
Total	8	11	1	0	11	0	4	0	0	3	17	0	0	0	1	0	56
11:00 AM	0	3	0	0	1	0	0	0	0	5	1	0	0	0	0	0	10
11:15 AM	1	1	0	0	2	0	2	0	0	1	2	0	0	0	0	0	9
11:30 AM	2	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	10
11:45 AM	0	3	1	0	1	0	2	0	0	1	0	0	0	0	0	0	8
Total	3	8	1	0	5	0	7	0	0	10	3	0	0	0	0	0	37
12:00 PM	0	1	0	0	3	0	0	0	0	4	2	0	0	1	0	0	11
12:15 PM	2	3	0	0	1	0	1	0	0	5	2	0	0	0	0	0	14
12:30 PM	1	1	0	0	3	0	1	0	0	3	1	0	0	1	0	0	11
12:45 PM	0	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	6
Total	3	8	0	0	8	0	2	0	0	13	6	0	0	2	0	0	42
02:00 PM	0	0	3	0	1	0	0	0	0	4	4	0	0	0	0	0	12
02:15 PM	1	1	0	0	5	1	10	0	0	7	2	0	0	0	1	0	28
02:30 PM	1	4	0	0	6	0	5	0	0	0	1	0	0	0	0	0	17
02:45 PM	0	3	0	0	1	2	2	0	0	5	1	0	1	1	0	0	16
Total	2	8	3	0	13	3	17	0	0	16	8	0	1	1	1	0	73
03:00 PM	1	2	0	0	0	0	1	0	0	7	4	0	0	1	0	0	16
03:15 PM	0	1	0	0	1	0	0	0	0	3	2	0	0	0	0	0	7
03:30 PM	1	2	0	0	1	0	5	0	0	2	3	0	0	0	0	0	14
03:45 PM	1	2	0	0	3	0	1	0	0	1	2	0	0	0	0	0	10
Total	3	7	0	0	5	0	7	0	0	13	11	0	0	1	0	0	47
04:00 PM	0	1	0	0	0	0	2	0	0	6	0	0	0	0	0	0	9
04:15 PM	1	1	0	0	0	0	0	0	0	7	1	0	0	0	0	0	10
04:30 PM	0	2	0	0	1	0	0	0	0	5	8	0	0	0	0	0	16
04:45 PM	3	0	0	0	1	0	3	0	0	0	4	0	0	0	0	0	11
Total	4	4	0	0	2	0	5	0	0	18	13	0	0	0	0	0	46

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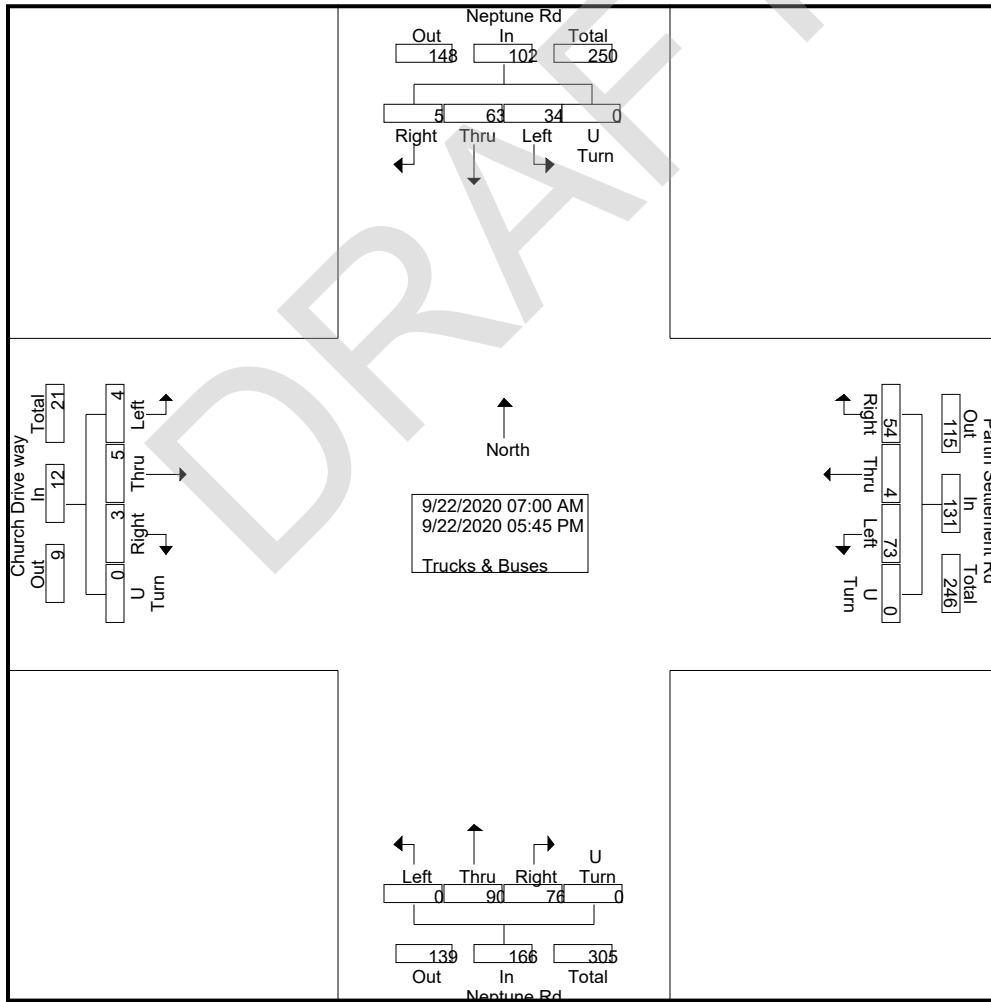
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(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 8

Groups Printed- Trucks & Buses

Start Time	Neptune Rd Southbound				Partin Settlement Rd Westbound				Neptune Rd Northbound				Church Drive way Eastbound				Int. Total	
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn		
05:00 PM	2	3	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	9
05:15 PM	0	0	0	0	1	0	1	0	0	2	1	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	2	5	0	0	3	0	4	0	0	3	3	0	0	0	0	0	0	20
Grand Total	34	63	5	0	73	4	54	0	0	90	76	0	4	5	3	0	0	411
Apprch %	33.3	61.8	4.9	0	55.7	3.1	41.2	0	0	54.2	45.8	0	33.3	41.7	25	0	0	
Total %	8.3	15.3	1.2	0	17.8	1	13.1	0	0	21.9	18.5	0	1	1.2	0.7	0	0	



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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy
Day of the Week: Tuesday

File Name : Neptune Rd @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 9

Start Time	Neptune Rd Southbound					Partin Settlement Rd Westbound					Neptune Rd Northbound					Church Drive way Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	3	2	0	0	5	8	0	0	0	8	0	1	2	0	3	0	0	0	0	0	16
09:00 AM	1	2	0	0	3	4	0	2	0	6	0	0	8	0	8	0	0	0	0	0	17
09:15 AM	2	2	1	0	5	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	11
09:30 AM	1	3	0	0	4	0	0	2	0	2	0	2	4	0	6	0	0	1	0	1	13
Total Volume	7	9	1	0	17	15	0	4	0	19	0	4	16	0	20	0	0	1	0	1	57
% App. Total	41.2	52.9	5.9	0		78.9	0	21.1	0		0	20	80	0		0	0	100	0		
PHF	.583	.750	.250	.000	.850	.469	.000	.500	.000	.594	.000	.500	.500	.000	.625	.000	.000	.250	.000	.250	.838

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM					07:15 AM					07:45 AM					07:00 AM					
+0 mins.	1	2	0	0	3	6	0	1	0	7	0	2	2	0	4	0	0	0	0	0	0
+15 mins.	2	2	1	0	5	2	1	2	0	5	0	3	4	0	7	0	0	0	0	0	0
+30 mins.	1	3	0	0	4	2	0	1	0	3	0	3	2	0	5	2	0	0	0	0	2
+45 mins.	4	4	0	0	8	4	0	1	0	5	0	4	1	0	5	1	1	1	0	0	3
Total Volume	8	11	1	0	20	14	1	5	0	20	0	12	9	0	21	3	1	1	0	0	5
% App. Total	40	55	5	0		70	5	25	0		0	57.1	42.9	0		60	20	20	0		
PHF	.500	.688	.250	.000	.625	.583	.250	.625	.000	.714	.000	.750	.563	.000	.750	.375	.250	.250	.000	.000	.417

TURNING MOVEMENT COUNT: 09/22/20
 NORTH/SOUTH ST: Neptune Rd
 Neptune Rd @ Partin Settlement Rd
 ALL VEHICLES

TIME: 7:00-10:00, 11:00-1:00, 2:00-6:00
 EAST/WEST STREET: Partin Settlement Rd
 COUNTED BY: SCM / LDP

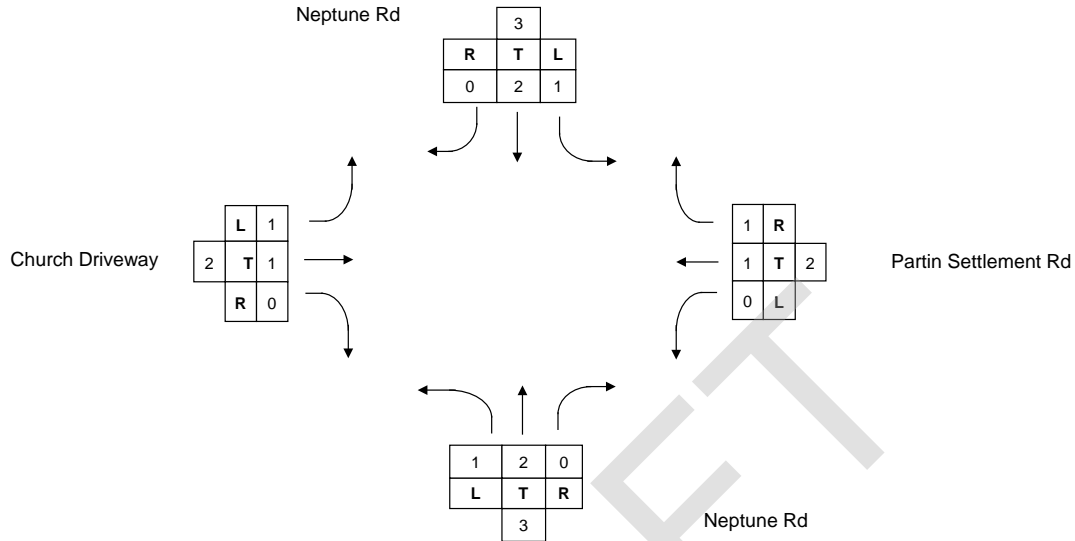
START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	0	210	48	0	258	47	122	1	0	170	428	1	1	0	0	2	26	2	64	0	92	94	522
7:15	0	229	53	0	282	69	138	3	0	210	492	0	2	0	0	2	18	6	77	0	101	103	595
7:30	4	213	55	0	272	63	178	3	0	244	516	7	3	0	0	10	23	7	84	0	114	124	640
7:45	6	202	58	0	266	74	154	2	1	231	497	9	5	3	0	17	22	7	84	0	113	130	627
Total	10	854	214	0	1,078	253	592	9	1	855	1,933	17	11	3	0	31	89	22	309	0	420	451	2,384
8:00	1	216	35	0	252	70	91	2	0	163	415	3	6	2	0	11	31	6	81	0	118	129	544
8:15	0	198	39	0	237	47	105	0	0	152	389	2	0	0	0	2	35	2	76	0	113	115	504
8:30	0	146	40	0	186	51	114	0	0	165	351	0	0	0	0	0	30	0	67	0	97	97	448
8:45	0	132	40	0	172	52	113	0	0	165	337	0	1	0	0	1	26	1	63	6	96	97	434
Total	1	692	154	0	847	220	423	2	0	645	1,492	5	7	2	0	14	122	9	287	6	424	438	1,930
9:00	1	153	56	0	210	49	122	0	1	172	382	0	0	0	0	0	25	1	56	0	82	82	464
9:15	0	180	38	1	219	66	80	2	0	148	367	1	0	0	0	1	21	0	46	0	67	68	435
9:30	0	183	25	0	208	54	127	1	0	182	390	2	1	2	0	5	20	0	67	0	87	92	482
9:45	0	158	26	1	185	39	134	1	0	174	359	1	0	0	0	1	26	1	56	0	83	84	443
Total	1	674	145	2	822	208	463	4	1	676	1,498	4	1	2	0	7	92	2	225	0	319	326	1,824
11:00	0	110	26	0	136	67	84	1	0	152	288	1	4	1	0	6	16	0	65	0	81	87	375
11:15	0	107	31	0	138	50	114	0	0	164	302	1	1	0	0	2	39	1	53	0	93	95	397
11:30	0	89	39	0	128	60	135	0	1	196	324	0	1	1	0	2	24	2	63	0	89	91	415
11:45	0	137	22	0	159	46	132	1	0	179	338	0	1	0	0	1	21	1	56	0	78	79	417
Total	0	443	118	0	561	223	465	2	1	691	1,252	2	7	2	0	11	100	4	237	0	341	352	1,604
12:00	0	113	33	0	146	45	170	0	0	215	361	0	5	0	0	5	24	1	56	0	81	86	447
12:15	0	145	22	0	167	49	136	1	0	186	353	0	5	0	0	5	25	0	60	0	85	90	443
12:30	0	125	37	0	162	65	100	1	0	166	328	3	1	2	0	6	26	0	59	0	85	91	419
12:45	0	104	32	0	136	44	131	0	1	176	312	0	0	0	0	0	26	2	64	0	92	92	404
Total	0	487	124	0	611	203	537	2	1	743	1,354	3	11	2	0	16	101	3	239	0	343	359	1,713
14:00	0	142	38	0	180	60	163	3	0	226	406	0	1	1	0	2	25	0	72	0	97	99	505
14:15	0	142	33	0	175	65	126	3	0	194	369	0	2	1	0	3	30	2	79	0	111	114	483
14:30	0	164	30	0	194	62	163	5	0	230	424	1	3	0	0	4	42	4	81	0	127	131	555
14:45	0	136	26	0	162	61	181	4	0	246	408	6	7	3	0	16	42	9	66	0	117	133	541
Total	0	584	127	0	711	248	633	15	0	896	1,607	7	13	5	0	25	139	15	298	0	452	477	2,084
15:00	0	121	40	0	161	66	143	3	0	212	373	6	6	3	0	15	39	3	82	0	124	139	512
15:15	0	151	24	2	177	87	161	4	0	252	429	1	2	1	0	4	46	0	75	0	121	125	554
15:30	0	171	36	1	208	84	168	1	1	254	462	1	2	0	0	3	21	0	82	0	103	106	568
15:45	0	157	35	0	192	68	165	1	2	236	428	1	3	0	0	4	59	2	68	0	129	133	561
Total	0	600	135	3	738	305	637	9	3	954	1,692	9	13	4	0	26	165	5	307	0	477	503	2,195
16:00	0	166	30	0	196	84	195	0	0	279	475	1	6	2	0	9	50	0	71	0	121	130	605
16:15	0	122	44	0	166	77	189	1	1	268	434	1	2	1	0	4	54	0	75	0	129	133	567
16:30	0	163	52	0	215	83	172	2	0	257	472	0	1	1	0	2	46	0	82	0	128	130	602
16:45	2	171	42	0	215	86	192	0	0	278	493	1	2	0	0	3	51	0	82	0	133	136	629
Total	2	622	168	0	792	330	748	3	1	1,082	1,874	3	11	4	0	18	201	0	310	0	511	529	2,403
17:00	0	159	37	0	196	82	266	3	1	352	548	6	5	3	0	14	42	0	79	0	121	135	683
17:15	1	129	58	0	188	78	225	1	0	304	492	2	2	1	0	5	42	0	55	0	97	102	594
17:30	0	157	45	0	202	105	198	1	0	304	506	0	3	1	0	4	41	1	60	0	102	106	612
17:45	0	135	38	3	176	61	183	0	0	244	420	1	0	0	0	1	59	0	62	0	121	122	542
Total	1	580	178	3	762	326	872	5	1	1,204	1,966	9	10	5	0	24	184	1	256	0	441	465	2,431

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: Neptune Rd STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/22/20 MILEPOST: N/A
 WEATHER: Partly Cloudy ROAD CONDITION: Good
 REMARKS:

FORM COMPLETED BY: LDP DATE: 10/01/20



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U		TOT	E/W
7 - 8	10	854	214	0	1,078	253	592	9	1	855	1,933	17	11	3	0	31	89	22	309	0	420	451
8 - 9	1	692	154	0	847	220	423	2	0	645	1,492	5	7	2	0	14	122	9	287	6	424	438
9 - 10	1	674	145	2	822	208	463	4	1	676	1,498	4	1	2	0	7	92	2	225	0	319	326
11 - 12	0	443	118	0	561	223	465	2	1	691	1,252	2	7	2	0	11	100	4	237	0	341	352
12 - 1	0	487	124	0	611	203	537	2	1	743	1,354	3	11	2	0	16	101	3	239	0	343	359
2 - 3	0	584	127	0	711	248	633	15	0	896	1,607	7	13	5	0	25	139	15	298	0	452	477
3 - 4	0	600	135	3	738	305	637	9	3	954	1,692	9	13	4	0	26	165	5	307	0	477	503
4 - 5	2	622	168	0	792	330	748	3	1	1,082	1,874	3	11	4	0	18	201	0	310	0	511	529
5 - 6	1	580	178	3	762	326	872	5	1	1,204	1,966	9	10	5	0	24	184	1	256	0	441	465
TOTAL	15	5,536	1,363	8	6,922	2,316	5,370	51	9	7,746	14,668	59	84	29	0	172	1,193	61	2,468	6	3,728	3,900

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY


SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: Neptune Rd STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/22/20





REMARKS: _____



FORM COMPLETED BY: LDP

DATE: 10/01/20

Neptune Rd





	7-8	8-9	9-10	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	1	0	1	0	0	0	2	0	0	0	4
	4	0	0	2	0	0	0	0	0	0	0	6
	3	0	1	1	0	0	0	0	1	0	0	6
	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	1	1	4	0	0	0	2	1	0	0	16



7-8	0	0	6	0	6
8-9	4	3	3	2	12
9-10	0	0	2	0	2
11-12	1	0	0	0	1
12-1	1	1	1	0	3
1-2	0	0	0	0	0
2-3	1	1	0	0	2
3-4	0	0	0	0	0
4-5	3	8	0	0	11
5-6	0	0	4	1	5
6-7	0	0	0	0	0
Total	10	13	16	3	42





Church Driveway

Partin Settlement Rd

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

	7-8	8-9	9-10	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	2	1	2	3	3	0	1	0	2	2	0	16
	0	0	0	0	0	0	0	0	0	1	0	1
	2	0	0	4	2	0	4	0	2	2	0	16
	0	0	0	0	0	0	1	0	0	2	0	3
Total	4	1	2	7	5	0	6	0	4	7	0	36

Neptune Rd

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Northbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	19	13	10	16	20	65	156	258	252	210	154	136					
30	13	11	6	12	26	92	234	282	237	219	154	138					
45	9	16	8	18	45	127	238	272	186	208	170	128					
00	6	7	6	16	42	129	208	266	172	185	164	159					
Hr Total	47	47	30	62	133	413	836	1078	847	822	642	561					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	146	172	180	161	196	196	168	142	121	96	48	24					
30	167	154	175	177	166	188	180	121	112	78	48	32					
45	162	162	194	208	215	202	168	132	90	183	42	20					
00	136	168	162	192	215	176	146	120	78	76	31	28					
Hr Total	611	656	711	738	792	762	662	515	401	433	169	104					
24 Hour Total :			12072														
AM Peak Hour Begins :			07:00			AM Peak Volume :			1078			AM Peak Hour Factor :			0.96		
PM Peak Hour Begins :			16:30			PM Peak Volume :			814			PM Peak Hour Factor :			0.95		
06/22/20 Southbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	29	7	8	7	11	30	56	158	145	142	130	156					
30	24	9	12	11	13	54	110	168	140	122	135	139					
45	16	11	4	15	19	72	144	190	128	134	118	174					
00	18	11	5	12	20	66	133	180	143	162	126	166					
Hr Total	87	38	29	45	63	222	443	696	556	560	509	635					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	192	161	188	215	262	290	206	168	128	94	71	34					
30	163	166	188	218	261	273	233	174	122	102	68	44					
45	153	188	224	230	247	272	214	159	113	110	58	44					
00	148	166	197	228	238	260	166	140	107	84	50	35					
Hr Total	656	681	797	891	1008	1095	819	641	470	390	247	157					
24 Hour Total :			11735														
AM Peak Hour Begins :			07:00			AM Peak Volume :			696			AM Peak Hour Factor :			0.92		
PM Peak Hour Begins :			17:00			PM Peak Volume :			1095			PM Peak Hour Factor :			0.94		

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Northbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	16	14	19	20	64	174	247	252	188	165	110	
30	15	9	11	6	35	88	216	270	202	192	184	110	
45	7	11	8	19	43	117	218	252	248	158	202	52	
00	8	10	11	20	40	134	228	284	196	198	120	197	
Hr Total	46	46	44	64	138	403	836	1053	898	736	671	469	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	152	168	185	167	182	207	189	160	114	89	57	37	
30	180	176	190	150	203	204	190	160	114	78	54	38	
45	159	178	203	247	206	194	172	133	104	76	34	22	
00	192	200	188	204	220	178	148	134	85	56	32	26	
Hr Total	683	722	766	768	811	783	699	587	417	299	177	123	
24 Hour Total :			12239										
AM Peak Hour Begins :			07:15		AM Peak Volume :			1058		AM Peak Hour Factor :			0.93
PM Peak Hour Begins :			16:30		PM Peak Volume :			837		PM Peak Hour Factor :			0.85
09/23/20 Southbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	30	14	11	6	8	32	80	147	152	136	132	152	
30	22	8	6	13	19	50	88	183	116	125	163	144	
45	13	14	9	14	17	68	139	192	159	124	134	130	
00	20	20	5	10	26	78	161	179	151	148	118	147	
Hr Total	85	56	31	43	70	228	468	701	578	533	547	573	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	167	189	198	210	270	281	246	200	146	116	79	48	
30	165	190	210	212	223	264	198	169	130	110	70	49	
45	188	172	242	246	296	255	224	172	141	82	72	27	
00	140	181	236	256	278	280	200	144	104	70	48	43	
Hr Total	660	732	886	924	1067	1080	868	685	521	378	269	167	
24 Hour Total :			12150										
AM Peak Hour Begins :			07:15		AM Peak Volume :			706		AM Peak Hour Factor :			0.92
PM Peak Hour Begins :			16:30		PM Peak Volume :			1119		PM Peak Hour Factor :			0.95

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Northbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	17	19	11	14	30	62	198	254	238	226	186	179					
30	16	12	5	15	17	98	216	263	232	182	171	166					
45	11	14	11	23	49	112	216	266	245	173	190	166					
00	6	11	14	15	41	124	212	286	184	177	160	160					
Hr Total	50	56	41	67	137	396	842	1069	899	758	707	671					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	180	161	184	184	172	204	189	140	118	75	76	42					
30	194	160	202	198	155	214	201	154	127	80	51	27					
45	187	174	197	211	237	172	186	155	112	63	50	28					
00	182	162	177	182	222	190	154	109	83	72	36	28					
Hr Total	743	657	760	775	786	780	730	558	440	290	213	125					
24 Hour Total :			12550														
AM Peak Hour Begins :			07:00			AM Peak Volume :			1069			AM Peak Hour Factor :			0.93		
PM Peak Hour Begins :			16:30			PM Peak Volume :			877			PM Peak Hour Factor :			0.93		
09/24/20 Southbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	33	16	6	2	12	29	66	143	160	150	115	112					
30	32	13	8	6	16	52	101	170	126	102	94	118					
45	24	11	13	13	22	68	133	196	136	114	114	92					
00	17	14	10	14	22	73	136	165	140	102	122	131					
Hr Total	106	54	37	35	72	222	436	674	562	468	445	453					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	138	162	190	226	264	274	240	188	131	92	72	33					
30	162	164	200	200	261	273	224	183	148	94	73	49					
45	179	171	202	268	256	280	198	172	128	99	72	39					
00	172	180	248	230	266	284	178	182	114	66	55	42					
Hr Total	651	677	840	924	1047	1111	840	725	521	351	272	163					
24 Hour Total :			11686														
AM Peak Hour Begins :			07:15			AM Peak Volume :			691			AM Peak Hour Factor :			0.88		
PM Peak Hour Begins :			17:00			PM Peak Volume :			1111			PM Peak Hour Factor :			0.98		

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20													Southbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
15	25	10	10	9	16	32	84	170	163	172	154	152	215	162	226	212	279	352	240	181	113	96	76	41	
30	26	7	10	12	15	62	128	210	152	148	162	164	186	194	194	252	268	304	223	168	111	98	59	40	
45	17	14	7	13	23	91	180	244	165	182	134	196	166	210	230	254	257	304	208	179	107	65	55	39	
00	17	15	6	15	26	86	174	231	165	174	158	179	176	178	246	236	278	244	175	144	92	72	52	37	
Hr Total	85	46	33	49	80	271	566	855	645	676	608	691	743	744	896	954	1082	1204	846	672	423	331	242	157	
24 Hour Total :			12899																						
AM Peak Hour Begins :			07:00			AM Peak Volume :			855			AM Peak Hour Factor :			0.88										
PM Peak Hour Begins :			16:45			PM Peak Volume :			1238			PM Peak Hour Factor :			0.88										
06/22/20													Northbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
15	19	14	8	12	22	56	168	258	292	232	198	169	184	208	223	208	264	241	194	174	138	112	61	35	
30	21	12	10	14	27	92	222	324	265	204	178	196	189	180	220	235	194	206	224	146	128	86	53	32	
45	12	17	6	21	44	120	232	302	222	237	239	174	198	210	240	237	238	218	210	134	102	126	51	24	
00	9	8	9	16	48	117	216	305	192	218	200	188	184	226	196	231	248	208	162	138	80	78	34	26	
Hr Total	61	51	33	63	141	385	838	1189	971	891	815	727	755	824	879	911	944	873	790	592	448	402	199	117	
24 Hour Total :			13899																						
AM Peak Hour Begins :			07:15			AM Peak Volume :			1223			AM Peak Hour Factor :			0.94										
PM Peak Hour Begins :			15:15			PM Peak Volume :			967			PM Peak Hour Factor :			0.92										

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Southbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	26	14	11	7	8	38	91	181	186	128	157	164	
30	22	7	6	13	22	64	114	224	154	138	168	187	
45	12	19	11	13	20	76	163	246	176	150	165	164	
00	15	16	9	11	28	96	198	221	155	160	131	192	
Hr Total	75	56	37	44	78	274	566	872	671	576	621	707	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	178	216	220	217	274	308	283	184	146	103	66	46	
30	186	200	237	226	268	286	190	158	144	96	68	44	
45	216	196	258	268	324	294	213	166	145	84	68	31	
00	166	221	245	268	314	278	192	158	105	66	52	42	
Hr Total	746	833	960	979	1180	1166	878	666	540	349	254	163	
24 Hour Total :			13291										
AM Peak Hour Begins :			07:15		AM Peak Volume :			877		AM Peak Hour Factor :			0.89
PM Peak Hour Begins :			16:30		PM Peak Volume :			1232		PM Peak Hour Factor :			0.95
09/23/20 Northbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	17	11	12	21	61	172	251	291	185	200	179	
30	13	8	7	10	34	84	221	313	266	218	194	170	
45	12	11	11	19	44	114	218	258	259	188	231	204	
00	10	13	8	20	48	130	232	306	204	216	183	236	
Hr Total	59	49	37	61	147	389	843	1128	1020	807	808	789	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	172	204	228	222	223	239	216	179	138	90	66	42	
30	210	242	262	212	242	212	216	169	136	91	64	54	
45	193	230	233	277	238	236	200	140	119	84	33	23	
00	212	216	230	234	256	202	179	109	101	66	38	24	
Hr Total	787	892	953	945	959	889	811	597	494	331	201	143	
24 Hour Total :			14139										
AM Peak Hour Begins :			07:15		AM Peak Volume :			1168		AM Peak Hour Factor :			0.93
PM Peak Hour Begins :			15:30		PM Peak Volume :			976		PM Peak Hour Factor :			0.88

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Southbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	27	11	9	4	14	33	90	158	170	148	166	156					
30	25	10	10	6	14	64	130	208	156	118	170	176					
45	26	11	12	14	28	90	158	248	159	122	208	164					
00	27	15	10	15	25	102	163	222	142	112	188	200					
Hr Total	105	47	41	39	81	289	541	836	627	500	732	696					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	156	202	214	264	298	320	235	210	145	88	79	33					
30	196	193	228	225	303	294	224	196	152	95	90	47					
45	194	215	268	294	269	332	197	183	114	108	62	36					
00	180	197	272	268	308	330	188	186	115	71	42	36					
Hr Total	726	807	982	1051	1178	1276	844	775	526	362	273	152					
24 Hour Total :			13486														
AM Peak Hour Begins :			07:15			AM Peak Volume :			848			AM Peak Hour Factor :			0.85		
PM Peak Hour Begins :			17:00			PM Peak Volume :			1276			PM Peak Hour Factor :			0.96		
09/24/20 Northbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	15	19	8	12	23	56	200	248	275	222	211	208					
30	19	12	7	16	20	84	225	321	273	214	202	180					
45	14	13	15	22	50	110	207	314	291	190	216	212					
00	12	16	8	16	46	133	206	302	202	194	170	176					
Hr Total	60	60	38	66	139	383	838	1185	1041	820	799	776					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	202	208	244	216	187	244	234	160	136	96	86	45					
30	216	193	238	250	200	254	242	165	152	88	55	31					
45	220	191	230	257	277	190	212	172	112	72	58	27					
00	212	207	254	221	242	186	179	125	90	83	46	28					
Hr Total	850	799	966	944	906	874	867	622	490	339	245	131					
24 Hour Total :			14238														
AM Peak Hour Begins :			07:15			AM Peak Volume :			1212			AM Peak Hour Factor :			0.94		
PM Peak Hour Begins :			16:30			PM Peak Volume :			1017			PM Peak Hour Factor :			0.92		

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Eastbound Approach															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	2	11	0	4	6		
30	0	0	0	0	0	0	0	0	2	2	1	1	2		
45	0	0	0	0	0	0	0	0	10	0	5	2	2		
00	0	0	0	0	0	0	0	0	17	1	1	1	1		
Hr Total	0	0	0	0	0	0	0	0	31	14	7	8	11		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	5	9	2	15	9	14	1	0	0	0	0	0			
30	5	4	3	4	4	5	1	0	0	0	0	0			
45	6	4	4	3	2	4	2	4	0	2	0	0			
00	0	0	16	4	3	1	0	4	0	5	0	0			
Hr Total	16	17	25	26	18	24	4	8	0	7	0	0			
24 Hour Total :			216												
AM Peak Hour Begins :			07:15			AM Peak Volume :			40			AM Peak Hour Factor :			0.59
PM Peak Hour Begins :			14:30			PM Peak Volume :			39			PM Peak Hour Factor :			0.61
06/22/20 Westbound Departure															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	5	12	2	3	4		
30	0	0	0	0	0	0	0	0	8	3	2	1	3		
45	0	0	0	0	0	0	0	0	15	0	1	3	4		
00	0	0	0	0	0	0	0	3	15	3	2	3	3		
Hr Total	0	0	0	0	0	0	0	3	43	18	7	10	14		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	3	5	1	3	0	2	1	0	0	0	1	0	0		
30	0	4	4	0	1	2	0	0	0	0	1	0	0		
45	6	0	2	3	2	1	3	0	0	0	3	0	0		
00	6	0	11	4	4	1	0	0	0	0	0	0	0		
Hr Total	15	9	18	10	7	6	4	0	0	0	5	0	0		
24 Hour Total :			169												
AM Peak Hour Begins :			07:15			AM Peak Volume :			50			AM Peak Hour Factor :			0.83
PM Peak Hour Begins :			12:30			PM Peak Volume :			21			PM Peak Hour Factor :			0.48

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Eastbound Approach														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	0	0	1	14	1	5	5	
30	0	0	0	0	0	0	0	0	4	3	0	3	0	
45	0	0	0	0	0	0	0	0	9	3	0	5	6	
00	0	0	0	0	0	0	1	1	10	3	2	1	2	
Hr Total	0	0	0	0	0	0	1	1	24	23	3	14	13	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	3	4	17	5	6	9	1	2	0	0	0	0		
30	4	3	15	2	8	5	1	3	0	0	0	0		
45	2	2	6	3	0	3	1	3	0	0	0	0		
00	7	8	8	3	8	3	1	1	0	0	0	0		
Hr Total	16	17	46	13	22	20	4	9	0	0	0	0		
24 Hour Total :			226											
AM Peak Hour Begins :			07:15		AM Peak Volume :			37		AM Peak Hour Factor :			0.66	
PM Peak Hour Begins :			13:45		PM Peak Volume :			46		PM Peak Hour Factor :			0.68	
09/23/20 Westbound Departure														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	0	0	6	13	5	5	2	
30	0	0	0	0	0	0	0	0	7	5	1	7	0	
45	0	0	0	0	0	0	0	0	10	1	1	3	9	
00	0	0	0	0	0	0	1	2	19	4	1	2	3	
Hr Total	0	0	0	0	0	0	1	2	42	23	8	17	14	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	1	4	10	5	0	4	0	1	0	0	0	0		
30	6	3	7	2	0	3	1	1	0	0	0	0		
45	1	5	6	4	3	2	0	0	0	0	0	0		
00	2	6	8	2	6	2	2	1	0	0	0	0		
Hr Total	10	18	31	13	9	11	3	3	0	0	0	0		
24 Hour Total :			205											
AM Peak Hour Begins :			07:15		AM Peak Volume :			49		AM Peak Hour Factor :			0.64	
PM Peak Hour Begins :			14:00		PM Peak Volume :			31		PM Peak Hour Factor :			0.78	

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Eastbound Approach															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	1	14	0	2	0		
30	0	0	0	0	0	0	0	1	2	7	0	3	7		
45	0	0	0	0	0	0	0	0	9	3	1	4	6		
00	0	0	0	0	0	0	0	0	12	3	3	5	1		
Hr Total	0	0	0	0	0	0	0	1	24	27	4	14	14		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	6	4	4	12	6	11	1	0	0	0	0	0			
30	1	3	5	5	5	6	0	4	0	0	0	0			
45	2	4	4	2	3	0	0	1	0	0	0	0			
00	4	1	15	3	6	1	0	3	0	0	0	0			
Hr Total	13	12	28	22	20	18	1	8	0	0	0	0			
24 Hour Total :			206												
AM Peak Hour Begins :			07:30			AM Peak Volume :			42			AM Peak Hour Factor :			0.75
PM Peak Hour Begins :			14:15			PM Peak Volume :			36			PM Peak Hour Factor :			0.60
09/24/20 Westbound Departure															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	7	8	1	3	4		
30	0	0	0	0	0	0	0	1	3	6	1	4	7		
45	0	0	0	0	0	0	0	0	14	5	3	5	3		
00	0	0	0	0	0	0	0	1	22	2	1	3	2		
Hr Total	0	0	0	0	0	0	0	2	46	21	6	15	16		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	3	3	6	9	3	6	2	0	0	0	0	0			
30	0	3	3	4	1	2	1	0	0	0	0	0			
45	5	3	5	2	1	0	0	0	0	0	0	0			
00	1	2	8	2	3	1	0	0	0	0	0	0			
Hr Total	9	11	22	17	8	9	3	0	0	0	0	0			
24 Hour Total :			185												
AM Peak Hour Begins :			07:30			AM Peak Volume :			50			AM Peak Hour Factor :			0.57
PM Peak Hour Begins :			14:30			PM Peak Volume :			26			PM Peak Hour Factor :			0.72

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20		Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	14	7	3	1	7	12	43	92	118	82	85	81			
30	16	9	7	8	10	26	58	101	113	67	79	93			
45	6	5	0	9	14	28	58	114	97	87	100	89			
00	8	3	7	5	11	24	79	113	96	83	87	78			
Hr Total	44	24	17	23	42	90	238	420	424	319	351	341			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	81	106	97	124	121	121	121	95	92	62	43	23			
30	85	81	111	121	129	97	125	98	82	55	34	22			
45	85	90	127	103	128	102	130	79	63	69	36	21			
00	92	124	117	129	133	121	102	89	69	43	21	17			
Hr Total	343	401	452	477	511	441	478	361	306	229	134	83			
24 Hour Total :			6549												
AM Peak Hour Begins :			07:30			AM Peak Volume :			458			AM Peak Hour Factor :			0.97
PM Peak Hour Begins :			16:00			PM Peak Volume :			511			PM Peak Hour Factor :			0.96
06/22/20		Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	9	8	8	7	7	22	50	102	98	99	59	62			
30	9	7	1	6	13	32	88	102	89	99	79	80			
45	5	6	6	4	17	53	86	115	104	76	67	89			
00	4	6	5	10	11	60	115	134	96	98	76	89			
Hr Total	27	27	20	27	48	167	339	453	387	372	281	320			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	110	84	90	97	121	150	117	80	70	55	30	17			
30	91	97	90	92	109	147	102	72	51	37	28	16			
45	90	91	104	107	125	114	87	81	47	62	26	14			
00	83	80	111	94	107	96	85	81	49	34	20	18			
Hr Total	374	352	395	390	462	507	391	314	217	188	104	65			
24 Hour Total :			6227												
AM Peak Hour Begins :			07:00			AM Peak Volume :			453			AM Peak Hour Factor :			0.85
PM Peak Hour Begins :			16:30			PM Peak Volume :			529			PM Peak Hour Factor :			0.88

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20		Westbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	18	5	6	2	5	9	38	94	125	95	98	80		
30	12	5	4	6	12	24	56	112	113	96	83	86		
45	13	4	6	6	12	27	65	109	89	88	79	74		
00	9	11	1	6	16	40	75	87	103	73	80	96		
Hr Total	52	25	17	20	45	100	234	402	430	352	340	336		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	83	111	108	127	122	122	114	112	94	55	40	29		
30	89	130	124	132	109	87	107	94	86	56	34	32		
45	90	109	117	114	116	132	138	98	62	53	25	11		
00	97	121	136	130	124	109	127	65	60	39	19	19		
Hr Total	359	471	485	503	471	450	486	369	302	203	118	91		
24 Hour Total :			6661											
AM Peak Hour Begins :			07:30		AM Peak Volume :			434			AM Peak Hour Factor :			0.87
PM Peak Hour Begins :			14:30		PM Peak Volume :			512			PM Peak Hour Factor :			0.93
09/23/20		Eastbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	7	5	10	10	5	20	57	97	90	92	79	57		
30	15	6	8	3	16	39	72	115	89	88	74	90		
45	8	6	5	5	12	35	91	125	100	73	98	93		
00	1	6	8	5	8	59	98	131	102	82	71	88		
Hr Total	31	23	31	23	41	153	318	468	381	335	322	328		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	87	95	93	75	116	119	128	73	81	45	19	15		
30	83	84	118	85	116	108	95	76	65	40	24	15		
45	104	102	119	111	126	122	98	84	66	41	24	14		
00	92	106	105	93	151	131	89	87	42	32	21	19		
Hr Total	366	387	435	364	509	480	410	320	254	158	88	63		
24 Hour Total :			6288											
AM Peak Hour Begins :			07:00		AM Peak Volume :			468			AM Peak Hour Factor :			0.89
PM Peak Hour Begins :			16:15		PM Peak Volume :			512			PM Peak Hour Factor :			0.85

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	9	3	3	5	9	41	80	122	76	78	111	
30	16	10	3	4	12	23	63	123	105	71	93	95	
45	9	7	10	3	9	27	66	108	112	79	77	85	
00	11	7	4	4	14	40	66	102	111	88	84	90	
Hr Total	48	33	20	14	40	99	236	413	450	314	332	381	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	93	94	136	119	121	128	141	106	79	76	47	16	
30	83	104	99	133	122	127	114	100	95	56	36	20	
45	114	82	122	123	114	106	116	105	80	57	48	19	
00	112	93	129	105	114	96	107	67	63	45	33	18	
Hr Total	402	373	486	480	471	457	478	378	317	234	164	73	
24 Hour Total :			6693										
AM Peak Hour Begins :			07:15		AM Peak Volume :			455		AM Peak Hour Factor :			0.92
PM Peak Hour Begins :			14:45		PM Peak Volume :			504		PM Peak Hour Factor :			0.89
09/24/20 Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	7	8	4	13	19	65	92	99	105	69	78	
30	5	7	4	3	11	42	74	86	108	75	84	73	
45	10	8	5	4	10	52	90	107	85	80	77	85	
00	10	3	10	3	12	55	104	128	81	89	101	86	
Hr Total	35	25	27	14	46	168	333	413	373	349	331	322	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	89	77	89	114	104	134	105	78	59	49	40	12	
30	88	98	98	84	106	129	90	90	57	44	31	10	
45	80	102	117	117	129	139	96	80	52	38	24	15	
00	96	79	85	94	148	125	100	59	51	38	15	12	
Hr Total	353	356	389	409	487	527	391	307	219	169	110	49	
24 Hour Total :			6202										
AM Peak Hour Begins :			07:30		AM Peak Volume :			442		AM Peak Hour Factor :			0.86
PM Peak Hour Begins :			16:45		PM Peak Volume :			550		PM Peak Hour Factor :			0.93

Johnson, Mirmiran & Thompson, Inc.

2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 1

Groups Printed- Cars - Trucks & Buses

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	43	205	2	0	8	29	103	0	25	298	3	3	9	14	13	0	755
07:15 AM	51	278	4	0	5	31	109	0	28	377	2	2	10	23	18	1	939
07:30 AM	65	260	7	0	7	42	143	0	23	410	1	1	10	19	25	0	1013
07:45 AM	77	285	3	1	6	34	105	0	43	397	2	1	13	54	36	0	1057
Total	236	1028	16	1	26	136	460	0	119	1482	8	7	42	110	92	1	3764
08:00 AM	63	201	1	0	8	53	88	0	20	334	2	5	11	32	21	0	839
08:15 AM	58	186	4	0	11	37	137	0	34	315	3	3	6	21	25	0	840
08:30 AM	79	206	6	0	10	28	120	0	28	299	4	2	8	13	24	0	827
08:45 AM	45	211	5	0	12	42	99	0	18	275	6	2	5	33	26	0	779
Total	245	804	16	0	41	160	444	0	100	1223	15	12	30	99	96	0	3285
09:00 AM	50	225	1	0	10	29	82	0	26	239	1	2	10	21	26	0	722
09:15 AM	50	214	5	0	11	23	89	0	20	265	3	6	3	26	17	0	732
09:30 AM	49	206	5	0	7	29	62	0	27	248	2	4	7	12	17	0	675
09:45 AM	41	250	1	1	14	26	64	0	18	251	3	2	3	21	31	0	726
Total	190	895	12	1	42	107	297	0	91	1003	9	14	23	80	91	0	2855
11:00 AM	56	223	9	0	18	25	73	0	34	228	3	1	7	24	24	0	725
11:15 AM	47	267	6	4	13	23	75	0	37	208	4	5	8	24	35	0	756
11:30 AM	46	263	3	0	10	18	59	0	28	257	1	8	8	23	25	0	749
11:45 AM	63	210	1	0	12	21	67	0	28	181	0	7	12	24	25	0	651
Total	212	963	19	4	53	87	274	0	127	874	8	21	35	95	109	0	2881
12:00 PM	49	237	5	0	13	29	70	0	26	279	3	3	9	22	28	0	773
12:15 PM	52	219	3	0	8	29	65	0	33	277	2	11	11	33	22	0	765
12:30 PM	67	264	5	0	17	26	60	0	29	205	6	5	8	29	26	0	747
12:45 PM	69	266	6	0	14	19	63	0	24	262	6	7	7	30	19	0	792
Total	237	986	19	0	52	103	258	0	112	1023	17	26	35	114	95	0	3077
02:00 PM	89	283	6	0	13	21	76	0	37	300	3	0	9	33	24	0	894
02:15 PM	59	310	6	0	12	32	71	0	40	336	7	3	13	28	30	0	947
02:30 PM	85	322	4	1	21	24	69	0	37	256	6	5	7	44	31	0	912
02:45 PM	91	316	10	0	10	20	64	0	46	291	1	2	9	28	28	0	916
Total	324	1231	26	1	56	97	280	0	160	1183	17	10	38	133	113	0	3669
03:00 PM	87	270	2	0	20	30	78	0	41	254	5	6	14	35	28	0	870
03:15 PM	108	373	11	0	9	22	58	0	33	273	8	1	11	33	36	0	976
03:30 PM	87	343	10	0	19	37	84	0	29	281	2	3	13	39	35	0	982
03:45 PM	111	347	2	0	15	41	70	0	38	307	7	5	18	39	33	0	1033
Total	393	1333	25	0	63	130	290	0	141	1115	22	15	56	146	132	0	3861
04:00 PM	98	364	5	0	14	44	81	0	32	346	2	5	7	42	50	0	1090
04:15 PM	95	349	7	0	14	45	86	0	40	236	2	4	13	38	37	0	966
04:30 PM	99	300	17	1	16	42	69	0	38	254	4	5	12	38	40	0	935

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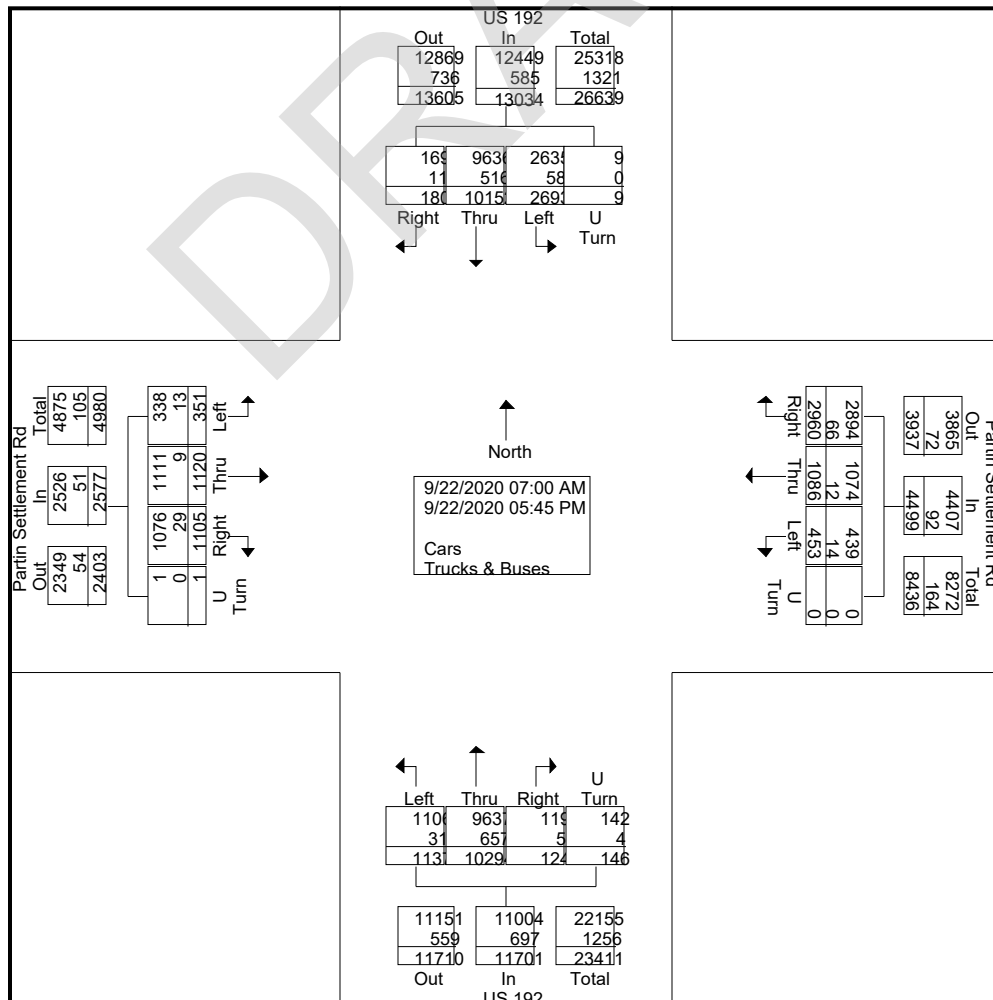
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 2

Groups Printed- Cars - Trucks & Buses

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
04:45 PM	81	398	2	0	13	39	79	0	55	330	0	5	11	32	32	0	1077
Total	373	1411	31	1	57	170	315	0	165	1166	8	19	43	150	159	0	4068
05:00 PM	111	357	5	0	16	25	123	0	22	333	7	3	7	45	41	0	1095
05:15 PM	138	408	4	0	23	23	94	0	29	287	3	3	15	54	61	0	1142
05:30 PM	123	366	2	1	9	25	71	0	41	289	6	11	10	51	54	0	1059
05:45 PM	111	370	5	0	15	23	54	0	30	316	4	5	17	43	62	0	1055
Total	483	1501	16	1	63	96	342	0	122	1225	20	22	49	193	218	0	4351
Grand Total	2693	10152	180	9	453	1086	2960	0	1137	10294	124	146	351	1120	1105	1	31811
Apprch %	20.7	77.9	1.4	0.1	10.1	24.1	65.8	0	9.7	88	1.1	1.2	13.6	43.5	42.9	0	
Total %	8.5	31.9	0.6	0	1.4	3.4	9.3	0	3.6	32.4	0.4	0.5	1.1	3.5	3.5	0	
Cars	2635	9636	169	9	439	1074	2894	0	1106	9637	119	142	338	1111	1076	1	30386
% Cars	97.8	94.9	93.9	100	96.9	98.9	97.8	0	97.3	93.6	96	97.3	96.3	99.2	97.4	100	95.5
Trucks & Buses	58	516	11	0	14	12	66	0	31	657	5	4	13	9	29	0	1425
% Trucks & Buses	2.2	5.1	6.1	0	3.1	1.1	2.2	0	2.7	6.4	4	2.7	3.7	0.8	2.6	0	4.5



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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 3

Start Time	US 192 Southbound					Partin Settlement Rd Westbound					US 192 Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	51	278	4	0	333	5	31	109	0	145	28	377	2	2	409	10	23	18	1	52	939
07:30 AM	65	260	7	0	332	7	42	143	0	192	23	410	1	1	435	10	19	25	0	54	1013
07:45 AM	77	285	3	1	366	6	34	105	0	145	43	397	2	1	443	13	54	36	0	103	1057
08:00 AM	63	201	1	0	265	8	53	88	0	149	20	334	2	5	361	11	32	21	0	64	839
Total Volume	256	1024	15	1	1296	26	160	445	0	631	114	1518	7	9	1648	44	128	100	1	273	3848
% App. Total	19.8	79	1.2	0.1		4.1	25.4	70.5	0		6.9	92.1	0.4	0.5		16.1	46.9	36.6	0.4		
PHF	.831	.898	.536	.250	.885	.813	.755	.778	.000	.822	.663	.926	.875	.450	.930	.846	.593	.694	.250	.663	.910

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:45 AM					07:15 AM					
+0 mins.	51	278	4	0	333	7	42	143	0	192	28	377	2	2	409	10	23	18	1	52	
+15 mins.	65	260	7	0	332	6	34	105	0	145	23	410	1	1	435	10	19	25	0	54	
+30 mins.	77	285	3	1	366	8	53	88	0	149	43	397	2	1	443	13	54	36	0	103	
+45 mins.	63	201	1	0	265	11	37	137	0	185	20	334	2	5	361	11	32	21	0	64	
Total Volume	256	1024	15	1	1296	32	166	473	0	671	114	1518	7	9	1648	44	128	100	1	273	
% App. Total	19.8	79	1.2	0.1		4.8	24.7	70.5	0		6.9	92.1	0.4	0.5		16.1	46.9	36.6	0.4		
PHF	.831	.898	.536	.250	.885	.727	.783	.827	.000	.874	.663	.926	.875	.450	.930	.846	.593	.694	.250	.663	

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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 4

Groups Printed- Cars

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	42	191	2	0	7	27	102	0	23	283	2	3	8	14	13	0	717
07:15 AM	49	259	3	0	4	31	106	0	28	358	2	2	9	23	18	1	893
07:30 AM	64	239	7	0	7	42	139	0	21	396	1	0	10	19	25	0	970
07:45 AM	75	270	3	1	6	34	104	0	43	371	2	1	12	54	32	0	1008
Total	230	959	15	1	24	134	451	0	115	1408	7	6	39	110	88	1	3588
08:00 AM	62	187	1	0	8	53	84	0	20	310	2	5	10	32	19	0	793
08:15 AM	54	170	4	0	10	37	135	0	34	298	3	3	6	21	24	0	799
08:30 AM	76	186	6	0	9	27	118	0	26	268	4	2	8	13	24	0	767
08:45 AM	44	183	5	0	11	39	96	0	17	255	6	2	4	33	25	0	720
Total	236	726	16	0	38	156	433	0	97	1131	15	12	28	99	92	0	3079
09:00 AM	50	207	1	0	9	29	80	0	25	214	1	2	10	21	25	0	674
09:15 AM	50	191	4	0	10	23	88	0	18	231	3	6	3	26	17	0	670
09:30 AM	45	186	4	0	7	28	61	0	26	222	2	4	7	12	16	0	620
09:45 AM	38	221	1	1	13	26	60	0	18	233	2	2	3	21	30	0	669
Total	183	805	10	1	39	106	289	0	87	900	8	14	23	80	88	0	2633
11:00 AM	54	203	8	0	17	25	70	0	32	201	3	1	7	24	24	0	669
11:15 AM	47	252	6	4	13	23	74	0	35	191	4	5	8	24	35	0	721
11:30 AM	44	250	3	0	10	18	59	0	27	239	1	7	7	23	24	0	712
11:45 AM	63	200	1	0	12	21	67	0	28	164	0	7	12	23	24	0	622
Total	208	905	18	4	52	87	270	0	122	795	8	20	34	94	107	0	2724
12:00 PM	49	222	5	0	13	29	70	0	25	261	3	3	9	22	27	0	738
12:15 PM	51	208	3	0	8	29	64	0	31	251	2	11	11	33	21	0	723
12:30 PM	66	248	5	0	17	26	59	0	29	189	6	5	8	29	26	0	713
12:45 PM	66	253	5	0	14	19	63	0	23	236	6	7	7	29	19	0	747
Total	232	931	18	0	52	103	256	0	108	937	17	26	35	113	93	0	2921
02:00 PM	87	271	6	0	12	21	74	0	35	281	3	0	9	33	24	0	856
02:15 PM	59	295	6	0	12	32	69	0	38	320	7	3	13	28	29	0	911
02:30 PM	83	300	3	1	20	24	66	0	37	241	6	5	6	42	29	0	863
02:45 PM	90	305	9	0	10	19	62	0	45	280	1	2	8	27	28	0	886
Total	319	1171	24	1	54	96	271	0	155	1122	17	10	36	130	110	0	3516
03:00 PM	85	253	2	0	20	30	75	0	41	244	5	6	13	33	27	0	834
03:15 PM	106	366	11	0	9	22	57	0	32	255	6	1	11	33	35	0	944
03:30 PM	81	330	7	0	19	35	81	0	29	266	2	3	13	38	34	0	938
03:45 PM	109	342	1	0	15	41	67	0	36	295	6	5	16	39	32	0	1004
Total	381	1291	21	0	63	128	280	0	138	1060	19	15	53	143	128	0	3720
04:00 PM	97	351	5	0	13	43	80	0	32	325	2	5	7	42	48	0	1050
04:15 PM	92	343	7	0	14	44	82	0	39	229	2	3	13	38	36	0	942
04:30 PM	99	294	17	1	16	42	68	0	38	237	4	5	12	38	38	0	909
04:45 PM	80	391	2	0	11	39	76	0	55	316	0	5	10	32	32	0	1049
Total	368	1379	31	1	54	168	306	0	164	1107	8	18	42	150	154	0	3950

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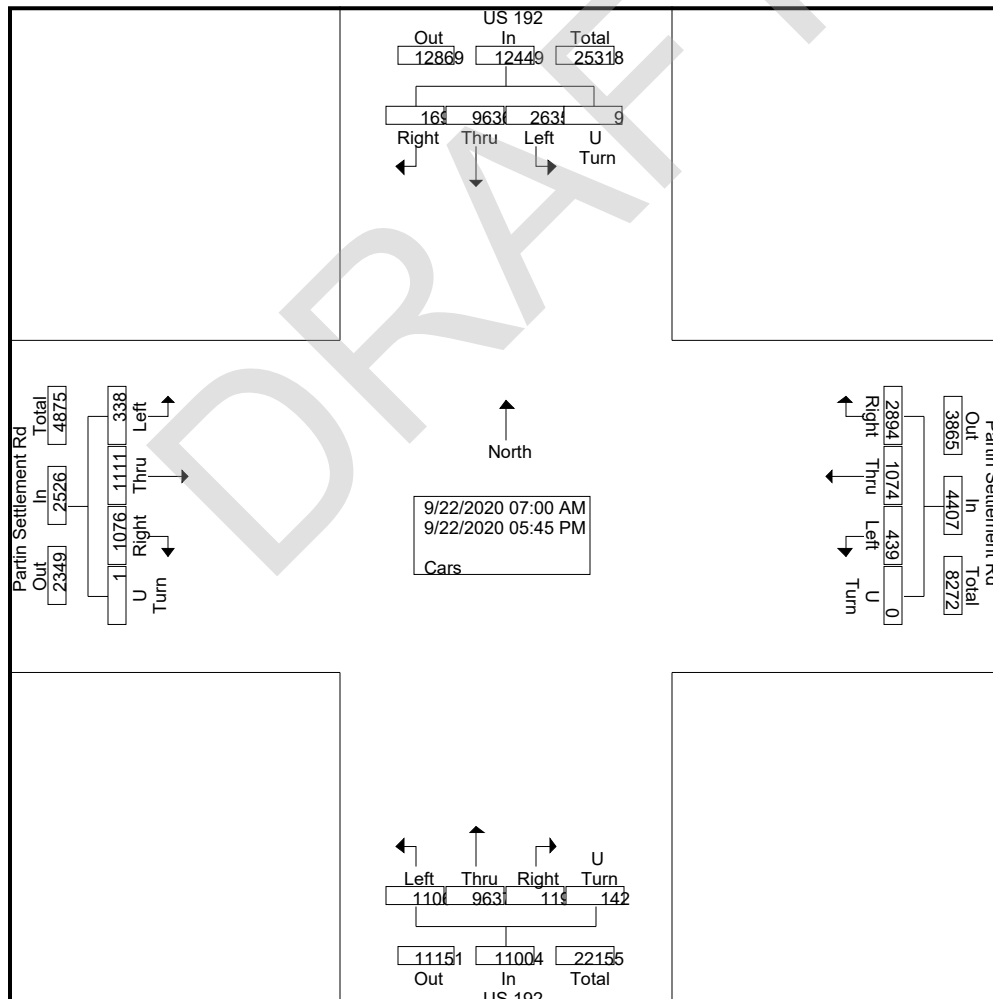
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Tampa, FL 33605
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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 5

Groups Printed- Cars

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:00 PM	109	349	5	0	16	25	120	0	22	315	7	3	6	45	41	0	1063
05:15 PM	137	399	4	0	23	23	93	0	28	278	3	3	15	53	61	0	1120
05:30 PM	122	360	2	1	9	25	71	0	41	281	6	10	10	51	53	0	1042
05:45 PM	110	361	5	0	15	23	54	0	29	303	4	5	17	43	61	0	1030
Total	478	1469	16	1	63	96	338	0	120	1177	20	21	48	192	216	0	4255
Grand Total	2635	9636	169	9	439	1074	2894	0	1106	9637	119	142	338	1111	1076	1	30386
Apprch %	21.2	77.4	1.4	0.1	10	24.4	65.7	0	10.1	87.6	1.1	1.3	13.4	44	42.6	0	
Total %	8.7	31.7	0.6	0	1.4	3.5	9.5	0	3.6	31.7	0.4	0.5	1.1	3.7	3.5	0	



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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 6

Start Time	US 192 Southbound					Partin Settlement Rd Westbound					US 192 Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	49	259	3	0	311	4	31	106	0	141	28	358	2	2	390	9	23	18	1	51	893
07:30 AM	64	239	7	0	310	7	42	139	0	188	21	396	1	0	418	10	19	25	0	54	970
07:45 AM	75	270	3	1	349	6	34	104	0	144	43	371	2	1	417	12	54	32	0	98	1008
08:00 AM	62	187	1	0	250	8	53	84	0	145	20	310	2	5	337	10	32	19	0	61	793
Total Volume	250	955	14	1	1220	25	160	433	0	618	112	1435	7	8	1562	41	128	94	1	264	3664
% App. Total	20.5	78.3	1.1	0.1		4	25.9	70.1	0		7.2	91.9	0.4	0.5		15.5	48.5	35.6	0.4		
PHF	.833	.884	.500	.250	.874	.781	.755	.779	.000	.822	.651	.906	.875	.400	.934	.854	.593	.734	.250	.673	.909

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:45 AM					07:15 AM				
+0 mins.	49	259	3	0	311	7	42	139	0	188	28	358	2	2	390	9	23	18	1	51
+15 mins.	64	239	7	0	310	6	34	104	0	144	21	396	1	0	418	10	19	25	0	54
+30 mins.	75	270	3	1	349	8	53	84	0	145	43	371	2	1	417	12	54	32	0	98
+45 mins.	62	187	1	0	250	10	37	135	0	182	20	310	2	5	337	10	32	19	0	61
Total Volume	250	955	14	1	1220	31	166	462	0	659	112	1435	7	8	1562	41	128	94	1	264
% App. Total	20.5	78.3	1.1	0.1		4.7	25.2	70.1	0		7.2	91.9	0.4	0.5		15.5	48.5	35.6	0.4	
PHF	.833	.884	.500	.250	.874	.775	.783	.831	.000	.876	.651	.906	.875	.400	.934	.854	.593	.734	.250	.673

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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 7

Groups Printed- Trucks & Buses

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	1	14	0	0	1	2	1	0	2	15	1	0	1	0	0	0	38
07:15 AM	2	19	1	0	1	0	3	0	0	19	0	0	1	0	0	0	46
07:30 AM	1	21	0	0	0	0	4	0	2	14	0	1	0	0	0	0	43
07:45 AM	2	15	0	0	0	0	1	0	0	26	0	0	1	0	4	0	49
Total	6	69	1	0	2	2	9	0	4	74	1	1	3	0	4	0	176
08:00 AM	1	14	0	0	0	0	4	0	0	24	0	0	1	0	2	0	46
08:15 AM	4	16	0	0	1	0	2	0	0	17	0	0	0	0	1	0	41
08:30 AM	3	20	0	0	1	1	2	0	2	31	0	0	0	0	0	0	60
08:45 AM	1	28	0	0	1	3	3	0	1	20	0	0	1	0	1	0	59
Total	9	78	0	0	3	4	11	0	3	92	0	0	2	0	4	0	206
09:00 AM	0	18	0	0	1	0	2	0	1	25	0	0	0	0	1	0	48
09:15 AM	0	23	1	0	1	0	1	0	2	34	0	0	0	0	0	0	62
09:30 AM	4	20	1	0	0	1	1	0	1	26	0	0	0	0	1	0	55
09:45 AM	3	29	0	0	1	0	4	0	0	18	1	0	0	0	1	0	57
Total	7	90	2	0	3	1	8	0	4	103	1	0	0	0	3	0	222
11:00 AM	2	20	1	0	1	0	3	0	2	27	0	0	0	0	0	0	56
11:15 AM	0	15	0	0	0	0	1	0	2	17	0	0	0	0	0	0	35
11:30 AM	2	13	0	0	0	0	0	0	1	18	0	1	1	0	1	0	37
11:45 AM	0	10	0	0	0	0	0	0	0	17	0	0	0	1	1	0	29
Total	4	58	1	0	1	0	4	0	5	79	0	1	1	1	2	0	157
12:00 PM	0	15	0	0	0	0	0	0	1	18	0	0	0	0	1	0	35
12:15 PM	1	11	0	0	0	0	1	0	2	26	0	0	0	0	1	0	42
12:30 PM	1	16	0	0	0	0	1	0	0	16	0	0	0	0	0	0	34
12:45 PM	3	13	1	0	0	0	0	0	1	26	0	0	0	1	0	0	45
Total	5	55	1	0	0	0	2	0	4	86	0	0	0	1	2	0	156
02:00 PM	2	12	0	0	1	0	2	0	2	19	0	0	0	0	0	0	38
02:15 PM	0	15	0	0	0	0	2	0	2	16	0	0	0	0	1	0	36
02:30 PM	2	22	1	0	1	0	3	0	0	15	0	0	1	2	2	0	49
02:45 PM	1	11	1	0	0	1	2	0	1	11	0	0	1	1	0	0	30
Total	5	60	2	0	2	1	9	0	5	61	0	0	2	3	3	0	153
03:00 PM	2	17	0	0	0	0	3	0	0	10	0	0	1	2	1	0	36
03:15 PM	2	7	0	0	0	0	1	0	1	18	2	0	0	0	1	0	32
03:30 PM	6	13	3	0	0	2	3	0	0	15	0	0	0	1	1	0	44
03:45 PM	2	5	1	0	0	0	3	0	2	12	1	0	2	0	1	0	29
Total	12	42	4	0	0	2	10	0	3	55	3	0	3	3	4	0	141
04:00 PM	1	13	0	0	1	1	1	0	0	21	0	0	0	0	2	0	40
04:15 PM	3	6	0	0	0	1	4	0	1	7	0	1	0	0	1	0	24
04:30 PM	0	6	0	0	0	0	1	0	0	17	0	0	0	0	2	0	26
04:45 PM	1	7	0	0	2	0	3	0	0	14	0	0	1	0	0	0	28
Total	5	32	0	0	3	2	9	0	1	59	0	1	1	0	5	0	118

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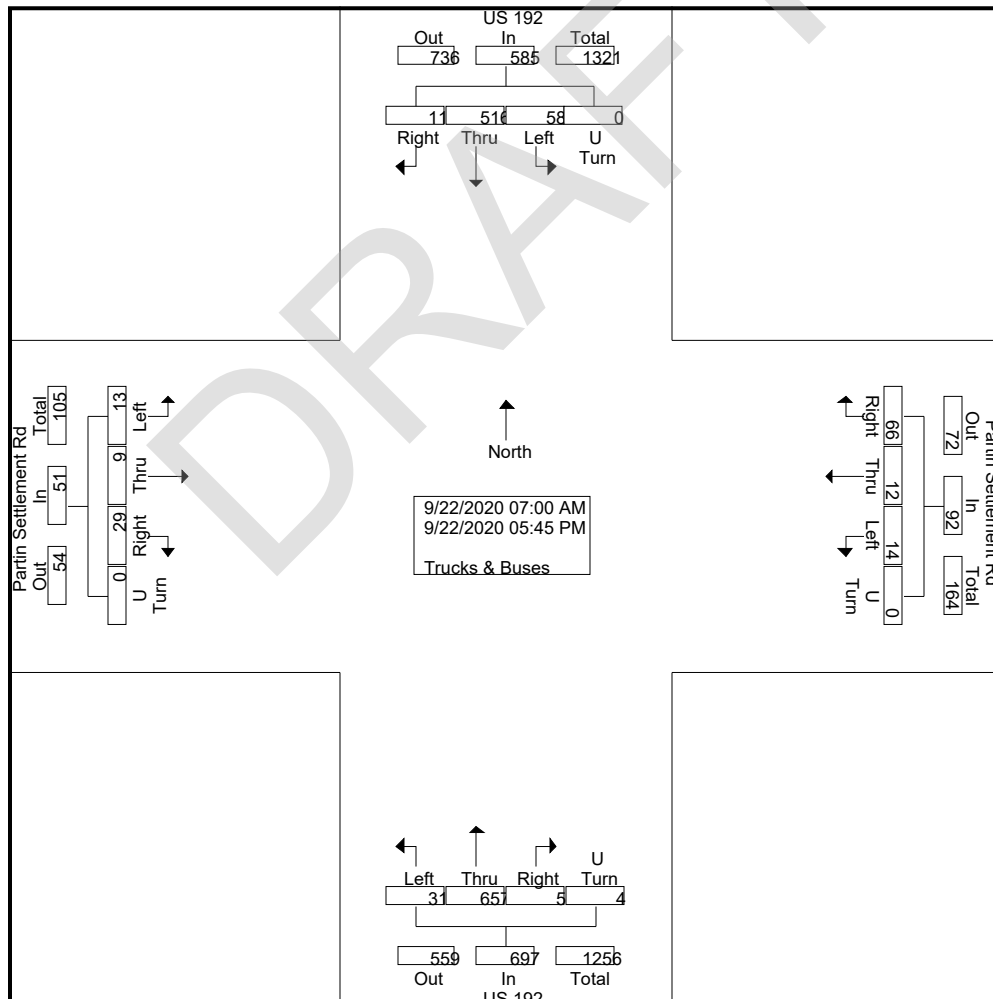
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : US 192 @ Partin Settlement Rd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 8

Groups Printed- Trucks & Buses

Start Time	US 192 Southbound				Partin Settlement Rd Westbound				US 192 Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:00 PM	2	8	0	0	0	0	3	0	0	18	0	0	1	0	0	0	32
05:15 PM	1	9	0	0	0	0	1	0	1	9	0	0	0	1	0	0	22
05:30 PM	1	6	0	0	0	0	0	0	0	8	0	1	0	0	1	0	17
05:45 PM	1	9	0	0	0	0	0	0	1	13	0	0	0	0	1	0	25
Total	5	32	0	0	0	0	4	0	2	48	0	1	1	1	2	0	96
Grand Total	58	516	11	0	14	12	66	0	31	657	5	4	13	9	29	0	1425
Apprch %	9.9	88.2	1.9	0	15.2	13	71.7	0	4.4	94.3	0.7	0.6	25.5	17.6	56.9	0	
Total %	4.1	36.2	0.8	0	1	0.8	4.6	0	2.2	46.1	0.4	0.3	0.9	0.6	2	0	



Johnson, Mirmiran & Thompson, Inc.

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File Name : US 192 @ Partin Settlement Rd
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Page No : 9

Start Time	US 192 Southbound					Partin Settlement Rd Westbound					US 192 Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	3	20	0	0	23	1	1	2	0	4	2	31	0	0	33	0	0	0	0	0	60
08:45 AM	1	28	0	0	29	1	3	3	0	7	1	20	0	0	21	1	0	1	0	2	59
09:00 AM	0	18	0	0	18	1	0	2	0	3	1	25	0	0	26	0	0	1	0	1	48
09:15 AM	0	23	1	0	24	1	0	1	0	2	2	34	0	0	36	0	0	0	0	0	62
Total Volume	4	89	1	0	94	4	4	8	0	16	6	110	0	0	116	1	0	2	0	3	229
% App. Total	4.3	94.7	1.1	0		25	25	50	0		5.2	94.8	0	0		33.3	0	66.7	0		
PHF	.333	.795	.250	.000	.810	1.00	.333	.667	.000	.571	.750	.809	.000	.000	.806	.250	.000	.500	.000	.375	.923

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM					08:00 AM					08:30 AM					07:15 AM				
+0 mins.	0	18	0	0	18	0	0	4	0	4	2	31	0	0	33	1	0	0	0	1
+15 mins.	0	23	1	0	24	1	0	2	0	3	1	20	0	0	21	0	0	0	0	0
+30 mins.	4	20	1	0	25	1	1	2	0	4	1	25	0	0	26	1	0	4	0	5
+45 mins.	3	29	0	0	32	1	3	3	0	7	2	34	0	0	36	1	0	2	0	3
Total Volume	7	90	2	0	99	3	4	11	0	18	6	110	0	0	116	3	0	6	0	9
% App. Total	7.1	90.9	2	0		16.7	22.2	61.1	0		5.2	94.8	0	0		33.3	0	66.7	0	
PHF	.438	.776	.500	.000	.773	.750	.333	.688	.000	.643	.750	.809	.000	.000	.806	.750	.000	.375	.000	.450

TURNING MOVEMENT COUNT: 09/22/20
 NORTH/SOUTH ST: US 192
 US 192 @ Partin Settlement Rd
 ALL VEHICLES

TIME: 7:00-10:00, 11:00-1:00, 2:00-6:00
 EAST/WEST STREET: Partin Settlement Rd
 COUNTED BY: SCM / LDP

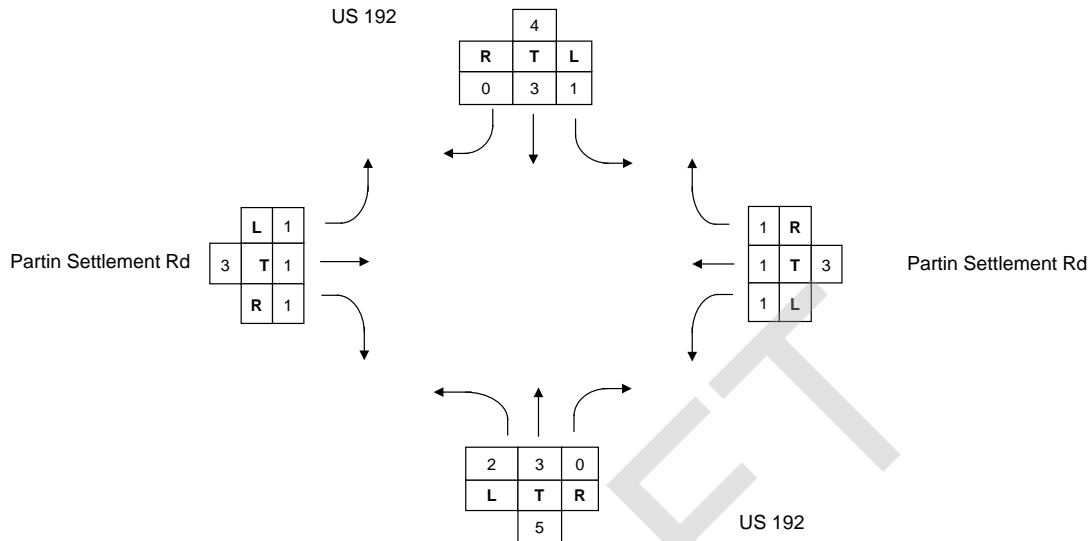
START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	25	298	3	3	329	43	205	2	0	250	579	9	14	13	0	36	8	29	103	0	140	176	755
7:15	28	377	2	2	409	51	278	4	0	333	742	10	23	18	1	52	5	31	109	0	145	197	939
7:30	23	410	1	1	435	65	260	7	0	332	767	10	19	25	0	54	7	42	143	0	192	246	1,013
7:45	43	397	2	1	443	77	285	3	1	366	809	13	54	36	0	103	6	34	105	0	145	248	1,057
Total	119	1,482	8	7	1,616	236	1,028	16	1	1,281	2,897	42	110	92	1	245	26	136	460	0	622	867	3,764
8:00	20	334	2	5	361	63	201	1	0	265	626	11	32	21	0	64	8	53	88	0	149	213	839
8:15	34	315	3	3	355	58	186	4	0	248	603	6	21	25	0	52	11	37	137	0	185	237	840
8:30	28	299	4	2	333	79	206	6	0	291	624	8	13	24	0	45	10	28	120	0	158	203	827
8:45	18	275	6	2	301	45	211	5	0	261	562	5	33	26	0	64	12	42	99	0	153	217	779
Total	100	1,223	15	12	1,350	245	804	16	0	1,065	2,415	30	99	96	0	225	41	160	444	0	645	870	3,285
9:00	26	239	1	2	268	50	225	1	0	276	544	10	21	26	0	57	10	29	82	0	121	178	722
9:15	20	265	3	6	294	50	214	5	0	269	563	3	26	17	0	46	11	23	89	0	123	169	732
9:30	27	248	2	4	281	49	206	5	0	260	541	7	12	17	0	36	7	29	62	0	98	134	675
9:45	18	251	3	2	274	41	250	1	1	293	567	3	21	31	0	55	14	26	64	0	104	159	726
Total	91	1,003	9	14	1,117	190	895	12	1	1,098	2,215	23	80	91	0	194	42	107	297	0	446	640	2,855
11:00	34	228	3	1	266	56	223	9	0	288	554	7	24	24	0	55	18	25	73	0	116	171	725
11:15	37	208	4	5	254	47	267	6	4	324	578	8	24	35	0	67	13	23	75	0	111	178	756
11:30	28	257	1	8	294	46	263	3	0	312	606	8	23	25	0	56	10	18	59	0	87	143	749
11:45	28	181	0	7	216	63	210	1	0	274	490	12	24	25	0	61	12	21	67	0	100	161	651
Total	127	874	8	21	1,030	212	963	19	4	1,198	2,228	35	95	109	0	239	53	87	274	0	414	653	2,881
12:00	26	279	3	3	311	49	237	5	0	291	602	9	22	28	0	59	13	29	70	0	112	171	773
12:15	33	277	2	11	323	52	219	3	0	274	597	11	33	22	0	66	8	29	65	0	102	168	765
12:30	29	205	6	5	245	67	264	5	0	336	581	8	29	26	0	63	17	26	60	0	103	166	747
12:45	24	262	6	7	299	69	266	6	0	341	640	7	30	19	0	56	14	19	63	0	96	152	792
Total	112	1,023	17	26	1,178	237	986	19	0	1,242	2,420	35	114	95	0	244	52	103	258	0	413	657	3,077
14:00	37	300	3	0	340	89	283	6	0	378	718	9	33	24	0	66	13	21	76	0	110	176	894
14:15	40	336	7	3	386	59	310	6	0	375	761	13	28	30	0	71	12	32	71	0	115	186	947
14:30	37	256	6	5	304	85	322	4	1	412	716	7	44	31	0	82	21	24	69	0	114	196	912
14:45	46	291	1	2	340	91	316	10	0	417	757	9	28	28	0	65	10	20	64	0	94	159	916
Total	160	1,183	17	10	1,370	324	1,231	26	1	1,582	2,952	38	133	113	0	284	56	97	280	0	433	717	3,669
15:00	41	254	5	6	306	87	270	2	0	359	665	14	35	28	0	77	20	30	78	0	128	205	870
15:15	33	273	8	1	315	108	373	11	0	492	807	11	33	36	0	80	9	22	58	0	89	169	976
15:30	29	281	2	3	315	87	343	10	0	440	755	13	39	35	0	87	19	37	84	0	140	227	982
15:45	38	307	7	5	357	111	347	2	0	460	817	18	39	33	0	90	15	41	70	0	126	216	1,033
Total	141	1,115	22	15	1,293	393	1,333	25	0	1,751	3,044	56	146	132	0	334	63	130	290	0	483	817	3,861
16:00	32	346	2	5	385	98	364	5	0	467	852	7	42	50	0	99	14	44	81	0	139	238	1,090
16:15	40	236	2	4	282	95	349	7	0	451	733	13	38	37	0	88	14	45	86	0	145	233	966
16:30	38	254	4	5	301	99	300	17	1	417	718	12	38	40	0	90	16	42	69	0	127	217	935
16:45	55	330	0	5	390	81	398	2	0	481	871	11	32	32	0	75	13	39	79	0	131	206	1,077
Total	165	1,166	8	19	1,358	373	1,411	31	1	1,816	3,174	43	150	159	0	352	57	170	315	0	542	894	4,068
17:00	22	333	7	3	365	111	357	5	0	473	838	7	45	41	0	93	16	25	123	0	164	257	1,095
17:15	29	287	3	3	322	138	408	4	0	550	872	15	54	61	0	130	23	23	94	0	140	270	1,142
17:30	41	289	6	11	347	123	366	2	1	492	839	10	51	54	0	115	9	25	71	0	105	220	1,059
17:45	30	316	4	5	355	111	370	5	0	486	841	17	43	62	0	122	15	23	54	0	92	214	1,055
Total	122	1,225	20	22	1,389	483	1,501	16	1	2,001	3,390	49	193	218	0	460	63	96	342	0	501	961	4,351

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: US 192 STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/22/20 MILEPOST: N/A
 WEATHER: Partly Cloudy ROAD CONDITION: Good
 REMARKS:

FORM COMPLETED BY: LDP DATE: 10/11/20



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U		TOT	E/W
7 - 8	119	1,482	8	7	1,616	236	1,028	16	1	1,281	2,897	42	110	92	1	245	26	136	460	0	622	867
8 - 9	100	1,223	15	12	1,350	245	804	16	0	1,065	2,415	30	99	96	0	225	41	160	444	0	645	870
9 - 10	91	1,003	9	14	1,117	190	895	12	1	1,098	2,215	23	80	91	0	194	42	107	297	0	446	640
11 - 12	127	874	8	21	1,030	212	963	19	4	1,198	2,228	35	95	109	0	239	53	87	274	0	414	653
12 - 1	112	1,023	17	26	1,178	237	986	19	0	1,242	2,420	35	114	95	0	244	52	103	258	0	413	657
2 - 3	160	1,183	17	10	1,370	324	1,231	26	1	1,582	2,952	38	133	113	0	284	56	97	280	0	433	717
3 - 4	141	1,115	22	15	1,293	393	1,333	25	0	1,751	3,044	56	146	132	0	334	63	130	290	0	483	817
4 - 5	165	1,166	8	19	1,358	373	1,411	31	1	1,816	3,174	43	150	159	0	352	57	170	315	0	542	894
5 - 6	122	1,225	20	22	1,389	483	1,501	16	1	2,001	3,390	49	193	218	0	460	63	96	342	0	501	961
TOTAL	1,137	10,294	124	146	11,701	2,693	10,152	180	9	13,034	24,735	351	1,120	1,105	1	2,577	453	1,086	2,960	0	4,499	7,076

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION: N/A
 INTER. ROUTE: US 192
 OBSERVER: SCM / LDP

CITY: Kissimmee
 STATE ROUTE: Partin Settlement Rd
 DATE: 09/22/20

COUNTY: Osceola

REMARKS: _____

FORM COMPLETED BY: LDP

DATE: 10/11/20

US 192

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

7-8	0	0	0	0	0
8-9	0	0	1	0	1
9-10	0	0	1	1	2
11-12	2	0	2	0	4
12-1	1	0	6	0	7
1-2	0	0	0	0	0
2-3	4	0	0	0	4
3-4	0	0	1	0	1
4-5	0	0	0	0	0
5-6	1	0	0	0	1
6-7	0	0	0	0	0
Total	8	0	11	1	20

Partin Settlement Rd

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

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

US 192

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Northbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	23	20	28	17	47	102	268	329	361	268	281	266					
30	37	23	19	28	72	150	351	409	355	294	309	254					
45	31	32	22	35	62	170	398	435	333	281	254	294					
00	42	16	28	34	98	194	361	443	301	274	327	216					
Hr Total	133	91	97	114	279	616	1378	1616	1350	1117	1171	1030					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	311	286	340	306	385	365	287	261	215	161	134	63					
30	323	319	386	315	282	322	268	241	208	153	78	61					
45	245	337	304	315	301	347	293	218	173	158	87	52					
00	299	276	340	357	390	355	254	234	140	102	83	42					
Hr Total	1178	1218	1370	1293	1358	1389	1102	954	736	574	382	218					
24 Hour Total :			20764														
AM Peak Hour Begins :			07:15			AM Peak Volume :			1648			AM Peak Hour Factor :			0.93		
PM Peak Hour Begins :			16:45			PM Peak Volume :			1424			PM Peak Hour Factor :			0.91		
06/22/20 Southbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	35	41	14	24	32	59	152	229	235	263	262	266					
30	42	30	27	20	31	81	186	303	225	248	241	320					
45	40	26	23	23	29	86	199	293	242	234	262	306					
00	39	25	24	29	43	139	225	328	251	297	279	254					
Hr Total	156	122	88	96	135	365	762	1153	953	1042	1044	1146					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	281	283	320	324	433	417	372	261	224	142	94	67					
30	260	310	355	419	404	495	315	279	217	129	93	65					
45	312	316	379	400	361	440	341	235	200	148	101	56					
00	306	319	356	400	448	452	291	230	222	123	83	58					
Hr Total	1159	1228	1410	1543	1646	1804	1319	1005	863	542	371	246					
24 Hour Total :			20198														
AM Peak Hour Begins :			10:45			AM Peak Volume :			1171			AM Peak Hour Factor :			0.89		
PM Peak Hour Begins :			17:00			PM Peak Volume :			1804			PM Peak Hour Factor :			0.91		

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Northbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	42	29	24	27	52	123	237	380	382	296	297	293	
30	31	18	22	28	59	167	316	351	310	303	314	284	
45	34	15	15	36	69	170	393	379	350	328	228	301	
00	24	21	22	38	84	200	332	408	274	275	271	271	
Hr Total	131	83	83	129	264	660	1278	1518	1316	1202	1110	1149	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	266	329	294	334	341	330	300	260	251	157	131	75	
30	340	272	417	316	284	318	311	263	213	181	89	58	
45	299	327	301	356	350	316	291	231	215	141	82	49	
00	356	289	339	354	356	339	256	219	171	119	67	29	
Hr Total	1261	1217	1351	1360	1331	1303	1158	973	850	598	369	211	
24 Hour Total :			20905										
AM Peak Hour Begins :			07:15		AM Peak Volume :			1520		AM Peak Hour Factor :			0.93
PM Peak Hour Begins :			14:15		PM Peak Volume :			1391		PM Peak Hour Factor :			0.83
09/23/20 Southbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	59	29	23	22	41	52	140	246	242	219	256	248	
30	45	22	25	18	45	92	167	243	248	250	271	271	
45	42	16	22	36	49	116	195	285	268	261	227	322	
00	30	20	22	30	62	135	209	308	257	231	265	309	
Hr Total	176	87	92	106	197	395	711	1082	1015	961	1019	1150	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	314	290	336	358	485	464	401	311	217	167	99	83	
30	303	323	333	381	441	436	359	280	204	179	110	62	
45	302	348	353	383	393	432	371	253	202	132	90	72	
00	331	336	385	398	492	464	312	229	153	124	87	66	
Hr Total	1250	1297	1407	1520	1811	1796	1443	1073	776	602	386	283	
24 Hour Total :			20635										
AM Peak Hour Begins :			11:30		AM Peak Volume :			1248		AM Peak Hour Factor :			0.97
PM Peak Hour Begins :			16:45		PM Peak Volume :			1824		PM Peak Hour Factor :			0.93

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Northbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	29	22	34	54	123	255	335	332	305	256	338	274					
30	23	15	26	68	130	334	393	329	278	298	275	314					
45	19	23	34	63	186	335	395	332	301	262	320	310					
00	18	27	31	86	198	358	393	279	276	299	302	258					
Hr Total	89	87	125	271	637	1282	1516	1272	1160	1115	1235	1156					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	319	314	319	347	316	266	283	227	153	130	81	0					
30	305	348	324	288	388	317	247	195	169	101	58	0					
45	297	287	319	307	378	311	260	197	118	105	59	0					
00	359	290	355	384	328	231	206	158	161	91	50	0					
Hr Total	1280	1239	1317	1326	1410	1125	996	777	601	427	248	0					
24 Hour Total :			20691														
AM Peak Hour Begins :			06:00			AM Peak Volume :			1516			AM Peak Hour Factor :			0.96		
PM Peak Hour Begins :			15:45			PM Peak Volume :			1466			PM Peak Hour Factor :			0.94		
09/24/20 Southbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	28	19	23	24	51	124	217	234	229	226	260	301					
30	36	22	23	26	78	158	227	243	224	246	241	303					
45	25	18	15	44	100	201	276	268	239	220	317	298					
00	31	25	32	44	116	231	274	278	267	278	263	307					
Hr Total	120	84	93	138	345	714	994	1023	959	970	1081	1209					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	291	298	337	459	435	352	283	211	137	119	68	0					
30	294	377	310	440	449	340	261	193	146	112	81	0					
45	325	342	331	402	510	330	249	206	144	106	67	0					
00	313	398	359	456	470	269	267	145	126	89	57	0					
Hr Total	1223	1415	1337	1757	1864	1291	1060	755	553	426	273	0					
24 Hour Total :			19684														
AM Peak Hour Begins :			11:45			AM Peak Volume :			1217			AM Peak Hour Factor :			0.96		
PM Peak Hour Begins :			16:00			PM Peak Volume :			1864			PM Peak Hour Factor :			0.91		

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 Station Num: 37783
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09/22/20													Southbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23						
15	47	46	19	26	35	62	155	250	265	276	262	288	291	295	378	359	467	473	454	313	245	175	125	82						
30	55	32	33	22	31	82	190	333	248	269	258	324	274	361	375	492	451	550	381	307	268	139	118	83						
45	50	26	28	27	30	91	194	332	291	260	268	312	336	342	412	433	417	492	389	253	228	170	116	68						
00	47	29	24	23	47	137	233	366	261	293	306	274	341	336	417	460	481	486	316	254	228	155	101	73						
Hr Total	199	133	104	98	143	372	772	1281	1065	1098	1094	1198	1242	1334	1582	1744	1816	2001	1540	1127	969	639	460	306						
24 Hour Total :	22317																													
AM Peak Hour Begins :	07:15		AM Peak Volume :																1296		AM Peak Hour Factor :								0.89	
PM Peak Hour Begins :	17:00		PM Peak Volume :																2001		PM Peak Hour Factor :								0.91	
06/22/20													Northbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23						
15	34	27	31	25	58	137	342	410	433	331	327	308	358	308	385	346	434	463	325	272	219	170	156	67						
30	45	27	24	35	89	177	430	496	458	357	346	295	353	348	420	342	335	396	290	243	226	155	99	66						
45	37	35	27	40	83	230	472	563	427	317	302	324	273	350	333	378	336	371	292	218	183	157	93	63						
00	47	19	27	50	117	267	460	516	379	319	350	260	332	290	364	395	420	387	268	248	149	120	91	46						
Hr Total	163	108	109	150	347	811	1704	1985	1697	1324	1325	1187	1316	1296	1502	1461	1525	1617	1175	981	777	602	439	242						
24 Hour Total :	23843																													
AM Peak Hour Begins :	07:15		AM Peak Volume :																2008		AM Peak Hour Factor :								0.89	
PM Peak Hour Begins :	16:45		PM Peak Volume :																1650		PM Peak Hour Factor :								0.89	

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
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09/23/20 Southbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	70	37	25	22	44	54	148	273	303	242	293	255					
30	61	26	32	19	47	86	176	265	266	275	269	312					
45	53	24	27	38	51	116	201	313	300	277	241	345					
00	42	25	25	32	67	137	219	343	277	242	298	351					
Hr Total	226	112	109	111	209	393	744	1194	1146	1036	1101	1263					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	349	300	342	401	550	522	441	335	266	195	117	95					
30	320	353	352	418	518	471	403	301	230	182	133	71					
45	317	378	403	435	460	487	426	280	228	168	110	103					
00	336	375	420	439	529	537	360	273	176	129	110	80					
Hr Total	1322	1406	1517	1693	2057	2017	1630	1189	900	674	470	349					
24 Hour Total :			22868														
AM Peak Hour Begins :			11:30			AM Peak Volume :			1365			AM Peak Hour Factor :			0.97		
PM Peak Hour Begins :			16:00			PM Peak Volume :			2057			PM Peak Hour Factor :			0.94		
09/23/20 Northbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	47	33	28	31	69	152	315	472	464	326	355	317					
30	38	20	31	40	75	191	385	457	411	357	351	325					
45	39	19	20	43	87	222	491	489	440	393	295	335					
00	28	23	28	48	110	270	428	472	343	319	289	309					
Hr Total	152	95	107	162	341	835	1619	1890	1658	1395	1290	1286					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	297	366	339	369	398	386	334	270	236	158	149	79					
30	381	324	421	353	325	367	315	288	232	193	95	66					
45	370	345	345	381	376	331	306	239	214	151	93	57					
00	373	324	370	357	390	380	282	222	184	133	77	37					
Hr Total	1421	1359	1475	1460	1489	1464	1237	1019	866	635	414	239					
24 Hour Total :			23908														
AM Peak Hour Begins :			07:00			AM Peak Volume :			1890			AM Peak Hour Factor :			0.96		
PM Peak Hour Begins :			16:30			PM Peak Volume :			1519			PM Peak Hour Factor :			0.90		

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 Station Num: 37783
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09/24/20 Southbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	61	39	24	25	21	53	134	243	295	249	251	273					
30	48	42	25	26	29	78	164	253	273	240	253	265					
45	30	27	21	18	47	100	203	298	299	253	241	334					
00	49	37	26	31	44	118	230	323	310	289	301	282					
Hr Total	188	145	96	100	141	349	731	1117	1177	1031	1046	1154					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	321	323	351	370	503	486	411	303	244	179	143	97					
30	325	308	401	380	480	489	405	301	231	180	140	97					
45	335	352	398	383	459	556	387	307	253	166	131	92					
00	346	332	441	432	502	505	327	311	187	155	109	70					
Hr Total	1327	1315	1591	1565	1944	2036	1530	1222	915	680	523	356					
24 Hour Total :			22279														
AM Peak Hour Begins :			11:45			AM Peak Volume :			1263			AM Peak Hour Factor :			0.95		
PM Peak Hour Begins :			17:00			PM Peak Volume :			2036			PM Peak Hour Factor :			0.92		
09/24/20 Northbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	38	37	26	36	68	153	332	439	424	370	312	364					
30	39	26	18	34	81	162	410	481	433	330	333	328					
45	47	25	28	40	85	249	419	489	440	343	301	343					
00	36	22	34	41	107	246	457	490	338	322	339	335					
Hr Total	160	110	106	151	341	810	1618	1899	1635	1365	1285	1370					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	326	337	362	334	373	370	306	294	232	180	144	86					
30	351	351	372	367	355	435	322	263	185	178	123	70					
45	346	352	333	391	318	396	336	267	218	146	112	65					
00	304	376	314	389	448	360	261	222	173	164	102	62					
Hr Total	1327	1416	1381	1481	1494	1561	1225	1046	808	668	481	283					
24 Hour Total :			24021														
AM Peak Hour Begins :			07:00			AM Peak Volume :			1899			AM Peak Hour Factor :			0.97		
PM Peak Hour Begins :			16:45			PM Peak Volume :			1649			PM Peak Hour Factor :			0.92		

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09/22/20												Eastbound Approach																			
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23							
15		9	4	3	1	1	7	21	36	66	57	46	56																		
30		4	5	0	2	3	8	21	52	52	46	46	68																		
45		7	6	0	2	1	11	24	56	46	36	46	56																		
00		4	2	0	10	3	14	41	104	64	55	43	60																		
Hr Total		24	17	3	15	8	40	107	248	228	194	181	240																		
End Time	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35							
15		59	63	67	76	99	93	86	73	59	33	22	8																		
30		66	63	71	80	88	129	78	73	59	37	12	10																		
45		63	62	81	86	92	115	84	79	46	22	18	6																		
00		55	62	65	93	77	122	59	51	49	28	12	10																		
Hr Total		243	250	284	335	356	459	307	276	213	120	64	34																		
24 Hour Total :		4246																													
AM Peak Hour Begins :		07:15		AM Peak Volume :														278		AM Peak Hour Factor :										0.67	
PM Peak Hour Begins :		17:00		PM Peak Volume :														459		PM Peak Hour Factor :										0.89	
06/22/20												Westbound Departure																			
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23							
15		8	3	2	0	7	7	23	56	74	56	49	68																		
30		9	0	3	3	8	18	46	64	75	48	54	66																		
45		3	3	0	4	2	19	38	72	62	61	56	49																		
00		6	1	4	2	9	15	53	80	65	45	57	50																		
Hr Total		26	7	9	9	26	59	160	272	276	210	216	233																		
End Time	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35							
15		60	64	64	73	81	52	75	63	39	31	22	9																		
30		65	49	78	66	92	56	79	59	50	43	7	7																		
45		60	63	65	69	97	68	76	54	54	25	8	3																		
00		49	70	76	81	96	58	56	61	36	18	10	3																		
Hr Total		234	246	283	289	366	234	286	237	179	117	47	22																		
24 Hour Total :		4043																													
AM Peak Hour Begins :		07:30		AM Peak Volume :														301		AM Peak Hour Factor :										0.94	
PM Peak Hour Begins :		16:00		PM Peak Volume :														366		PM Peak Hour Factor :										0.94	

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
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09/23/20 Eastbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	7	1	2	4	20	31	71	45	43	58
30	7	3	2	7	4	14	22	44	49	40	47	49
45	5	5	2	0	4	5	26	65	54	45	49	52
00	3	2	2	2	2	18	35	89	65	43	44	68
Hr Total	21	11	13	10	12	41	103	229	239	173	183	227
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	61	101	76	87	106	123	67	56	35	27	17
30	64	72	85	78	99	128	87	76	51	47	21	13
45	87	65	88	85	96	110	70	63	45	24	14	6
00	73	88	90	80	111	87	65	55	51	37	6	7
Hr Total	287	286	364	319	393	431	345	261	203	143	68	43
24 Hour Total :			4405									
AM Peak Hour Begins :			11:45	AM Peak Volume :			282	AM Peak Hour Factor :			0.79	
PM Peak Hour Begins :			16:45	PM Peak Volume :			455	PM Peak Hour Factor :			0.89	
09/23/20 Westbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	3	2	3	5	27	54	77	68	59	70
30	4	1	1	3	8	17	51	72	81	54	44	66
45	4	3	3	4	5	13	33	75	76	60	53	59
00	3	3	0	3	9	30	55	75	58	49	56	67
Hr Total	20	11	7	12	25	65	166	276	292	231	212	262
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	75	74	97	73	91	81	58	57	39	17	12
30	81	59	84	80	88	76	64	66	59	19	12	4
45	54	73	86	75	86	81	62	63	49	25	13	10
00	63	67	75	90	72	59	74	65	27	22	8	5
Hr Total	252	274	319	342	319	307	281	252	192	105	50	31
24 Hour Total :			4303									
AM Peak Hour Begins :			07:45	AM Peak Volume :			309	AM Peak Hour Factor :			0.95	
PM Peak Hour Begins :			14:15	PM Peak Volume :			342	PM Peak Hour Factor :			0.88	

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09/24/20 Eastbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	2	1	5	7	25	31	61	26	53	49
30	6	1	1	1	5	11	14	57	48	55	53	57
45	6	6	0	1	6	13	29	66	62	45	59	42
00	3	2	3	7	3	17	33	97	60	46	56	64
Hr Total	17	14	6	10	19	48	101	251	231	172	221	212
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	52	55	99	108	116	94	64	47	39	20	9
30	54	72	65	96	97	130	70	78	44	25	14	10
45	62	65	93	92	86	116	57	54	33	30	13	5
00	64	69	73	68	104	119	58	58	49	25	15	8
Hr Total	228	258	286	355	395	481	279	254	173	119	62	32
24 Hour Total :			4224									
AM Peak Hour Begins :			07:15	AM Peak Volume :			281	AM Peak Hour Factor :			0.72	
PM Peak Hour Begins :			17:00	PM Peak Volume :			481	PM Peak Hour Factor :			0.93	
09/24/20 Westbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	1	2	3	6	33	58	92	36	43	68
30	6	3	1	2	9	17	50	87	73	35	57	64
45	1	2	1	3	7	13	33	83	89	57	53	66
00	2	6	0	3	10	30	43	66	75	44	47	60
Hr Total	12	16	3	10	29	66	159	294	329	172	200	258
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	93	72	77	68	88	71	62	58	33	20	11
30	56	68	58	73	100	80	83	61	58	31	14	6
45	48	54	87	78	85	72	69	62	44	21	16	9
00	55	78	68	66	78	73	64	54	41	38	11	5
Hr Total	232	293	285	294	331	313	287	239	201	123	61	31
24 Hour Total :			4238									
AM Peak Hour Begins :			08:00	AM Peak Volume :			329	AM Peak Hour Factor :			0.89	
PM Peak Hour Begins :			16:15	PM Peak Volume :			351	PM Peak Hour Factor :			0.88	

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 County: Osceola
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09/22/20 Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	8	4	8	16	43	94	140	149	121	115	116	
30	14	3	6	11	23	41	125	145	185	123	109	111	
45	7	6	5	7	23	75	116	192	158	98	114	87	
00	12	3	4	17	27	87	142	145	153	104	84	100	
Hr Total	47	20	19	43	89	246	477	622	645	446	422	414	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	112	109	110	128	139	164	111	77	48	38	39	13	
30	102	84	115	89	145	140	100	65	58	42	28	12	
45	103	87	114	140	127	105	64	61	52	31	7	14	
00	96	106	94	126	131	92	77	73	41	36	16	8	
Hr Total	413	386	433	483	542	501	352	276	199	147	90	47	
24 Hour Total :			7359										
AM Peak Hour Begins :			07:30		AM Peak Volume :			671		AM Peak Hour Factor :			0.87
PM Peak Hour Begins :			16:15		PM Peak Volume :			567		PM Peak Hour Factor :			0.86
06/22/20 Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	7	7	3	2	11	21	60	99	72	66	84	
30	14	6	4	5	1	5	25	76	82	79	81	76	
45	15	6	5	4	2	12	23	87	97	63	62	70	
00	13	5	1	3	6	11	39	134	84	65	74	86	
Hr Total	58	24	17	15	11	39	108	357	362	279	283	316	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	74	98	126	126	142	163	166	128	85	64	48	23	
30	87	120	94	149	135	194	143	105	100	44	37	28	
45	102	99	134	127	143	180	121	104	62	51	26	18	
00	104	101	120	160	115	158	91	73	51	60	28	26	
Hr Total	367	418	474	562	535	695	521	410	298	219	139	95	
24 Hour Total :			6602										
AM Peak Hour Begins :			07:45		AM Peak Volume :			412		AM Peak Hour Factor :			0.77
PM Peak Hour Begins :			17:15		PM Peak Volume :			698		PM Peak Hour Factor :			0.90

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09/23/20 Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	7	4	6	19	37	98	145	157	110	118	105	
30	8	4	9	13	19	40	116	178	187	108	100	105	
45	7	2	8	14	21	64	126	177	169	128	125	106	
00	6	4	7	13	34	104	149	137	140	103	87	109	
Hr Total	31	17	28	46	93	245	489	637	653	449	430	425	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	94	124	129	144	136	154	110	78	50	38	30	17	
30	125	135	95	134	125	126	79	86	78	28	23	8	
45	131	98	139	109	115	95	88	74	54	30	18	13	
00	100	111	117	101	104	93	92	66	38	29	16	12	
Hr Total	450	468	480	488	480	468	369	304	220	125	87	50	
24 Hour Total :			7532										
AM Peak Hour Begins :			07:30		AM Peak Volume :			658		AM Peak Hour Factor :			0.88
PM Peak Hour Begins :			14:30		PM Peak Volume :			534		PM Peak Hour Factor :			0.87
09/23/20 Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	8	6	1	4	9	21	57	130	80	81	76	
30	20	8	8	6	1	7	27	66	72	65	64	88	
45	14	8	7	5	4	4	27	85	89	64	68	88	
00	14	6	6	4	6	24	43	122	98	64	90	114	
Hr Total	61	30	27	16	15	44	118	330	389	273	303	366	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	107	83	117	131	158	171	158	101	113	61	40	30	
30	84	126	111	132	172	164	142	92	77	47	49	18	
45	108	102	147	146	166	164	136	93	77	55	28	32	
00	98	136	136	129	146	153	105	97	72	35	27	20	
Hr Total	397	447	511	538	642	652	541	383	339	198	144	100	
24 Hour Total :			6864										
AM Peak Hour Begins :			07:45		AM Peak Volume :			413		AM Peak Hour Factor :			0.79
PM Peak Hour Begins :			16:15		PM Peak Volume :			655		PM Peak Hour Factor :			0.95

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20		Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	9	8	4	5	21	34	103	156	182	108	99	103			
30	11	5	4	10	17	51	122	175	177	99	106	112			
45	9	6	7	9	26	78	115	169	196	107	93	105			
00	6	7	7	10	32	75	149	159	145	89	107	91			
Hr Total	35	26	22	34	96	238	489	659	700	403	405	411			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	147	116	122	89	119	143	110	73	61	54	31	11			
30	99	120	89	113	168	136	89	70	51	38	33	23			
45	100	103	130	139	106	101	91	59	56	46	18	12			
00	105	103	97	115	144	105	93	68	44	30	22	13			
Hr Total	451	442	438	456	537	485	383	270	212	168	104	59			
24 Hour Total :			7523												
AM Peak Hour Begins :			07:45			AM Peak Volume :			714			AM Peak Hour Factor :			0.91
PM Peak Hour Begins :			16:15			PM Peak Volume :			561			PM Peak Hour Factor :			0.83
09/24/20		Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	20	11	6	4	6	7	28	51	120	53	78	71			
30	20	6	4	4	3	13	16	83	78	83	74	76			
45	10	6	4	4	6	15	29	80	92	67	81	75			
00	19	5	4	3	4	16	39	142	103	67	99	81			
Hr Total	69	28	18	15	19	51	112	356	393	270	332	303			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	90	89	110	129	177	168	152	84	78	75	41	33			
30	82	92	96	163	138	179	136	111	85	57	39	31			
45	115	86	146	133	153	173	111	102	71	49	33	27			
00	107	96	121	156	152	154	115	100	79	43	35	17			
Hr Total	394	363	473	581	620	674	514	397	313	224	148	108			
24 Hour Total :			6775												
AM Peak Hour Begins :			07:45			AM Peak Volume :			432			AM Peak Hour Factor :			0.76
PM Peak Hour Begins :			17:00			PM Peak Volume :			674			PM Peak Hour Factor :			0.94

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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 1

Groups Printed- Cars - Trucks & Buses

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	14	0	76	0	0	83	10	0	0	0	0	0	18	25	0	0	226
07:15 AM	12	0	76	0	0	94	24	0	0	0	0	0	23	35	0	0	264
07:30 AM	24	0	86	0	0	104	12	0	0	0	0	0	25	33	0	0	284
07:45 AM	28	0	56	0	0	100	21	0	0	0	0	0	35	60	0	0	300
Total	78	0	294	0	0	381	67	0	0	0	0	0	101	153	0	0	1074
08:00 AM	23	0	56	0	0	102	48	0	0	0	0	0	39	40	0	0	308
08:15 AM	17	0	68	0	0	97	23	1	0	0	0	0	30	28	0	0	264
08:30 AM	20	0	86	0	0	76	32	0	0	0	0	0	39	44	0	0	297
08:45 AM	25	0	72	0	1	71	28	0	1	0	0	0	51	23	0	0	272
Total	85	0	282	0	1	346	131	1	1	0	0	0	159	135	0	0	1141
09:00 AM	21	0	52	0	0	52	14	0	0	0	0	0	25	29	0	0	193
09:15 AM	13	0	57	0	0	67	15	0	0	0	0	0	29	33	0	0	214
09:30 AM	4	0	50	0	0	41	15	0	0	0	0	0	31	30	0	0	171
09:45 AM	21	0	47	0	0	50	10	0	0	0	0	0	26	32	0	0	186
Total	59	0	206	0	0	210	54	0	0	0	0	0	111	124	0	0	764
11:00 AM	16	0	43	0	0	37	23	0	0	0	0	0	39	39	0	0	197
11:15 AM	18	0	37	0	1	49	14	0	1	0	0	0	30	41	0	0	191
11:30 AM	8	0	28	0	0	41	16	0	0	0	0	0	31	34	0	0	158
11:45 AM	10	0	31	0	0	50	18	1	0	0	0	0	21	42	0	0	173
Total	52	0	139	0	1	177	71	1	1	0	0	0	121	156	0	0	719
12:00 PM	13	0	35	0	0	44	11	0	0	0	1	0	20	33	1	0	158
12:15 PM	8	0	42	0	0	44	13	0	0	0	0	0	36	39	0	0	182
12:30 PM	9	1	34	3	0	42	14	0	0	0	0	0	24	37	0	0	164
12:45 PM	17	0	44	0	0	59	19	0	0	0	0	0	43	44	1	0	227
Total	47	1	155	3	0	189	57	0	0	0	1	0	123	153	2	0	731
02:00 PM	19	0	52	0	0	42	14	0	0	0	1	0	48	46	0	0	222
02:15 PM	15	0	51	0	0	62	20	0	0	0	0	0	44	53	0	0	245
02:30 PM	15	0	42	0	0	52	12	0	0	0	0	0	37	67	0	0	225
02:45 PM	19	0	31	0	1	55	22	1	0	0	1	0	43	69	0	0	242
Total	68	0	176	0	1	211	68	1	0	0	2	0	172	235	0	0	934
03:00 PM	17	0	55	0	0	51	24	0	0	0	0	0	60	61	0	0	268
03:15 PM	14	0	26	0	0	50	31	0	0	0	0	0	49	77	0	0	247
03:30 PM	19	0	47	0	0	80	30	0	0	0	0	0	69	65	0	0	310
03:45 PM	23	0	49	0	0	55	59	0	0	0	0	0	65	109	0	0	360
Total	73	0	177	0	0	236	144	0	0	0	0	0	243	312	0	0	1185
04:00 PM	48	0	85	0	0	51	37	1	0	0	0	0	74	102	0	0	398
04:15 PM	41	1	67	1	1	49	37	0	0	0	0	0	43	91	0	0	331
04:30 PM	15	0	49	1	1	48	21	0	1	0	1	0	76	84	1	0	298

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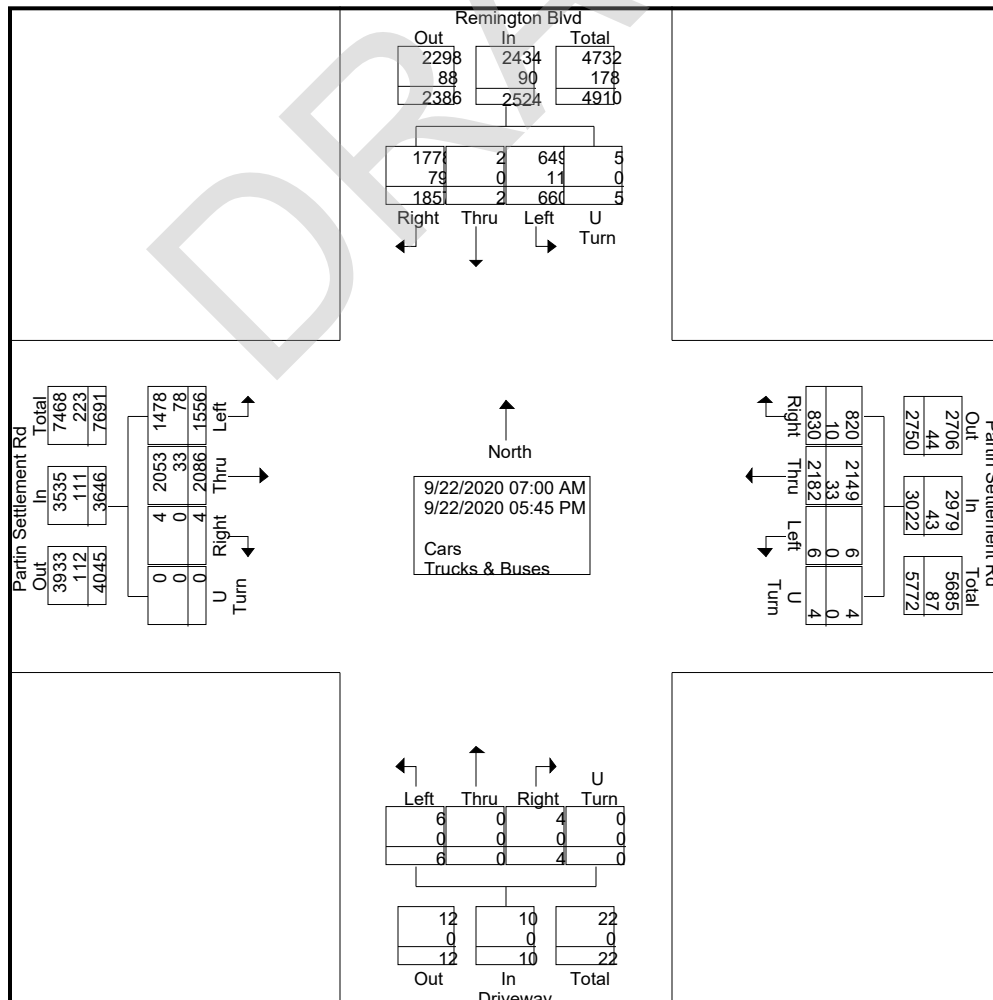
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(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 2

Groups Printed- Cars - Trucks & Buses

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
04:45 PM	17	0	47	0	1	64	31	0	0	0	0	0	52	68	0	0	280
Total	121	1	248	2	3	212	126	1	1	0	1	0	245	345	1	0	1307
05:00 PM	22	0	48	0	0	53	29	0	3	0	0	0	62	138	1	0	356
05:15 PM	20	0	54	0	0	65	27	0	0	0	0	0	70	120	0	0	356
05:30 PM	13	0	44	0	0	52	27	0	0	0	0	0	75	120	0	0	331
05:45 PM	22	0	34	0	0	50	29	0	0	0	0	0	74	95	0	0	304
Total	77	0	180	0	0	220	112	0	3	0	0	0	281	473	1	0	1347
Grand Total	660	2	1857	5	6	2182	830	4	6	0	4	0	1556	2086	4	0	9202
Apprch %	26.1	0.1	73.6	0.2	0.2	72.2	27.5	0.1	60	0	40	0	42.7	57.2	0.1	0	
Total %	7.2	0	20.2	0.1	0.1	23.7	9	0	0.1	0	0	0	16.9	22.7	0	0	
Cars	649	2	1778	5	6	2149	820	4	6	0	4	0	1478	2053	4	0	8958
% Cars	98.3	100	95.7	100	100	98.5	98.8	100	100	0	100	0	95	98.4	100	0	97.3
Trucks & Buses	11	0	79	0	0	33	10	0	0	0	0	0	78	33	0	0	244
% Trucks & Buses	1.7	0	4.3	0	0	1.5	1.2	0	0	0	0	0	5	1.6	0	0	2.7



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Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 3

Start Time	Remington Blvd Southbound					Partin Settlement Rd Westbound					Driveway Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	28	0	56	0	84	0	100	21	0	121	0	0	0	0	0	35	60	0	0	95	300
08:00 AM	23	0	56	0	79	0	102	48	0	150	0	0	0	0	0	39	40	0	0	79	308
08:15 AM	17	0	68	0	85	0	97	23	1	121	0	0	0	0	0	30	28	0	0	58	264
08:30 AM	20	0	86	0	106	0	76	32	0	108	0	0	0	0	0	39	44	0	0	83	297
Total Volume	88	0	266	0	354	0	375	124	1	500	0	0	0	0	0	143	172	0	0	315	1169
% App. Total	24.9	0	75.1	0		0	75	24.8	0.2		0	0	0	0		45.4	54.6	0	0		
PHF	.786	.000	.773	.000	.835	.000	.919	.646	.250	.833	.000	.000	.000	.000	.000	.917	.717	.000	.000	.829	.949

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:45 AM					
+0 mins.	14	0	76	0	90	0	104	12	0	116	0	0	0	0	0	35	60	0	0	95	
+15 mins.	12	0	76	0	88	0	100	21	0	121	0	0	0	0	0	39	40	0	0	79	
+30 mins.	24	0	86	0	110	0	102	48	0	150	0	0	0	0	0	30	28	0	0	58	
+45 mins.	28	0	56	0	84	0	97	23	1	121	1	0	0	0	1	39	44	0	0	83	
Total Volume	78	0	294	0	372	0	403	104	1	508	1	0	0	0	1	143	172	0	0	315	
% App. Total	21	0	79	0		0	79.3	20.5	0.2		100	0	0	0		45.4	54.6	0	0		
PHF	.696	.000	.855	.000	.845	.000	.969	.542	.250	.847	.250	.000	.000	.000	.250	.917	.717	.000	.000	.829	

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Section/M.P.:
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Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 4

Groups Printed- Cars

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	14	0	73	0	0	83	9	0	0	0	0	0	18	25	0	0	222
07:15 AM	11	0	73	0	0	94	24	0	0	0	0	0	23	33	0	0	258
07:30 AM	24	0	84	0	0	104	12	0	0	0	0	0	20	32	0	0	276
07:45 AM	28	0	56	0	0	100	21	0	0	0	0	0	32	60	0	0	297
Total	77	0	286	0	0	381	66	0	0	0	0	0	93	150	0	0	1053
08:00 AM	22	0	52	0	0	102	44	0	0	0	0	0	36	39	0	0	295
08:15 AM	17	0	66	0	0	97	23	1	0	0	0	0	24	27	0	0	255
08:30 AM	20	0	84	0	0	76	31	0	0	0	0	0	37	44	0	0	292
08:45 AM	25	0	65	0	1	66	26	0	1	0	0	0	46	21	0	0	251
Total	84	0	267	0	1	341	124	1	1	0	0	0	143	131	0	0	1093
09:00 AM	21	0	50	0	0	50	14	0	0	0	0	0	23	29	0	0	187
09:15 AM	13	0	55	0	0	67	15	0	0	0	0	0	29	33	0	0	212
09:30 AM	4	0	50	0	0	38	15	0	0	0	0	0	25	28	0	0	160
09:45 AM	21	0	43	0	0	48	10	0	0	0	0	0	24	28	0	0	174
Total	59	0	198	0	0	203	54	0	0	0	0	0	101	118	0	0	733
11:00 AM	14	0	43	0	0	37	23	0	0	0	0	0	37	37	0	0	191
11:15 AM	18	0	37	0	1	49	14	0	1	0	0	0	30	41	0	0	191
11:30 AM	8	0	28	0	0	41	16	0	0	0	0	0	29	34	0	0	156
11:45 AM	10	0	31	0	0	50	18	1	0	0	0	0	19	42	0	0	171
Total	50	0	139	0	1	177	71	1	1	0	0	0	115	154	0	0	709
12:00 PM	13	0	35	0	0	44	11	0	0	0	1	0	20	33	1	0	158
12:15 PM	8	0	40	0	0	42	13	0	0	0	0	0	36	38	0	0	177
12:30 PM	9	1	34	3	0	40	14	0	0	0	0	0	24	37	0	0	162
12:45 PM	17	0	44	0	0	59	19	0	0	0	0	0	41	42	1	0	223
Total	47	1	153	3	0	185	57	0	0	0	1	0	121	150	2	0	720
02:00 PM	17	0	50	0	0	41	14	0	0	0	1	0	48	46	0	0	217
02:15 PM	15	0	49	0	0	58	20	0	0	0	0	0	42	53	0	0	237
02:30 PM	15	0	40	0	0	50	12	0	0	0	0	0	36	67	0	0	220
02:45 PM	19	0	28	0	1	53	21	1	0	0	1	0	40	69	0	0	233
Total	66	0	167	0	1	202	67	1	0	0	2	0	166	235	0	0	907
03:00 PM	15	0	49	0	0	51	24	0	0	0	0	0	53	59	0	0	251
03:15 PM	14	0	26	0	0	50	31	0	0	0	0	0	45	77	0	0	243
03:30 PM	17	0	40	0	0	80	30	0	0	0	0	0	62	65	0	0	294
03:45 PM	23	0	45	0	0	53	59	0	0	0	0	0	58	106	0	0	344
Total	69	0	160	0	0	234	144	0	0	0	0	0	218	307	0	0	1132
04:00 PM	47	0	82	0	0	51	37	1	0	0	0	0	74	97	0	0	389
04:15 PM	41	1	63	1	1	45	37	0	0	0	0	0	43	89	0	0	321
04:30 PM	15	0	47	1	1	47	21	0	1	0	1	0	75	82	1	0	292
04:45 PM	17	0	41	0	1	64	31	0	0	0	0	0	50	67	0	0	271
Total	120	1	233	2	3	207	126	1	1	0	1	0	242	335	1	0	1273

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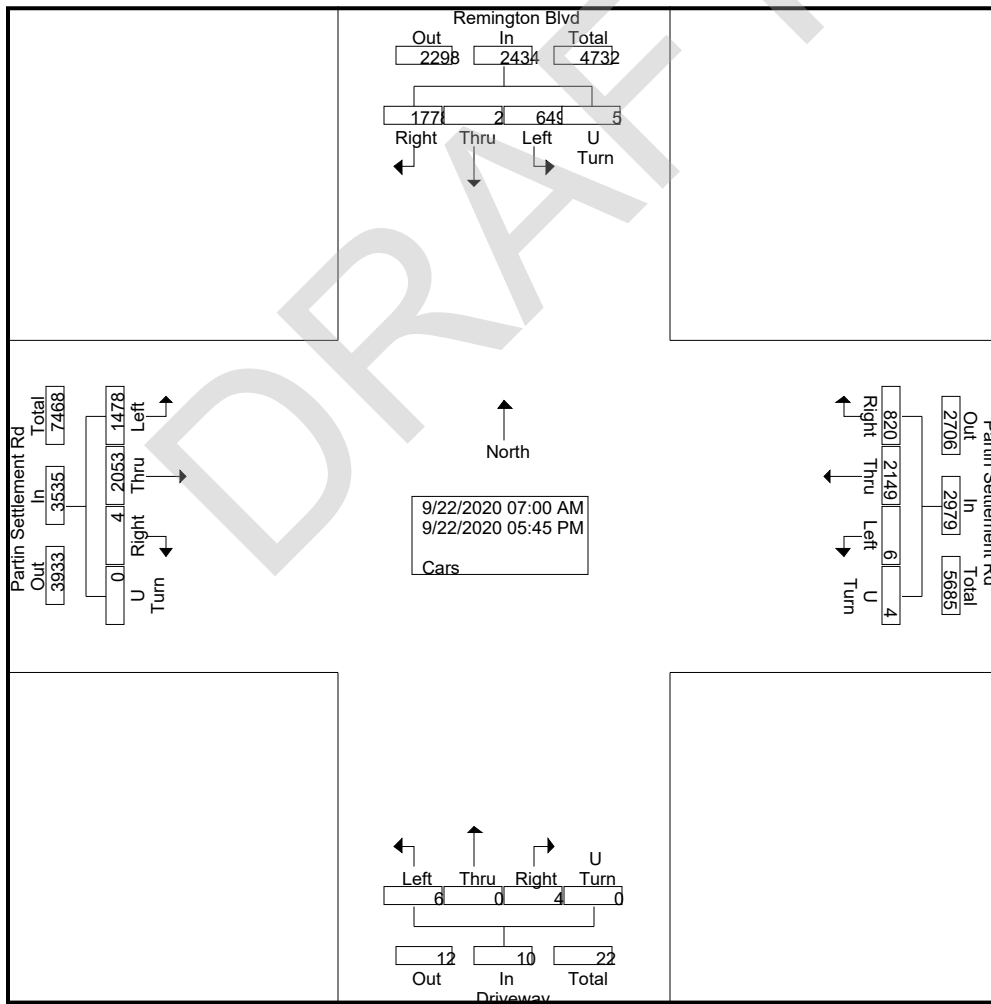
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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 5

Groups Printed- Cars

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:00 PM	22	0	44	0	0	52	29	0	3	0	0	0	61	138	1	0	350
05:15 PM	20	0	53	0	0	65	26	0	0	0	0	0	70	120	0	0	354
05:30 PM	13	0	44	0	0	52	27	0	0	0	0	0	74	120	0	0	330
05:45 PM	22	0	34	0	0	50	29	0	0	0	0	0	74	95	0	0	304
Total	77	0	175	0	0	219	111	0	3	0	0	0	279	473	1	0	1338
Grand Total	649	2	1778	5	6	2149	820	4	6	0	4	0	1478	2053	4	0	8958
Apprch %	26.7	0.1	73	0.2	0.2	72.1	27.5	0.1	60	0	40	0	41.8	58.1	0.1	0	
Total %	7.2	0	19.8	0.1	0.1	24	9.2	0	0.1	0	0	0	16.5	22.9	0	0	



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Section/M.P.:
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Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 6

Start Time	Remington Blvd Southbound					Partin Settlement Rd Westbound					Driveway Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	28	0	56	0	84	0	100	21	0	121	0	0	0	0	0	32	60	0	0	92	297
08:00 AM	22	0	52	0	74	0	102	44	0	146	0	0	0	0	0	36	39	0	0	75	295
08:15 AM	17	0	66	0	83	0	97	23	1	121	0	0	0	0	0	24	27	0	0	51	255
08:30 AM	20	0	84	0	104	0	76	31	0	107	0	0	0	0	0	37	44	0	0	81	292
Total Volume	87	0	258	0	345	0	375	119	1	495	0	0	0	0	0	129	170	0	0	299	1139
% App. Total	25.2	0	74.8	0		0	75.8	24	0.2		0	0	0	0		43.1	56.9	0	0		
PHF	.777	.000	.768	.000	.829	.000	.919	.676	.250	.848	.000	.000	.000	.000	.000	.872	.708	.000	.000	.813	.959

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:45 AM					
+0 mins.	14	0	73	0	87	0	104	12	0	116	0	0	0	0	0	32	60	0	0	92	
+15 mins.	11	0	73	0	84	0	100	21	0	121	0	0	0	0	0	36	39	0	0	75	
+30 mins.	24	0	84	0	108	0	102	44	0	146	0	0	0	0	0	24	27	0	0	51	
+45 mins.	28	0	56	0	84	0	97	23	1	121	1	0	0	0	1	37	44	0	0	81	
Total Volume	77	0	286	0	363	0	403	100	1	504	1	0	0	0	1	129	170	0	0	299	
% App. Total	21.2	0	78.8	0		0	80	19.8	0.2		100	0	0	0		43.1	56.9	0	0		
PHF	.688	.000	.851	.000	.840	.000	.969	.568	.250	.863	.250	.000	.000	.000	.250	.872	.708	.000	.000	.813	

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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 7

Groups Printed- Trucks & Buses

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
07:15 AM	1	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	6
07:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	5	1	0	0	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	1	0	8	0	0	0	1	0	0	0	0	0	8	3	0	0	21
08:00 AM	1	0	4	0	0	0	4	0	0	0	0	0	3	1	0	0	13
08:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	9
08:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	5
08:45 AM	0	0	7	0	0	5	2	0	0	0	0	0	5	2	0	0	21
Total	1	0	15	0	0	5	7	0	0	0	0	0	16	4	0	0	48
09:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	6
09:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	6	2	0	0	11
09:45 AM	0	0	4	0	0	2	0	0	0	0	0	0	2	4	0	0	12
Total	0	0	8	0	0	7	0	0	0	0	0	0	10	6	0	0	31
11:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	10
12:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	5
12:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4
Total	0	0	2	0	0	4	0	0	0	0	0	0	2	3	0	0	11
02:00 PM	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:15 PM	0	0	2	0	0	4	0	0	0	0	0	0	2	0	0	0	8
02:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	5
02:45 PM	0	0	3	0	0	2	1	0	0	0	0	0	3	0	0	0	9
Total	2	0	9	0	0	9	1	0	0	0	0	0	6	0	0	0	27
03:00 PM	2	0	6	0	0	0	0	0	0	0	0	0	7	2	0	0	17
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
03:30 PM	2	0	7	0	0	0	0	0	0	0	0	0	7	0	0	0	16
03:45 PM	0	0	4	0	0	2	0	0	0	0	0	0	7	3	0	0	16
Total	4	0	17	0	0	2	0	0	0	0	0	0	25	5	0	0	53
04:00 PM	1	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	9
04:15 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	10
04:30 PM	0	0	2	0	0	1	0	0	0	0	0	0	1	2	0	0	6
04:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	2	1	0	0	9
Total	1	0	15	0	0	5	0	0	0	0	0	0	3	10	0	0	34

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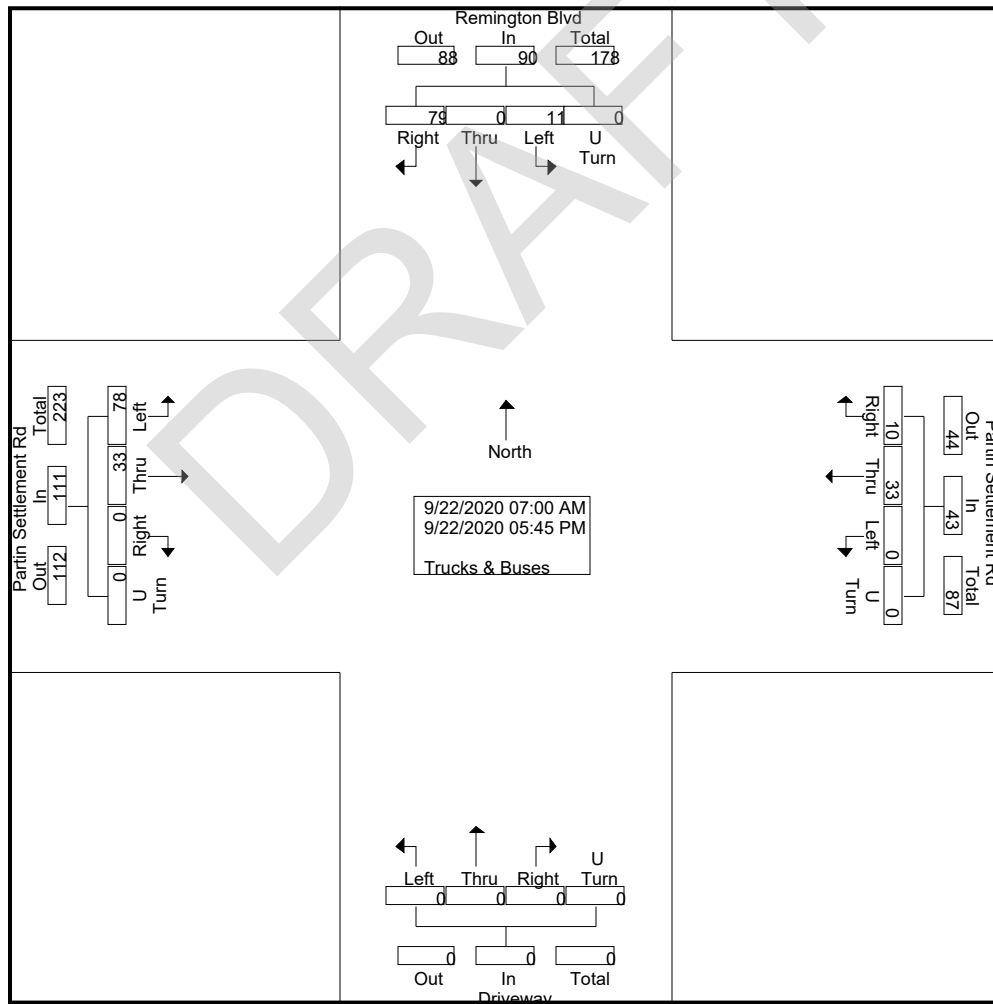
2000 East 11th Ave, Suite 300
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Section/M.P.:
Data Collector: Larry / Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 8

Groups Printed- Trucks & Buses

Start Time	Remington Blvd Southbound				Partin Settlement Rd Westbound				Driveway Northbound				Partin Settlement Rd Eastbound				Int. Total	
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn		
05:00 PM	0	0	4	0	0	1	0	0	0	0	0	0	1	0	0	0	0	6
05:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	5	0	0	1	1	0	0	0	0	0	2	0	0	0	0	9
Grand Total	11	0	79	0	0	33	10	0	0	0	0	0	78	33	0	0	0	244
Apprch %	12.2	0	87.8	0	0	76.7	23.3	0	0	0	0	0	70.3	29.7	0	0	0	
Total %	4.5	0	32.4	0	0	13.5	4.1	0	0	0	0	0	32	13.5	0	0	0	



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File Name : Partin Settlement Rd @ Remington Blvd
Site Code : 00000000
Start Date : 9/22/2020
Page No : 9

Start Time	Remington Blvd Southbound					Partin Settlement Rd Westbound					Driveway Northbound					Partin Settlement Rd Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	4	0	5	0	0	4	0	4	0	0	0	0	0	3	1	0	0	4	13
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	9
08:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	5
08:45 AM	0	0	7	0	7	0	5	2	0	7	0	0	0	0	0	5	2	0	0	7	21
Total Volume	1	0	15	0	16	0	5	7	0	12	0	0	0	0	0	16	4	0	0	20	48
% App. Total	6.2	0	93.8	0		0	41.7	58.3	0		0	0	0	0		80	20	0	0		
PHF	.250	.000	.536	.000	.571	.000	.250	.438	.000	.429	.000	.000	.000	.000	.000	.667	.500	.000	.000	.714	.571

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:00 AM					07:30 AM				
+0 mins.	1	0	4	0	5	0	0	4	0	4	0	0	0	0	0	5	1	0	0	6
+15 mins.	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
+30 mins.	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4
+45 mins.	0	0	7	0	7	0	5	2	0	7	0	0	0	0	0	6	1	0	0	7
Total Volume	1	0	15	0	16	0	5	7	0	12	0	0	0	0	0	17	3	0	0	20
% App. Total	6.2	0	93.8	0		0	41.7	58.3	0		0	0	0	0		85	15	0	0	
PHF	.250	.000	.536	.000	.571	.000	.250	.438	.000	.429	.000	.000	.000	.000	.000	.708	.750	.000	.000	.714

TURNING MOVEMENT COUNT: 09/22/20
 NORTH/SOUTH ST: Driveway / Remington Blvd
 Partin Settlement Rd @ Drive Way / Remington Blvd
 ALL VEHICLES

TIME: 7:00-10:00, 11:00-1:00, 2:00-6:00
 EAST/WEST STREET: Partin Settlement Rd
 COUNTED BY: SCM / LDP

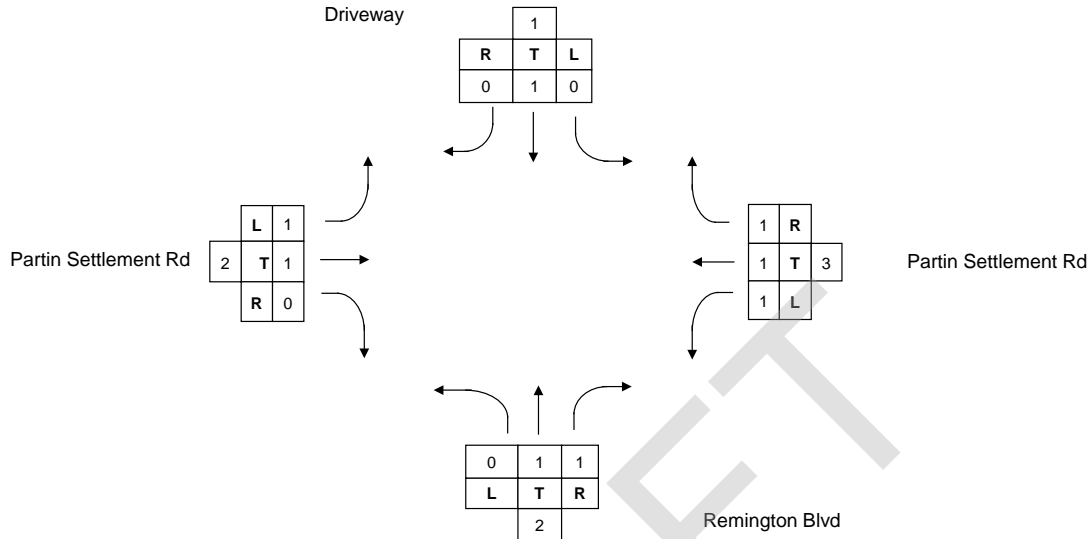
START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	0	0	0	0	0	14	0	76	0	90	90	18	25	0	0	43	0	83	10	0	93	136	226
7:15	0	0	0	0	0	12	0	76	0	88	88	23	35	0	0	58	0	94	24	0	118	176	264
7:30	0	0	0	0	0	24	0	86	0	110	110	25	33	0	0	58	0	104	12	0	116	174	284
7:45	0	0	0	0	0	28	0	56	0	84	84	35	60	0	0	95	0	100	21	0	121	216	300
Total	0	0	0	0	0	78	0	294	0	372	372	101	153	0	0	254	0	381	67	0	448	702	1,074
8:00	0	0	0	0	0	23	0	56	0	79	79	39	40	0	0	79	0	102	48	0	150	229	308
8:15	0	0	0	0	0	17	0	68	0	85	85	30	28	0	0	58	0	97	23	1	121	179	264
8:30	0	0	0	0	0	20	0	86	0	106	106	39	44	0	0	83	0	76	32	0	108	191	297
8:45	1	0	0	0	1	25	0	72	0	97	98	51	23	0	0	74	1	71	28	0	100	174	272
Total	1	0	0	0	1	85	0	282	0	367	368	159	135	0	0	294	1	346	131	1	479	773	1,141
9:00	0	0	0	0	0	21	0	52	0	73	73	25	29	0	0	54	0	52	14	0	66	120	193
9:15	0	0	0	0	0	13	0	57	0	70	70	29	33	0	0	62	0	67	15	0	82	144	214
9:30	0	0	0	0	0	4	0	50	0	54	54	31	30	0	0	61	0	41	15	0	56	117	171
9:45	0	0	0	0	0	21	0	47	0	68	68	26	32	0	0	58	0	50	10	0	60	118	186
Total	0	0	0	0	0	59	0	206	0	265	265	111	124	0	0	235	0	210	54	0	264	499	764
11:00	0	0	0	0	0	16	0	43	0	59	59	39	39	0	0	78	0	37	23	0	60	138	197
11:15	1	0	0	0	1	18	0	37	0	55	56	30	41	0	0	71	1	49	14	0	64	135	191
11:30	0	0	0	0	0	8	0	28	0	36	36	31	34	0	0	65	0	41	16	0	57	122	158
11:45	0	0	0	0	0	10	0	31	0	41	41	21	42	0	0	63	0	50	18	1	69	132	173
Total	1	0	0	0	1	52	0	139	0	191	192	121	156	0	0	277	1	177	71	1	250	527	719
12:00	0	0	1	0	1	13	0	35	0	48	49	20	33	1	0	54	0	44	11	0	55	109	158
12:15	0	0	0	0	0	8	0	42	0	50	50	36	39	0	0	75	0	44	13	0	57	132	182
12:30	0	0	0	0	0	9	1	34	3	47	47	24	37	0	0	61	0	42	14	0	56	117	164
12:45	0	0	0	0	0	17	0	44	0	61	61	43	44	1	0	88	0	59	19	0	78	166	227
Total	0	0	1	0	1	47	1	155	3	206	207	123	153	2	0	278	0	189	57	0	246	524	731
14:00	0	0	1	0	1	19	0	52	0	71	72	48	46	0	0	94	0	42	14	0	56	150	222
14:15	0	0	0	0	0	15	0	51	0	66	66	44	53	0	0	97	0	62	20	0	82	179	245
14:30	0	0	0	0	0	15	0	42	0	57	57	37	67	0	0	104	0	52	12	0	64	168	225
14:45	0	0	1	0	1	19	0	31	0	50	51	43	69	0	0	112	1	55	22	1	79	191	242
Total	0	0	2	0	2	68	0	176	0	244	246	172	235	0	0	407	1	211	68	1	281	688	934
15:00	0	0	0	0	0	17	0	55	0	72	72	60	61	0	0	121	0	51	24	0	75	196	268
15:15	0	0	0	0	0	14	0	26	0	40	40	49	77	0	0	126	0	50	31	0	81	207	247
15:30	0	0	0	0	0	19	0	47	0	66	66	69	65	0	0	134	0	80	30	0	110	244	310
15:45	0	0	0	0	0	23	0	49	0	72	72	65	109	0	0	174	0	55	59	0	114	288	360
Total	0	0	0	0	0	73	0	177	0	250	250	243	312	0	0	555	0	236	144	0	380	935	1,185
16:00	0	0	0	0	0	48	0	85	0	133	133	74	102	0	0	176	0	51	37	1	89	265	398
16:15	0	0	0	0	0	41	1	67	1	110	110	43	91	0	0	134	1	49	37	0	87	221	331
16:30	1	0	1	0	2	15	0	49	1	65	67	76	84	1	0	161	1	48	21	0	70	231	298
16:45	0	0	0	0	0	17	0	47	0	64	64	52	68	0	0	120	1	64	31	0	96	216	280
Total	1	0	1	0	2	121	1	248	2	372	374	245	345	1	0	591	3	212	126	1	342	933	1,307
17:00	3	0	0	0	3	22	0	48	0	70	73	62	138	1	0	201	0	53	29	0	82	283	356
17:15	0	0	0	0	0	20	0	54	0	74	74	70	120	0	0	190	0	65	27	0	92	282	356
17:30	0	0	0	0	0	13	0	44	0	57	57	75	120	0	0	195	0	52	27	0	79	274	331
17:45	0	0	0	0	0	22	0	34	0	56	56	74	95	0	0	169	0	50	29	0	79	248	304
Total	3	0	0	0	3	77	0	180	0	257	260	281	473	1	0	755	0	220	112	0	332	1,087	1,347

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: Driveway / Remington Blvd STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/22/20 MILEPOST: N/A
 WEATHER: Partly Cloudy ROAD CONDITION: Good
 REMARKS:

FORM COMPLETED BY: LDP DATE: 10/09/20



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U		TOT	E/W
7 - 8	0	0	0	0	0	78	0	294	0	372	372	101	153	0	0	254	0	381	67	0	448	702
8 - 9	1	0	0	0	1	85	0	282	0	367	368	159	135	0	0	294	1	346	131	1	479	773
9 - 10	0	0	0	0	0	59	0	206	0	265	265	111	124	0	0	235	0	210	54	0	264	499
11 - 12	1	0	0	0	1	52	0	139	0	191	192	121	156	0	0	277	1	177	71	1	250	527
12 - 1	0	0	1	0	1	47	1	155	3	206	207	123	153	2	0	278	0	189	57	0	246	524
2 - 3	0	0	2	0	2	68	0	176	0	244	246	172	235	0	0	407	1	211	68	1	281	688
3 - 4	0	0	0	0	0	73	0	177	0	250	250	243	312	0	0	555	0	236	144	0	380	935
4 - 5	1	0	1	0	2	121	1	248	2	372	374	245	345	1	0	591	3	212	126	1	342	933
5 - 6	3	0	0	0	3	77	0	180	0	257	260	281	473	1	0	755	0	220	112	0	332	1,087
TOTAL	6	0	4	0	10	660	2	1,857	5	2,524	2,534	1,556	2,086	4	0	3,646	6	2,182	830	4	3,022	6,668

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: Driveway / Remington Blvd STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/22/20

REMARKS: _____

FORM COMPLETED BY: LDP

DATE: 10/09/20

Remington Blvd

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

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

Partin Settlement Rd

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

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

Driveway

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Northbound Approach														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	0	0	0	0	0	2	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	1	
45	0	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	1	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	1	0	2	1	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	1	1	1	0	0	0	3	0	0	1	0	0	0	
30	0	1	0	0	0	0	0	0	0	0	0	0	0	
45	0	1	0	0	2	0	0	0	0	0	0	0	0	
00	0	2	1	0	0	0	0	0	0	0	0	0	0	
Hr Total	1	5	2	0	2	3	0	0	1	0	0	0	0	
24 Hour Total :		18												
AM Peak Hour Begins :		09:15		AM Peak Volume :				2		AM Peak Hour Factor :				0.25
PM Peak Hour Begins :		13:00		PM Peak Volume :				5		PM Peak Hour Factor :				0.42
06/22/20 Southbound Departure														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	0	0	0	0	0	1	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	1	
45	0	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	1	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	1	0	1	1	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	1	1	0	0	0	0	1	0	0	0	0	0	0	
30	0	1	0	0	2	0	0	0	0	0	0	0	0	
45	1	0	0	0	2	0	0	0	0	0	0	0	0	
00	1	1	1	0	1	0	0	0	0	0	0	0	0	
Hr Total	3	3	1	0	5	1	0	0	0	0	0	0	0	
24 Hour Total :		16												
AM Peak Hour Begins :		11:15		AM Peak Volume :				2		AM Peak Hour Factor :				0.50
PM Peak Hour Begins :		16:15		PM Peak Volume :				6		PM Peak Hour Factor :				0.75

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Northbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	1	0	0	1	0	
45	0	0	0	0	0	0	0	0	0	0	1	0	
00	0	0	0	0	0	0	0	0	1	0	1	0	
Hr Total	0	0	0	0	0	0	0	1	1	0	3	0	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	1	0	1	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	1	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	1	0	1	0	1	0	0	0	0	0	
Hr Total	1	0	2	0	2	0	1	0	0	0	0	0	
24 Hour Total :			11										
AM Peak Hour Begins :			09:00		AM Peak Volume :			3			AM Peak Hour Factor :		0.75
PM Peak Hour Begins :			14:00		PM Peak Volume :			2			PM Peak Hour Factor :		0.50
09/23/20 Southbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	1	0	
30	0	0	0	0	0	0	1	0	0	0	1	0	
45	0	0	0	0	0	0	0	0	0	0	1	0	
00	0	0	0	0	0	0	0	1	0	0	0	1	
Hr Total	0	0	0	0	0	0	1	1	0	0	3	1	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	0	1	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	1	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	1	0	1	0	1	0	0	0	0	0	
Hr Total	0	0	2	0	2	0	1	0	0	0	0	0	
24 Hour Total :			11										
AM Peak Hour Begins :			08:45		AM Peak Volume :			3			AM Peak Hour Factor :		0.75
PM Peak Hour Begins :			14:00		PM Peak Volume :			2			PM Peak Hour Factor :		0.50

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37781
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Northbound Approach															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	2	0	0	0			
30	0	0	0	0	0	0	0	0	0	0	1	0			
45	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			
Hr Total	0	0	0	0	0	0	0	0	2	0	1	1			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	0	0	0	0	0	0	0	0	1	0	0	0			
30	0	0	1	1	0	0	0	0	0	0	0	0			
45	1	0	1	0	0	0	0	0	3	0	0	0			
00	0	0	0	0	0	0	1	0	1	0	0	0			
Hr Total	1	0	2	1	0	1	0	5	0	0	0	0			
24 Hour Total :			15												
AM Peak Hour Begins :			06:15			AM Peak Volume :			2			AM Peak Hour Factor :			0.25
PM Peak Hour Begins :			19:00			PM Peak Volume :			5			PM Peak Hour Factor :			0.42
09/24/20 Southbound Departure															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	0	0	0	0			
30	0	0	0	0	0	0	0	0	0	0	2	1			
45	0	0	0	0	0	0	0	1	0	0	0	0			
00	0	0	0	0	0	0	0	0	0	0	0	0			
Hr Total	0	0	0	0	0	0	0	1	0	0	2	1			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	0	0	0	0	0	0	0	1	0	0	0	0			
30	0	0	1	1	0	0	0	0	1	0	0	0			
45	0	0	1	0	0	0	0	0	3	0	0	0			
00	0	0	0	0	1	0	0	0	0	0	0	0			
Hr Total	0	0	2	1	1	0	1	4	0	0	0	0			
24 Hour Total :			14												
AM Peak Hour Begins :			08:30			AM Peak Volume :			2			AM Peak Hour Factor :			0.25
PM Peak Hour Begins :			18:45			PM Peak Volume :			4			PM Peak Hour Factor :			0.33

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20												Southbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
15	9	3	3	7	9	15	51	89	79	72	54	58	48	43	69	69	132	69	65	55	40	20	18	10
30	6	4	4	4	14	14	54	88	85	69	59	55	49	52	65	40	109	74	67	39	34	21	12	8
45	2	6	3	7	8	33	63	110	106	54	56	36	47	52	56	64	57	44	39	32	19	4	8	8
00	6	1	4	7	17	38	91	84	95	66	56	41	61	55	49	71	62	56	48	39	24	20	15	4
Hr Total	23	14	14	25	48	100	259	371	365	261	225	190	205	202	239	245	367	256	224	172	130	80	49	30
24 Hour Total :												4094												
AM Peak Hour Begins :												06:45												
AM Peak Hour Begins :												15:30												
AM Peak Volume :												378												
AM Peak Hour Factor :												0.86												
PM Peak Volume :												377												
PM Peak Hour Factor :												0.71												
06/22/20												Northbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	3	1	1	4	8	28	85	38	30	61	31	61	62	81	111	91	92	91	79	52	34	20
30	9	3	3	4	1	1	16	47	50	44	39	44	49	59	63	79	81	97	94	80	66	48	26	27
45	10	2	2	4	1	2	12	35	71	43	33	46	41	60	49	97	98	102	78	70	55	36	17	10
00	8	3	2	2	3	4	14	56	76	35	36	38	61	53	65	122	83	103	72	63	35	34	24	18
Hr Total	32	14	10	11	6	11	50	166	282	160	138	189	182	233	239	379	373	393	336	304	235	170	101	75
24 Hour Total :												4089												
AM Peak Hour Begins :												08:00												
AM Peak Hour Begins :												15:45												
AM Peak Volume :												282												
AM Peak Hour Factor :												0.83												
PM Peak Volume :												412												
PM Peak Hour Factor :												0.84												

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Southbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	3	2	1	10	13	48	83	79	67	59	69	
30	5	2	5	8	7	21	51	90	85	64	59	52	
45	5	2	4	6	14	26	75	102	105	77	58	50	
00	2	2	3	6	17	50	93	91	106	52	50	42	
Hr Total	15	9	14	21	48	110	267	366	375	260	226	213	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	40	60	66	105	81	58	59	53	37	25	17	10	
30	54	56	52	57	55	64	57	60	45	15	15	2	
45	59	53	76	63	69	60	62	41	33	15	15	10	
00	65	51	56	53	58	92	68	41	21	23	11	4	
Hr Total	218	220	250	278	263	274	246	195	136	78	58	26	
24 Hour Total :			4166										
AM Peak Hour Begins :			08:00		AM Peak Volume :			375		AM Peak Hour Factor :			0.88
PM Peak Hour Begins :			14:30		PM Peak Volume :			294		PM Peak Hour Factor :			0.70
09/23/20 Northbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	8	2	1	3	4	9	20	83	48	31	48	
30	12	5	6	2	1	2	13	39	45	36	36	40	
45	10	6	5	2	2	1	16	36	72	42	32	45	
00	6	2	4	1	4	9	14	55	75	36	41	59	
Hr Total	38	21	17	6	10	16	52	150	275	162	140	192	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	44	47	75	94	99	93	88	83	67	45	26	13	
30	41	62	77	75	87	98	103	71	62	31	35	15	
45	51	65	83	86	92	110	81	85	62	39	23	20	
00	55	66	100	75	95	122	72	71	59	27	23	12	
Hr Total	191	240	335	330	373	423	344	310	250	142	107	60	
24 Hour Total :			4184										
AM Peak Hour Begins :			08:00		AM Peak Volume :			275		AM Peak Hour Factor :			0.83
PM Peak Hour Begins :			17:00		PM Peak Volume :			423		PM Peak Hour Factor :			0.87

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 37783
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Southbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	5	2	4	9	17	53	83	92	71	60	53	
30	12	1	4	5	8	21	53	100	89	47	63	47	
45	2	4	2	7	15	29	72	96	100	62	52	54	
00	2	3	4	4	21	45	88	106	89	57	42	53	
Hr Total	23	13	12	20	53	112	266	385	370	237	217	207	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	67	46	62	47	120	66	77	58	32	37	26	5	
30	53	55	62	54	96	71	61	33	31	21	16	10	
45	45	45	67	70	66	69	51	50	30	18	16	8	
00	67	54	68	55	73	74	60	35	25	14	12	9	
Hr Total	232	200	259	226	355	280	249	176	118	90	70	32	
24 Hour Total :			4202										
AM Peak Hour Begins :			07:15		AM Peak Volume :			394		AM Peak Hour Factor :			0.93
PM Peak Hour Begins :			16:00		PM Peak Volume :			355		PM Peak Hour Factor :			0.74
09/24/20 Northbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	7	5	3	2	2	13	27	73	43	32	47	
30	12	3	2	3	1	5	9	41	48	42	48	44	
45	8	6	5	0	5	8	8	39	67	26	42	45	
00	9	2	2	2	1	9	16	68	67	45	44	52	
Hr Total	46	18	14	8	9	24	46	175	255	156	166	188	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	45	54	53	68	112	94	99	72	69	52	33	26	
30	57	53	51	87	82	119	101	80	55	36	27	19	
45	49	51	53	93	97	103	91	80	49	34	25	19	
00	44	52	76	118	104	101	85	75	48	30	23	13	
Hr Total	195	210	233	366	395	417	376	307	221	152	108	77	
24 Hour Total :			4162										
AM Peak Hour Begins :			07:45		AM Peak Volume :			256		AM Peak Hour Factor :			0.88
PM Peak Hour Begins :			17:15		PM Peak Volume :			422		PM Peak Hour Factor :			0.89

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20												Eastbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
15	16	7	5	3	1	7	12	43	78	53	50	76	54	77	95	117	174	201	159	127	89	56	50	23
30	12	6	5	5	1	3	19	58	55	62	60	72	75	89	96	125	133	190	164	101	87	50	36	28
45	18	6	4	4	1	7	16	56	83	58	45	65	62	91	104	132	160	195	124	98	71	49	24	17
00	12	4	2	2	6	11	28	95	71	55	57	62	86	79	112	171	120	170	95	77	46	53	30	25
Hr Total	58	23	16	14	9	28	75	252	287	228	212	275	277	336	407	545	587	756	542	403	293	208	140	93
24 Hour Total :			6064																					
AM Peak Hour Begins :			07:45			AM Peak Volume :			311			AM Peak Hour Factor :			0.82									
PM Peak Hour Begins :			17:00			PM Peak Volume :			756			PM Peak Hour Factor :			0.94									
06/22/20												Westbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
15	13	6	4	9	17	37	94	158	158	102	104	80	79	65	93	104	135	103	89	75	60	40	32	13
30	14	2	6	11	23	41	126	170	165	123	87	87	84	91	111	76	113	119	93	60	49	30	25	14
45	7	5	5	8	23	76	120	190	162	90	89	69	75	71	93	126	97	96	57	63	45	31	11	13
00	10	3	3	14	26	76	142	156	140	94	85	81	103	82	84	102	109	84	68	58	39	36	11	8
Hr Total	44	16	18	42	89	230	482	674	625	409	365	317	341	309	381	408	454	402	307	256	193	137	79	48
24 Hour Total :			6626																					
AM Peak Hour Begins :			07:00			AM Peak Volume :			674			AM Peak Hour Factor :			0.89									
PM Peak Hour Begins :			15:30			PM Peak Volume :			476			PM Peak Hour Factor :			0.88									

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Eastbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	6	5	1	4	5	11	37	96	59	46	72	
30	22	10	7	5	1	2	18	52	53	65	56	64	
45	14	8	7	3	3	3	20	61	81	60	51	77	
00	14	4	5	3	5	22	20	93	80	48	62	102	
Hr Total	61	28	24	12	13	32	69	243	310	232	215	315	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	82	70	111	119	176	194	151	109	105	56	36	23	
30	73	97	109	120	189	174	161	88	79	47	48	23	
45	95	96	118	143	163	164	137	104	88	51	29	30	
00	75	108	124	135	177	164	104	100	70	31	30	23	
Hr Total	325	371	462	517	705	696	553	401	342	185	143	99	
24 Hour Total :			6353										
AM Peak Hour Begins :			11:45		AM Peak Volume :			352		AM Peak Hour Factor :			0.86
PM Peak Hour Begins :			16:15		PM Peak Volume :			723		PM Peak Hour Factor :			0.93
09/23/20 Westbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	6	3	4	19	36	90	151	168	107	94	96	
30	7	2	9	13	19	48	119	193	168	96	86	80	
45	7	2	5	13	22	55	128	170	161	128	103	89	
00	8	3	4	13	27	98	149	142	114	98	70	72	
Hr Total	29	13	21	43	87	237	486	656	611	429	353	337	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	77	101	103	118	118	103	93	60	57	32	22	17	
30	107	90	87	99	104	98	74	86	57	26	23	5	
45	109	89	137	93	87	88	90	66	49	31	22	14	
00	93	97	103	101	100	106	90	69	41	30	11	8	
Hr Total	386	377	430	411	409	395	347	281	204	119	78	44	
24 Hour Total :			6783										
AM Peak Hour Begins :			07:15		AM Peak Volume :			673		AM Peak Hour Factor :			0.87
PM Peak Hour Begins :			14:30		PM Peak Volume :			457		PM Peak Hour Factor :			0.83

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Eastbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	11	6	3	6	5	20	33	88	50	52	61	
30	18	6	3	5	3	5	13	63	60	66	71	67	
45	11	5	5	2	4	17	18	60	62	48	57	52	
00	17	5	4	4	1	18	23	102	65	55	68	75	
Hr Total	66	27	18	14	14	45	74	258	275	219	248	255	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	70	77	88	125	186	185	149	91	75	67	41	30	
30	64	73	106	133	132	185	139	108	84	61	38	33	
45	74	74	125	136	157	173	119	104	71	52	33	30	
00	75	81	108	170	173	163	114	104	74	35	37	19	
Hr Total	283	305	427	564	648	706	521	407	304	215	149	112	
24 Hour Total :			6154										
AM Peak Hour Begins :			07:15		AM Peak Volume :			313		AM Peak Hour Factor :			0.77
PM Peak Hour Begins :			16:45		PM Peak Volume :			716		PM Peak Hour Factor :			0.96
09/24/20 Westbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	8	6	5	17	39	88	166	189	103	81	68	
30	12	2	5	9	19	50	119	186	163	88	100	86	
45	7	6	6	8	23	74	123	165	151	91	80	92	
00	6	5	5	10	28	80	149	161	117	76	73	69	
Hr Total	35	21	22	32	87	243	479	678	620	358	334	315	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	114	77	98	70	132	86	80	73	54	48	36	9	
30	91	92	88	98	101	104	82	66	42	32	23	17	
45	69	83	113	121	87	98	85	72	54	40	17	16	
00	103	84	86	106	98	103	87	63	42	23	18	11	
Hr Total	377	336	385	395	418	391	334	274	192	143	94	53	
24 Hour Total :			6616										
AM Peak Hour Begins :			07:15		AM Peak Volume :			701		AM Peak Hour Factor :			0.93
PM Peak Hour Begins :			15:30		PM Peak Volume :			460		PM Peak Hour Factor :			0.87

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Westbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	5	3	3	8	23	48	93	149	65	69	60	
30	12	1	3	8	12	29	83	118	121	82	55	64	
45	6	4	2	2	16	47	76	116	108	55	60	57	
00	7	4	0	7	11	42	80	121	97	59	56	69	
Hr Total	30	14	8	20	47	141	287	448	475	261	240	250	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	55	56	56	75	89	82	68	60	58	40	31	13	
30	56	62	81	81	85	92	65	57	40	35	20	17	
45	55	52	64	110	70	79	47	62	37	24	10	10	
00	78	63	78	113	96	79	60	53	31	27	10	10	
Hr Total	244	233	279	379	340	332	240	232	166	126	71	50	
24 Hour Total :			4913										
AM Peak Hour Begins :			07:30		AM Peak Volume :			507		AM Peak Hour Factor :			0.85
PM Peak Hour Begins :			15:30		PM Peak Volume :			397		PM Peak Hour Factor :			0.88
06/22/20 Eastbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	3	4	3	0	4	9	39	63	50	40	53	
30	7	6	3	2	3	4	14	47	46	46	48	60	
45	9	9	2	1	1	9	23	57	64	34	39	43	
00	7	3	1	0	5	11	43	88	47	51	48	53	
Hr Total	35	21	10	6	9	28	89	231	220	181	175	209	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	47	50	66	76	149	160	111	76	49	24	33	13	
30	47	53	68	91	131	140	109	57	46	28	17	12	
45	47	65	82	84	99	133	80	66	40	25	10	12	
00	60	63	90	131	85	118	63	48	27	30	20	13	
Hr Total	201	231	306	382	464	551	363	247	162	107	80	50	
24 Hour Total :			4358										
AM Peak Hour Begins :			07:45		AM Peak Volume :			261		AM Peak Hour Factor :			0.74
PM Peak Hour Begins :			17:00		PM Peak Volume :			551		PM Peak Hour Factor :			0.86

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20		Westbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	7	6	1	3	9	24	57	87	149	73	60	53		
30	5	1	7	7	12	29	81	130	119	50	54	57		
45	3	1	1	7	9	31	76	97	105	83	72	66		
00	7	1	1	7	14	51	80	106	66	73	43	57		
Hr Total	22	9	10	24	44	135	294	420	439	279	229	233		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	59	69	79	75	92	90	81	51	44	28	19	10		
30	79	63	74	78	80	63	63	55	45	24	16	5		
45	69	75	119	70	60	78	73	61	43	31	20	10		
00	74	85	107	93	85	83	65	60	36	23	10	0		
Hr Total	281	292	379	316	317	314	282	227	168	106	65	25		
24 Hour Total :			4910											
AM Peak Hour Begins :			07:15		AM Peak Volume :			482		AM Peak Hour Factor :			0.81	
PM Peak Hour Begins :			14:00		PM Peak Volume :			379		PM Peak Hour Factor :			0.80	
09/23/20		Eastbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	4	1	3	0	1	2	17	36	73	43	40	50		
30	13	6	4	5	0	2	18	40	44	47	47	53		
45	5	3	2	1	2	4	27	54	58	50	46	59		
00	9	2	1	2	5	16	30	93	63	40	44	69		
Hr Total	31	12	10	8	8	24	92	223	238	180	177	231		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	61	51	78	87	132	146	110	70	62	32	24	13		
30	58	64	71	81	133	105	104	46	50	29	21	10		
45	63	70	93	97	113	104	101	55	53	27	19	16		
00	66	81	84	105	125	111	75	61	27	20	17	0		
Hr Total	248	266	326	370	503	466	390	232	192	108	81	39		
24 Hour Total :			4455											
AM Peak Hour Begins :			07:45		AM Peak Volume :			268		AM Peak Hour Factor :			0.72	
PM Peak Hour Begins :			16:15		PM Peak Volume :			517		PM Peak Hour Factor :			0.89	

Site ID: East of Intersection WB Approach & EB Departure
 Station Num: 37782
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20		Westbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	7	4	5	1	10	24	48	110	164	63	48	47		
30	3	1	2	6	11	30	73	111	112	67	55	62		
45	6	4	5	2	13	46	72	115	99	58	56	69		
00	4	2	2	8	8	41	87	113	76	48	48	43		
Hr Total	20	11	14	17	42	141	280	449	451	236	207	221		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	81	63	72	63	84	73	63	60	60	43	23	14		
30	77	71	57	95	69	86	68	67	35	23	15	12		
45	46	70	77	104	73	81	70	59	43	32	13	12		
00	60	60	67	113	74	81	65	54	34	19	10	4		
Hr Total	264	264	273	375	300	321	266	240	172	117	61	42		
24 Hour Total :			4784											
AM Peak Hour Begins :			07:30		AM Peak Volume :			504		AM Peak Hour Factor :			0.77	
PM Peak Hour Begins :			15:15		PM Peak Volume :			396		PM Peak Hour Factor :			0.88	
09/24/20		Eastbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	7	5	2	0	6	5	20	35	82	38	47	46		
30	9	3	2	4	2	1	11	47	50	49	40	46		
45	4	1	1	3	4	10	30	67	43	51	44	38		
00	8	3	3	4	1	15	33	92	46	39	41	50		
Hr Total	28	12	8	11	13	31	94	241	221	177	172	180		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	59	55	71	97	146	144	109	65	44	47	21	14		
30	46	54	86	97	114	119	85	61	53	37	19	19		
45	48	55	103	96	112	122	64	61	41	28	20	15		
00	55	59	81	114	117	115	67	56	43	15	18	8		
Hr Total	208	223	341	404	489	500	325	243	181	127	78	56		
24 Hour Total :			4363											
AM Peak Hour Begins :			07:30		AM Peak Volume :			291		AM Peak Hour Factor :			0.79	
PM Peak Hour Begins :			16:45		PM Peak Volume :			502		PM Peak Hour Factor :			0.86	

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Tampa, FL 33605
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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 1

Groups Printed- Cars - Trucks & Buses

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	45	0	21	0	0	0	0	0	0	78	78	0	22	25	0	0	269
07:15 AM	69	0	17	0	0	0	0	0	0	69	97	0	20	27	0	0	299
07:30 AM	76	0	27	0	0	0	0	0	0	70	100	0	31	24	0	0	328
07:45 AM	102	0	34	0	0	0	0	0	0	70	86	0	10	36	0	0	338
Total	292	0	99	0	0	0	0	0	0	287	361	0	83	112	0	0	1234
08:00 AM	86	0	19	0	0	0	0	0	0	69	61	0	24	37	0	0	296
08:15 AM	71	0	17	0	0	0	0	0	0	58	66	0	14	45	0	0	271
08:30 AM	74	0	20	0	0	0	0	0	0	64	55	0	16	32	0	0	261
08:45 AM	64	0	14	0	0	0	0	0	0	34	52	0	14	32	0	0	210
Total	295	0	70	0	0	0	0	0	0	225	234	0	68	146	0	0	1038
09:00 AM	58	0	12	0	0	0	0	0	0	41	63	0	9	15	0	0	198
09:15 AM	54	0	10	0	0	0	0	0	0	46	58	0	11	29	0	0	208
09:30 AM	49	0	11	0	0	0	0	0	0	50	40	0	19	23	0	0	192
09:45 AM	50	0	20	0	0	0	0	0	0	51	55	0	14	19	0	0	209
Total	211	0	53	0	0	0	0	0	0	188	216	0	53	86	0	0	807
11:00 AM	72	0	8	0	0	0	0	0	0	31	50	0	19	37	0	0	217
11:15 AM	47	0	17	0	0	0	0	0	0	34	48	0	11	42	0	0	199
11:30 AM	48	0	14	0	0	0	0	0	0	22	60	0	14	44	0	0	202
11:45 AM	39	0	21	0	0	0	0	0	0	34	58	0	13	29	0	0	194
Total	206	0	60	0	0	0	0	0	0	121	216	0	57	152	0	0	812
12:00 PM	49	0	13	0	0	0	0	0	0	32	42	0	9	35	0	0	180
12:15 PM	62	0	10	0	0	0	0	0	0	53	40	0	21	33	0	0	219
12:30 PM	72	0	14	0	0	0	0	0	0	40	56	0	8	31	0	0	221
12:45 PM	62	0	16	0	0	0	0	0	0	39	70	0	13	52	0	0	252
Total	245	0	53	0	0	0	0	0	0	164	208	0	51	151	0	0	872
02:00 PM	75	0	17	0	0	0	0	0	0	32	68	0	15	57	0	0	264
02:15 PM	76	0	24	0	0	0	0	0	0	36	60	0	14	50	0	0	260
02:30 PM	81	0	23	0	0	0	0	0	0	45	59	0	26	37	0	0	271
02:45 PM	115	0	25	0	0	0	0	0	0	47	67	0	19	55	0	0	328
Total	347	0	89	0	0	0	0	0	0	160	254	0	74	199	0	0	1123
03:00 PM	90	0	42	0	0	0	0	0	0	39	71	0	18	58	0	0	318
03:15 PM	85	0	33	0	0	0	0	0	0	39	56	0	26	52	0	0	291
03:30 PM	124	0	22	0	0	0	0	0	0	53	81	0	19	83	0	0	382
03:45 PM	136	0	26	0	0	0	0	0	0	42	60	0	26	90	0	0	380
Total	435	0	123	0	0	0	0	0	0	173	268	0	89	283	0	0	1371
04:00 PM	117	0	29	0	0	0	0	0	0	36	66	0	30	99	0	0	377
04:15 PM	129	0	19	0	0	0	0	0	0	33	79	0	34	97	0	0	391
04:30 PM	112	0	18	0	0	0	0	0	0	44	80	0	30	84	0	0	368

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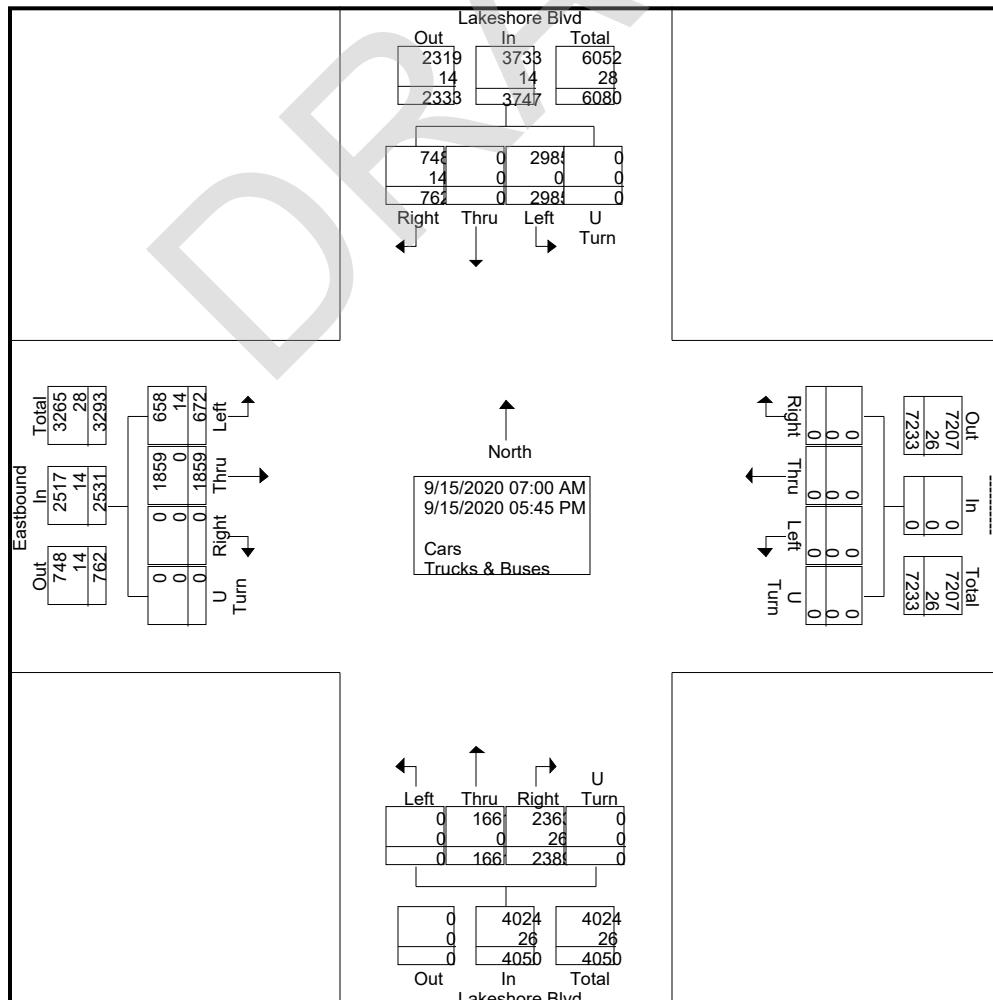
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 2

Groups Printed- Cars - Trucks & Buses

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
04:45 PM	123	0	33	0	0	0	0	0	0	44	81	0	21	74	0	0	376
Total	481	0	99	0	0	0	0	0	0	157	306	0	115	354	0	0	1512
05:00 PM	111	0	31	0	0	0	0	0	0	49	88	0	29	121	0	0	429
05:15 PM	137	0	31	0	0	0	0	0	0	32	96	0	19	95	0	0	410
05:30 PM	129	0	17	0	0	0	0	0	0	52	67	0	21	75	0	0	361
05:45 PM	96	0	37	0	0	0	0	0	0	53	75	0	13	85	0	0	359
Total	473	0	116	0	0	0	0	0	0	186	326	0	82	376	0	0	1559
Grand Total	2985	0	762	0	0	0	0	0	0	1661	2389	0	672	1859	0	0	10328
Apprch %	79.7	0	20.3	0	0	0	0	0	0	41	59	0	26.6	73.4	0	0	
Total %	28.9	0	7.4	0	0	0	0	0	0	16.1	23.1	0	6.5	18	0	0	
Cars	2985	0	748	0	0	0	0	0	0	1661	2363	0	658	1859	0	0	10274
% Cars	100	0	98.2	0	0	0	0	0	0	100	98.9	0	97.9	100	0	0	99.5
Trucks & Buses	0	0	14	0	0	0	0	0	0	0	26	0	14	0	0	0	54
% Trucks & Buses	0	0	1.8	0	0	0	0	0	0	0	1.1	0	2.1	0	0	0	0.5



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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 3

Start Time	Lakeshore Blvd Southbound					----- Westbound					Lakeshore Blvd Northbound					Eastbound Eastbound					Int. Total	
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total		
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	69	0	17	0	86	0	0	0	0	0	0	69	97	0	166	20	27	0	0	47	299	
07:30 AM	76	0	27	0	103	0	0	0	0	0	0	70	100	0	170	31	24	0	0	55	328	
07:45 AM	102	0	34	0	136	0	0	0	0	0	0	0	70	86	0	156	10	36	0	0	46	338
08:00 AM	86	0	19	0	105	0	0	0	0	0	0	0	69	61	0	130	24	37	0	0	61	296
Total Volume	333	0	97	0	430	0	0	0	0	0	0	278	344	0	622	85	124	0	0	209	1261	
% App. Total	77.4	0	22.6	0		0	0	0	0	0	0	44.7	55.3	0		40.7	59.3	0	0			
PHF	.816	.000	.713	.000	.790	.000	.000	.000	.000	.000	.000	.993	.860	.000	.915	.685	.838	.000	.000	.857	.933	

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	76	0	27	0	103	0	0	0	0	0	0	78	78	0	156	31	24	0	0	55	
+15 mins.	102	0	34	0	136	0	0	0	0	0	0	0	69	97	0	166	10	36	0	0	46
+30 mins.	86	0	19	0	105	0	0	0	0	0	0	0	70	100	0	170	24	37	0	0	61
+45 mins.	71	0	17	0	88	0	0	0	0	0	0	0	70	86	0	156	14	45	0	0	59
Total Volume	335	0	97	0	432	0	0	0	0	0	0	287	361	0	648	79	142	0	0	221	
% App. Total	77.5	0	22.5	0		0	0	0	0	0	0	44.3	55.7	0		35.7	64.3	0	0		
PHF	.821	.000	.713	.000	.794	.000	.000	.000	.000	.000	.000	.920	.903	.000	.953	.637	.789	.000	.000	.906	

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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 4

Groups Printed- Cars

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	45	0	20	0	0	0	0	0	0	78	78	0	22	25	0	0	268
07:15 AM	69	0	17	0	0	0	0	0	0	69	96	0	19	27	0	0	297
07:30 AM	76	0	27	0	0	0	0	0	0	70	100	0	29	24	0	0	326
07:45 AM	102	0	34	0	0	0	0	0	0	70	86	0	10	36	0	0	338
Total	292	0	98	0	0	0	0	0	0	287	360	0	80	112	0	0	1229
08:00 AM	86	0	19	0	0	0	0	0	0	69	59	0	21	37	0	0	291
08:15 AM	71	0	17	0	0	0	0	0	0	58	63	0	14	45	0	0	268
08:30 AM	74	0	19	0	0	0	0	0	0	64	55	0	15	32	0	0	259
08:45 AM	64	0	14	0	0	0	0	0	0	34	51	0	14	32	0	0	209
Total	295	0	69	0	0	0	0	0	0	225	228	0	64	146	0	0	1027
09:00 AM	58	0	12	0	0	0	0	0	0	41	62	0	9	15	0	0	197
09:15 AM	54	0	10	0	0	0	0	0	0	46	57	0	10	29	0	0	206
09:30 AM	49	0	10	0	0	0	0	0	0	50	40	0	19	23	0	0	191
09:45 AM	50	0	20	0	0	0	0	0	0	51	55	0	14	19	0	0	209
Total	211	0	52	0	0	0	0	0	0	188	214	0	52	86	0	0	803
11:00 AM	72	0	8	0	0	0	0	0	0	31	50	0	19	37	0	0	217
11:15 AM	47	0	17	0	0	0	0	0	0	34	48	0	11	42	0	0	199
11:30 AM	48	0	14	0	0	0	0	0	0	22	59	0	14	44	0	0	201
11:45 AM	39	0	21	0	0	0	0	0	0	34	57	0	12	29	0	0	192
Total	206	0	60	0	0	0	0	0	0	121	214	0	56	152	0	0	809
12:00 PM	49	0	13	0	0	0	0	0	0	32	42	0	9	35	0	0	180
12:15 PM	62	0	9	0	0	0	0	0	0	53	38	0	21	33	0	0	216
12:30 PM	72	0	14	0	0	0	0	0	0	40	56	0	8	31	0	0	221
12:45 PM	62	0	15	0	0	0	0	0	0	39	70	0	13	52	0	0	251
Total	245	0	51	0	0	0	0	0	0	164	206	0	51	151	0	0	868
02:00 PM	75	0	17	0	0	0	0	0	0	32	67	0	15	57	0	0	263
02:15 PM	76	0	24	0	0	0	0	0	0	36	60	0	14	50	0	0	260
02:30 PM	81	0	20	0	0	0	0	0	0	45	59	0	26	37	0	0	268
02:45 PM	115	0	25	0	0	0	0	0	0	47	67	0	19	55	0	0	328
Total	347	0	86	0	0	0	0	0	0	160	253	0	74	199	0	0	1119
03:00 PM	90	0	41	0	0	0	0	0	0	39	70	0	18	58	0	0	316
03:15 PM	85	0	33	0	0	0	0	0	0	39	54	0	26	52	0	0	289
03:30 PM	124	0	22	0	0	0	0	0	0	53	81	0	19	83	0	0	382
03:45 PM	136	0	25	0	0	0	0	0	0	42	60	0	25	90	0	0	378
Total	435	0	121	0	0	0	0	0	0	173	265	0	88	283	0	0	1365
04:00 PM	117	0	29	0	0	0	0	0	0	36	66	0	28	99	0	0	375
04:15 PM	129	0	19	0	0	0	0	0	0	33	77	0	34	97	0	0	389
04:30 PM	112	0	17	0	0	0	0	0	0	44	79	0	29	84	0	0	365
04:45 PM	123	0	32	0	0	0	0	0	0	44	80	0	20	74	0	0	373
Total	481	0	97	0	0	0	0	0	0	157	302	0	111	354	0	0	1502

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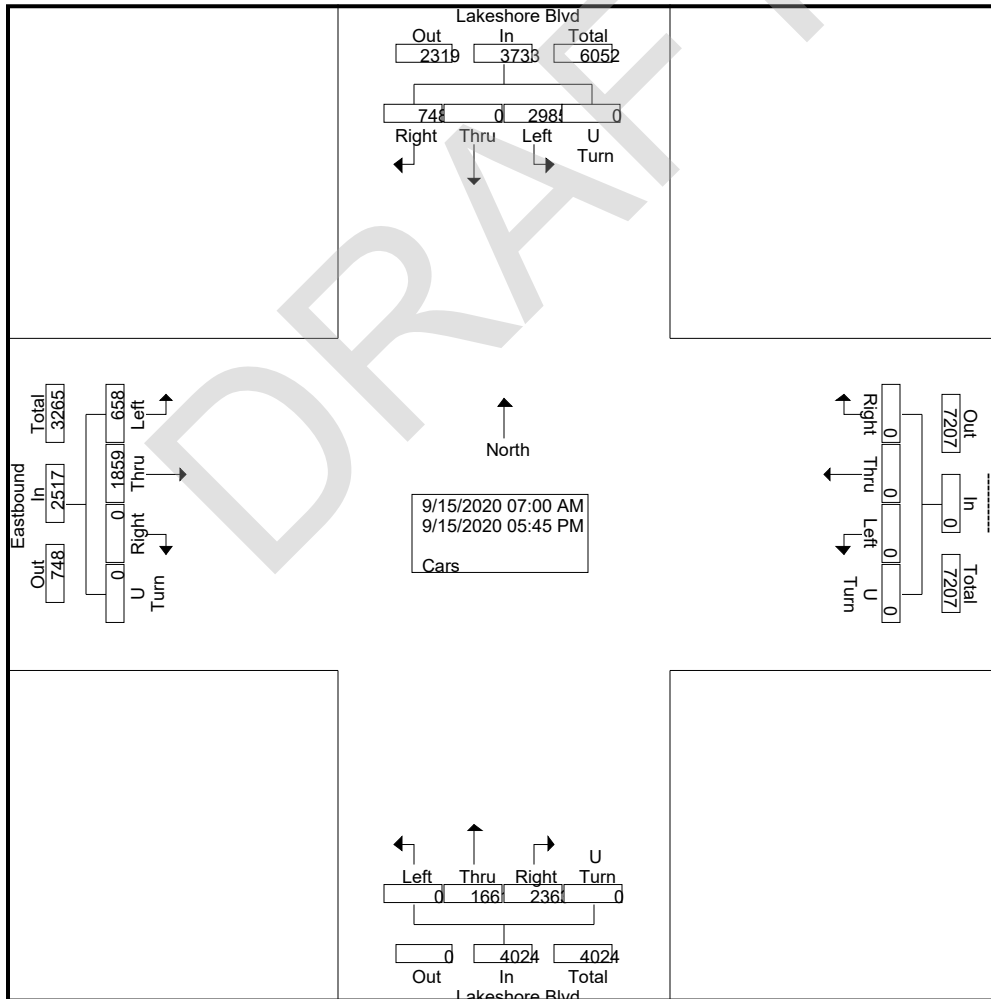
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 5

Groups Printed- Cars

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:00 PM	111	0	29	0	0	0	0	0	0	49	86	0	29	121	0	0	425
05:15 PM	137	0	31	0	0	0	0	0	0	32	93	0	19	95	0	0	407
05:30 PM	129	0	17	0	0	0	0	0	0	52	67	0	21	75	0	0	361
05:45 PM	96	0	37	0	0	0	0	0	0	53	75	0	13	85	0	0	359
Total	473	0	114	0	0	0	0	0	0	186	321	0	82	376	0	0	1552
Grand Total	2985	0	748	0	0	0	0	0	0	1661	2363	0	658	1859	0	0	10274
Apprch %	80	0	20	0	0	0	0	0	0	41.3	58.7	0	26.1	73.9	0	0	
Total %	29.1	0	7.3	0	0	0	0	0	0	16.2	23	0	6.4	18.1	0	0	



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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 6

Start Time	Lakeshore Blvd Southbound					----- Westbound					Lakeshore Blvd Northbound					Eastbound Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	69	0	17	0	86	0	0	0	0	0	0	69	96	0	165	19	27	0	0	46	297
07:30 AM	76	0	27	0	103	0	0	0	0	0	0	70	100	0	170	29	24	0	0	53	326
07:45 AM	102	0	34	0	136	0	0	0	0	0	0	70	86	0	156	10	36	0	0	46	338
08:00 AM	86	0	19	0	105	0	0	0	0	0	0	69	59	0	128	21	37	0	0	58	291
Total Volume	333	0	97	0	430	0	0	0	0	0	0	278	341	0	619	79	124	0	0	203	1252
% App. Total	77.4	0	22.6	0		0	0	0	0	0	0	44.9	55.1	0		38.9	61.1	0	0		
PHF	.816	.000	.713	.000	.790	.000	.000	.000	.000	.000	.000	.993	.853	.000	.910	.681	.838	.000	.000	.875	.926

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	76	0	27	0	103	0	0	0	0	0	0	78	78	0	156	29	24	0	0	53	
+15 mins.	102	0	34	0	136	0	0	0	0	0	0	69	96	0	165	10	36	0	0	46	
+30 mins.	86	0	19	0	105	0	0	0	0	0	0	70	100	0	170	21	37	0	0	58	
+45 mins.	71	0	17	0	88	0	0	0	0	0	0	70	86	0	156	14	45	0	0	59	
Total Volume	335	0	97	0	432	0	0	0	0	0	0	287	360	0	647	74	142	0	0	216	
% App. Total	77.5	0	22.5	0		0	0	0	0	0	0	44.4	55.6	0		34.3	65.7	0	0		
PHF	.821	.000	.713	.000	.794	.000	.000	.000	.000	.000	.000	.920	.900	.000	.951	.638	.789	.000	.000	.915	

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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 7

Groups Printed- Trucks & Buses

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	6	0	4	0	0	0	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
09:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
12:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
03:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3
04:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	3
Total	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	10
05:00 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4

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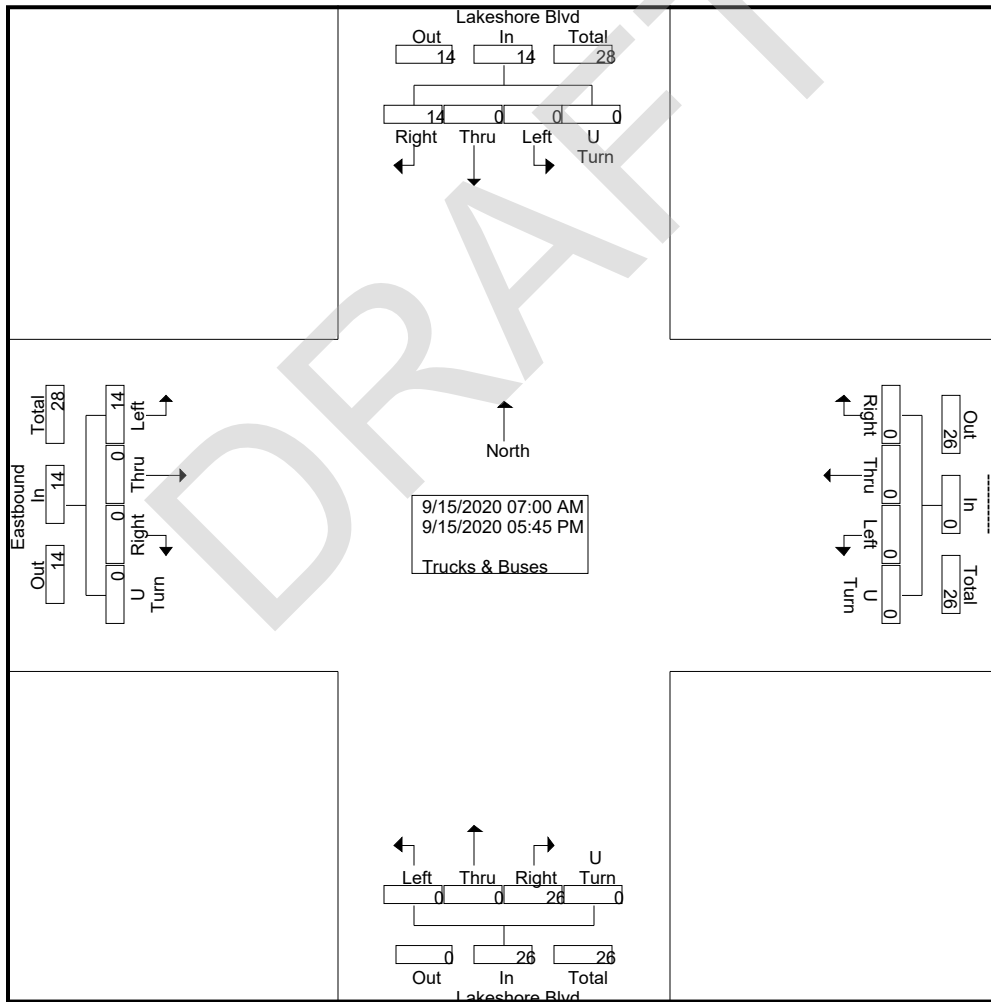
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Tampa, FL 33605
(813) 314-0314 www.JMT.com

Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 8

Groups Printed- Trucks & Buses

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Total	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	7
Grand Total	0	0	14	0	0	0	0	0	0	0	26	0	14	0	0	0	54
Apprch %	0	0	100	0	0	0	0	0	0	0	100	0	100	0	0	0	
Total %	0	0	25.9	0	0	0	0	0	0	0	48.1	0	25.9	0	0	0	



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Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 9

Start Time	Lakeshore Blvd Southbound					----- Westbound					Lakeshore Blvd Northbound					Eastbound Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	4	0	0	0	4	11
% App. Total	0	0	100	0		0	0	0	0		0	0	100	0		100	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.333	.000	.000	.000	.333	.550

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					07:15 AM				
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	6	0	0	0	6
% App. Total	0	0	100	0		0	0	0	0		0	0	100	0		100	0	0	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.000	.500

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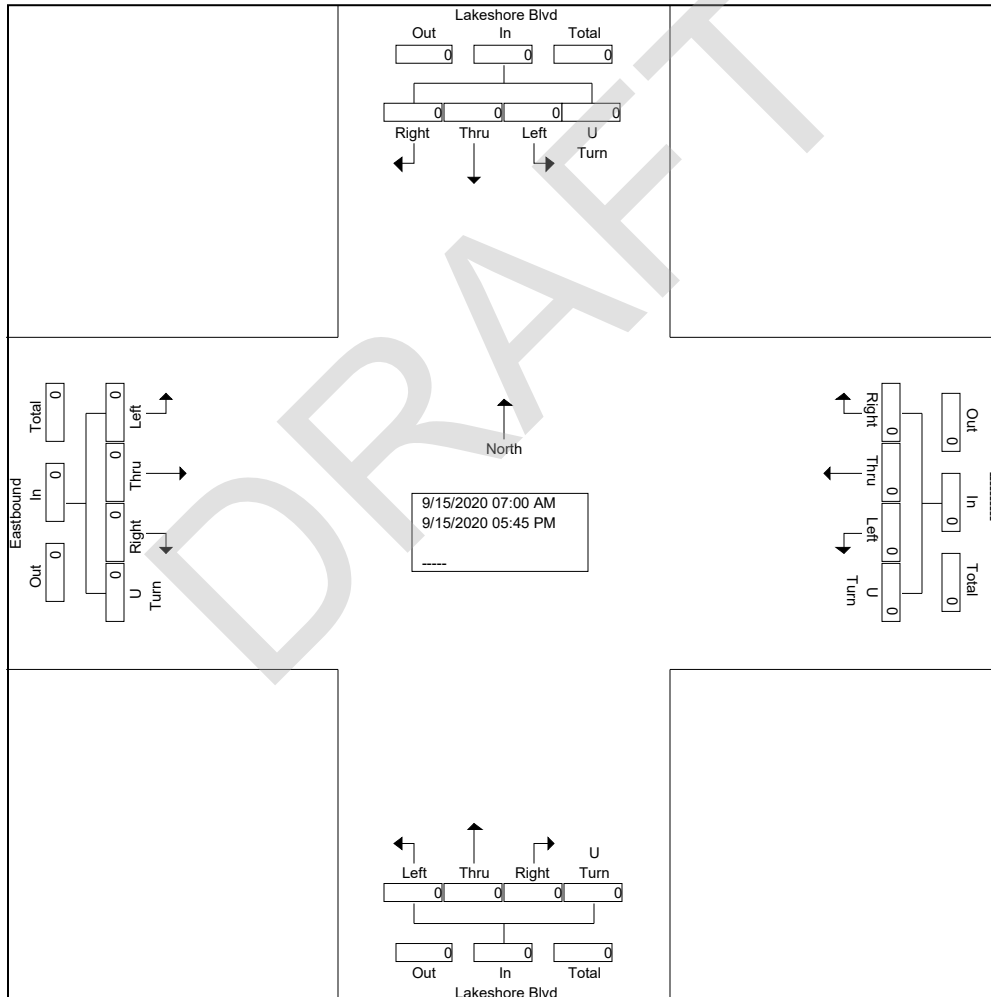
2000 East 11th Ave, Suite 300
Tampa, FL 33605
(813) 314 - 0314 www.JMT.com

Section/M.P.:
Data Collector: Steve
Weather: Partly Cloudy to Cloudy
Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 10

Groups Printed- ----

Start Time	Lakeshore Blvd Southbound				----- Westbound				Lakeshore Blvd Northbound				Eastbound Eastbound				Int. Total
	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																	



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Section/M.P.:
Data Collector: Steve
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Day of the Week: Tuesday

File Name : Lakeshore Blvd @ Partin Settlement Rd 09-15-20
Site Code : 00000000
Start Date : 9/15/2020
Page No : 11

Start Time	Lakeshore Blvd Southbound					----- Westbound					Lakeshore Blvd Northbound					Eastbound Eastbound					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 10:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

TURNING MOVEMENT COUNT: 09/15/20
 NORTH/SOUTH ST: Lakeshore Blvd
 Lakeshore Blvd @ Partin Settlement Rd
 ALL VEHICLES

TIME: 7:00-10:00, 11:00-1:00, 2:00-6:00
 EAST/WEST STREET: Partin Settlement Rd
 COUNTED BY: SCM / LDP

START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	0	78	78	0	156	45	0	21	0	66	222	22	25	0	0	47	0	0	0	0	0	47	269
7:15	0	69	97	0	166	69	0	17	0	86	252	20	27	0	0	47	0	0	0	0	0	47	299
7:30	0	70	100	0	170	76	0	27	0	103	273	31	24	0	0	55	0	0	0	0	0	55	328
7:45	0	70	86	0	156	102	0	34	0	136	292	10	36	0	0	46	0	0	0	0	0	46	338
Total	0	287	361	0	648	292	0	99	0	391	1,039	83	112	0	0	195	0	0	0	0	0	195	1,234
8:00	0	69	61	0	130	86	0	19	0	105	235	24	37	0	0	61	0	0	0	0	0	61	296
8:15	0	58	66	0	124	71	0	17	0	88	212	14	45	0	0	59	0	0	0	0	0	59	271
8:30	0	64	55	0	119	74	0	20	0	94	213	16	32	0	0	48	0	0	0	0	0	48	261
8:45	0	34	52	0	86	64	0	14	0	78	164	14	32	0	0	46	0	0	0	0	0	46	210
Total	0	225	234	0	459	295	0	70	0	365	824	68	146	0	0	214	0	0	0	0	0	214	1,038
9:00	0	41	63	0	104	58	0	12	0	70	174	9	15	0	0	24	0	0	0	0	0	24	198
9:15	0	46	58	0	104	54	0	10	0	64	168	11	29	0	0	40	0	0	0	0	0	40	208
9:30	0	50	40	0	90	49	0	11	0	60	150	19	23	0	0	42	0	0	0	0	0	42	192
9:45	0	51	55	0	106	50	0	20	0	70	176	14	19	0	0	33	0	0	0	0	0	33	209
Total	0	188	216	0	404	211	0	53	0	264	668	53	86	0	0	139	0	0	0	0	0	139	807
11:00	0	31	50	0	81	72	0	8	0	80	161	19	37	0	0	56	0	0	0	0	0	56	217
11:15	0	34	48	0	82	47	0	17	0	64	146	11	42	0	0	53	0	0	0	0	0	53	199
11:30	0	22	60	0	82	48	0	14	0	62	144	14	44	0	0	58	0	0	0	0	0	58	202
11:45	0	34	58	0	92	39	0	21	0	60	152	13	29	0	0	42	0	0	0	0	0	42	194
Total	0	121	216	0	337	206	0	60	0	266	603	57	152	0	0	209	0	0	0	0	0	209	812
12:00	0	32	42	0	74	49	0	13	0	62	136	9	35	0	0	44	0	0	0	0	0	44	180
12:15	0	53	40	0	93	62	0	10	0	72	165	21	33	0	0	54	0	0	0	0	0	54	219
12:30	0	40	56	0	96	72	0	14	0	86	182	8	31	0	0	39	0	0	0	0	0	39	221
12:45	0	39	70	0	109	62	0	16	0	78	187	13	52	0	0	65	0	0	0	0	0	65	252
Total	0	164	208	0	372	245	0	53	0	298	670	51	151	0	0	202	0	0	0	0	0	202	872
14:00	0	32	68	0	100	75	0	17	0	92	192	15	57	0	0	72	0	0	0	0	0	72	264
14:15	0	36	60	0	96	76	0	24	0	100	196	14	50	0	0	64	0	0	0	0	0	64	260
14:30	0	45	59	0	104	81	0	23	0	104	208	26	37	0	0	63	0	0	0	0	0	63	271
14:45	0	47	67	0	114	115	0	25	0	140	254	19	55	0	0	74	0	0	0	0	0	74	328
Total	0	160	254	0	414	347	0	89	0	436	850	74	199	0	0	273	0	0	0	0	0	273	1,123
15:00	0	39	71	0	110	90	0	42	0	132	242	18	58	0	0	76	0	0	0	0	0	76	318
15:15	0	39	56	0	95	85	0	33	0	118	213	26	52	0	0	78	0	0	0	0	0	78	291
15:30	0	53	81	0	134	124	0	22	0	146	280	19	83	0	0	102	0	0	0	0	0	102	382
15:45	0	42	60	0	102	136	0	26	0	162	264	26	90	0	0	116	0	0	0	0	0	116	380
Total	0	173	268	0	441	435	0	123	0	558	999	89	283	0	0	372	0	0	0	0	0	372	1,371
16:00	0	36	66	0	102	117	0	29	0	146	248	30	99	0	0	129	0	0	0	0	0	129	377
16:15	0	33	79	0	112	129	0	19	0	148	260	34	97	0	0	131	0	0	0	0	0	131	391
16:30	0	44	80	0	124	112	0	18	0	130	254	30	84	0	0	114	0	0	0	0	0	114	368
16:45	0	44	81	0	125	123	0	33	0	156	281	21	74	0	0	95	0	0	0	0	0	95	376
Total	0	157	306	0	463	481	0	99	0	580	1,043	115	354	0	0	469	0	0	0	0	0	469	1,512
17:00	0	49	88	0	137	111	0	31	0	142	279	29	121	0	0	150	0	0	0	0	0	150	429
17:15	0	32	96	0	128	137	0	31	0	168	296	19	95	0	0	114	0	0	0	0	0	114	410
17:30	0	52	67	0	119	129	0	17	0	146	265	21	75	0	0	96	0	0	0	0	0	96	361
17:45	0	53	75	0	128	96	0	37	0	133	261	13	85	0	0	98	0	0	0	0	0	98	359
Total	0	186	326	0	512	473	0	116	0	589	1,101	82	376	0	0	458	0	0	0	0	0	458	1,559

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY


SECTION: N/A CITY: Kissimmee COUNTY: Osceola
 INTER. ROUTE: Lakeshore Blvd STATE ROUTE: Partin Settlement Rd
 OBSERVER: SCM / LDP DATE: 09/15/20

REMARKS: _____

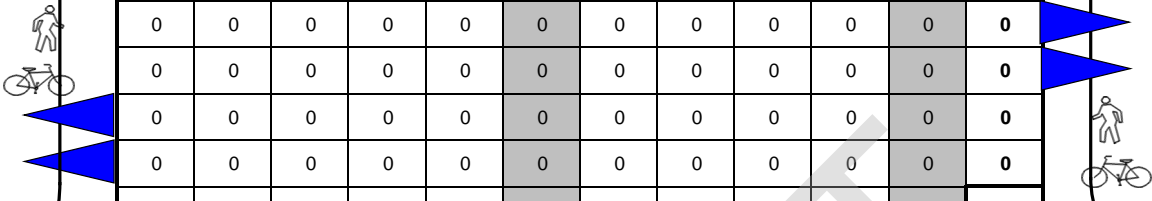



FORM COMPLETED BY: LDP

DATE: 10/11/20

Lakeshore Blvd






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

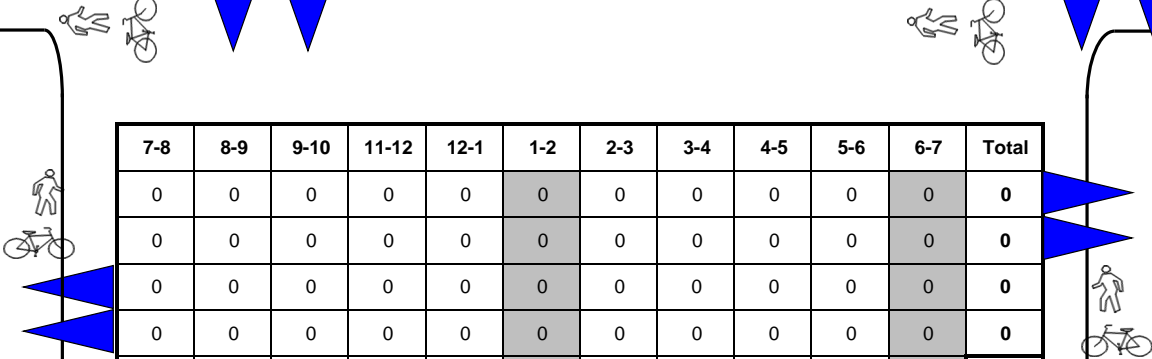





7-8	0	0	0	0	0
8-9	0	0	0	0	0
9-10	0	0	0	0	0
11-12	0	0	0	0	0
12-1	0	0	1	0	1
1-2	0	0	0	0	0
2-3	0	0	0	0	0
3-4	1	0	0	0	1
4-5	0	0	0	0	0
5-6	0	0	0	0	0
6-7	0	0	0	0	0
Total	1	0	1	0	2

Partin Settlement

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



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

Lakeshore Blvd

Site ID: SB Lakeshore Blvd @ Partin Settlement Rd
 Station Num: 38192
 Description: 24 hr Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-15-2020 00:00
 End Date/Time: 09-16-2020 00:00

09/15/2020		Southbound													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	9	4	3	2	1	11	32	66	105	70	62	80			
30	5	5	6	5	4	16	29	86	88	64	62	64			
45	10	9	3	6	5	16	56	103	94	60	68	62			
00	4	7	3	5	10	24	58	136	78	70	47	60			
Hr Total	28	25	15	18	20	67	175	391	365	264	239	266			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	62	84	92	132	146	142	126	144	56	38	34	16			
30	72	88	100	118	148	168	120	100	61	37	24	19			
45	86	89	104	146	130	146	132	76	50	28	20	12			
00	78	82	140	162	156	133	96	76	53	29	20	10			
Hr Total	298	343	436	558	580	589	474	396	220	132	98	57			
24 Hour Total :			6054												
AM Peak Hour Begins :			07:30			AM Peak Volume :			432			AM Peak Hour Factor :			0.79
PM Peak Hour Begins :			16:45			PM Peak Volume :			612			PM Peak Hour Factor :			0.91

Site ID: EB Partin Settlement Rd @ Lakeshore Blvd
 Station Num: 38193
 Description: 24 hr Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-15-2020 00:00
 End Date/Time: 09-16-2020 00:00

09/15/2020		Eastbound													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	8	5	0	2	3	7	14	47	61	24	34	56			
30	1	2	2	5	3	10	20	47	59	40	40	53			
45	3	2	0	2	1	19	32	55	48	42	38	58			
00	1	2	3	2	2	11	38	46	46	33	46	42			
Hr Total	13	11	5	11	9	47	104	195	214	139	158	209			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	44	60	72	76	129	150	85	73	48	29	14	7			
30	54	51	64	78	131	114	80	62	24	22	11	10			
45	39	39	63	102	114	96	64	53	30	19	8	12			
00	65	62	74	116	95	98	84	46	33	17	13	6			
Hr Total	202	212	273	372	469	458	313	234	135	87	46	35			
24 Hour Total :			3951												
AM Peak Hour Begins :			07:30			AM Peak Volume :			221			AM Peak Hour Factor :			0.91
PM Peak Hour Begins :			15:45			PM Peak Volume :			490			PM Peak Hour Factor :			0.82

Site ID: South of Intersection NB Approach & SB Departure
 Station Num: 37788
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20		Northbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	4	3	3	1	0	2	17	24	51	47	38	41			
30	5	4	0	3	1	4	13	37	39	39	35	56			
45	3	3	1	2	0	4	16	46	46	27	28	46			
00	4	1	0	5	5	14	35	83	42	55	40	46			
Hr Total	16	11	4	11	6	24	81	190	178	168	141	189			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	60	54	70	60	99	99	72	66	54	23	18	8			
30	50	59	52	68	70	93	72	61	37	19	11	11			
45	48	47	68	77	82	100	65	58	35	24	7	9			
00	50	48	65	66	69	94	46	53	38	20	11	8			
Hr Total	208	208	255	271	320	386	255	238	164	86	47	36			
24 Hour Total :			3493												
AM Peak Hour Begins :			07:30			AM Peak Volume :			219			AM Peak Hour Factor :			0.66
PM Peak Hour Begins :			17:00			PM Peak Volume :			386			PM Peak Hour Factor :			0.97
06/22/20		Southbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	5	3	2	0	7	7	21	56	68	49	53	66			
30	8	0	2	4	9	16	45	55	69	41	48	65			
45	2	3	0	2	2	17	35	66	56	58	55	39			
00	3	1	4	3	8	16	52	76	69	35	46	46			
Hr Total	18	7	8	9	26	56	153	253	262	183	202	216			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	60	54	61	63	66	33	72	60	36	20	15	8			
30	58	47	77	60	82	58	64	42	44	37	7	8			
45	54	51	65	80	81	57	72	39	43	19	5	2			
00	38	68	59	74	78	52	47	47	31	12	6	3			
Hr Total	210	220	262	277	307	200	255	188	154	88	33	21			
24 Hour Total :			3608												
AM Peak Hour Begins :			07:30			AM Peak Volume :			279			AM Peak Hour Factor :			0.92
PM Peak Hour Begins :			16:00			PM Peak Volume :			307			PM Peak Hour Factor :			0.94

Site ID: South of Intersection NB Approach & SB Departure

Station Num: 37788

Description: 3 Day Volume

City: Kissimee

County: Hillsborough

Start Date/Time: 09-23-2020 00:00

End Date/Time: 09-24-2020 00:00

09/23/20 Northbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	4	0	1	1	10	25	50	45	32	49
30	6	2	2	7	1	9	13	38	33	36	45	43
45	4	2	1	0	1	4	16	52	47	43	44	45
00	2	2	2	0	0	14	24	77	40	37	34	54
Hr Total	18	7	9	7	3	28	63	192	170	161	155	191
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	55	90	58	85	99	97	54	50	26	16	18
30	55	70	74	61	74	103	70	49	38	31	18	12
45	62	69	60	75	84	96	60	43	41	16	11	4
00	69	64	74	76	93	93	53	45	31	24	5	5
Hr Total	240	258	298	270	336	391	280	191	160	97	50	39
24 Hour Total :			3614									
AM Peak Hour Begins :			11:45	AM Peak Volume :			225	AM Peak Hour Factor :			0.73	
PM Peak Hour Begins :			16:45	PM Peak Volume :			391	PM Peak Hour Factor :			0.95	
09/23/20 Southbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	1	4	5	27	54	71	59	55	71
30	2	0	2	2	6	17	47	62	77	55	52	60
45	3	5	2	5	5	12	36	70	65	47	50	51
00	2	4	0	3	8	28	50	70	60	48	55	61
Hr Total	13	10	4	11	23	62	160	256	273	209	212	243
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	68	64	81	65	82	58	52	39	27	17	10
30	67	60	71	75	60	65	53	53	38	14	10	6
45	49	70	76	58	77	68	54	48	49	14	11	4
00	58	60	78	64	67	57	55	63	25	14	7	2
Hr Total	221	258	289	278	269	272	220	216	151	69	45	22
24 Hour Total :			3786									
AM Peak Hour Begins :			07:30	AM Peak Volume :			288	AM Peak Hour Factor :			0.94	
PM Peak Hour Begins :			14:30	PM Peak Volume :			310	PM Peak Hour Factor :			0.95	

Site ID: South of Intersection NB Approach & SB Departure

Station Num: 37788

Description: 3 Day Volume

City: Kissimee

County: Hillsborough

Start Date/Time: 09-24-2020 00:00

End Date/Time: 09-25-2020 00:00

09/24/20 Northbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	5	2	0	5	3	15	19	43	29	48	42	
30	4	1	1	1	1	11	14	44	42	50	36	34	
45	4	4	1	1	1	8	17	60	46	36	46	47	
00	5	1	2	3	2	13	29	81	48	41	50	49	
Hr Total	15	11	6	5	9	35	75	204	179	156	180	172	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	41	47	43	84	89	100	75	48	38	32	24	3	
30	54	60	63	72	74	92	49	65	34	16	23	9	
45	50	55	83	82	69	115	48	52	34	22	15	4	
00	53	52	67	59	94	111	57	50	34	17	10	8	
Hr Total	198	214	256	297	326	418	229	215	140	87	72	24	
24 Hour Total :			3523										
AM Peak Hour Begins :			07:15		AM Peak Volume :			228		AM Peak Hour Factor :			0.70
PM Peak Hour Begins :			17:00		PM Peak Volume :			418		PM Peak Hour Factor :			0.91
09/24/20 Southbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	3	0	2	4	4	29	57	84	38	37	61	
30	3	3	1	2	9	15	49	90	64	25	65	60	
45	2	2	1	2	5	11	35	78	73	58	45	68	
00	2	7	0	1	10	30	47	59	75	40	51	56	
Hr Total	9	15	2	7	28	60	160	284	296	161	198	245	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	64	75	61	68	57	72	54	54	44	23	21	8	
30	62	55	63	57	78	59	60	54	51	29	13	6	
45	43	52	70	60	74	63	72	55	45	16	15	7	
00	55	70	68	75	76	66	46	40	32	30	11	4	
Hr Total	224	252	262	260	285	260	232	203	172	98	60	25	
24 Hour Total :			3798										
AM Peak Hour Begins :			07:15		AM Peak Volume :			311		AM Peak Hour Factor :			0.86
PM Peak Hour Begins :			16:15		PM Peak Volume :			300		PM Peak Hour Factor :			0.96

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 38192
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20 Southbound Approach																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	5	6	2	3	6	19	34	87	74	62	73	69					
30	6	1	5	3	10	29	69	122	78	57	60	54					
45	4	3	2	4	9	40	77	112	77	52	61	68					
00	5	1	1	5	23	33	67	99	69	42	60	48					
Hr Total	20	11	10	15	48	121	247	420	298	213	254	239					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	56	55	79	77	76	91	82	74	40	32	22	15					
30	69	69	86	83	89	93	83	51	40	30	24	11					
45	54	67	82	99	103	64	69	57	34	29	13	7					
00	57	71	85	104	106	94	68	80	29	25	18	6					
Hr Total	236	262	332	363	374	342	302	262	143	116	77	39					
24 Hour Total :			4744														
AM Peak Hour Begins :			07:00			AM Peak Volume :			420			AM Peak Hour Factor :			0.86		
PM Peak Hour Begins :			16:30			PM Peak Volume :			393			PM Peak Hour Factor :			0.93		
09/22/20 Northbound Departure																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	12	3	2	7	4	8	26	80	84	53	73	56					
30	12	7	2	1	2	14	42	79	74	47	70	68					
45	11	1	9	8	4	19	58	93	74	64	64	64					
00	6	2	2	4	3	16	55	106	76	75	60	70					
Hr Total	41	13	15	20	13	57	181	358	308	239	267	258					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	67	82	87	151	132	129	103	90	81	51	26	20					
30	72	74	117	129	140	132	110	72	55	32	17	15					
45	71	87	109	119	132	139	111	73	54	29	19	9					
00	78	90	129	92	138	111	90	62	52	31	19	7					
Hr Total	288	333	442	491	542	511	414	297	242	143	81	51					
24 Hour Total :			5605														
AM Peak Hour Begins :			07:15			AM Peak Volume :			362			AM Peak Hour Factor :			0.85		
PM Peak Hour Begins :			16:00			PM Peak Volume :			542			PM Peak Hour Factor :			0.90		

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 38192
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Southbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	1	3	8	20	42	86	101	60	53	54
30	4	2	3	3	9	29	66	105	64	63	69	62
45	6	4	2	3	11	39	71	98	84	67	57	57
00	3	2	1	7	15	39	72	117	64	49	79	52
Hr Total	19	12	7	16	43	127	251	406	313	239	258	225
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	108	81	80	97	126	101	55	53	25	24	15
30	70	91	72	83	75	94	76	62	58	26	26	10
45	73	78	87	94	91	89	78	62	32	15	17	7
00	71	59	77	72	93	69	66	52	42	20	12	6
Hr Total	282	336	317	329	356	378	321	231	185	86	79	38
24 Hour Total :			4854									
AM Peak Hour Begins :			07:15	AM Peak Volume :			421	AM Peak Hour Factor :			0.90	
PM Peak Hour Begins :			16:30	PM Peak Volume :			404	PM Peak Hour Factor :			0.80	
09/23/20 Northbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	5	3	0	12	34	63	108	79	66	68
30	9	4	2	1	7	16	31	84	82	61	59	79
45	3	3	4	7	8	22	62	95	68	61	75	56
00	7	5	3	2	3	18	71	111	78	60	65	63
Hr Total	29	16	14	13	18	68	198	353	336	261	265	266
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	78	99	112	101	118	105	95	76	38	36	19
30	71	104	98	114	125	136	98	87	54	34	26	13
45	80	104	111	112	145	109	105	73	63	40	15	18
00	84	106	110	122	146	128	91	72	36	26	13	9
Hr Total	311	392	418	460	517	491	399	327	229	138	90	59
24 Hour Total :			5668									
AM Peak Hour Begins :			07:15	AM Peak Volume :			398	AM Peak Hour Factor :			0.90	
PM Peak Hour Begins :			16:30	PM Peak Volume :			545	PM Peak Hour Factor :			0.93	

Site ID: North of Intersection SB Approach & NB Departure
 Station Num: 38192
 Description: 3 Day Volume
 City: Kissimee
 County: Hillsborough
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Southbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	5	2	4	10	23	44	78	74	54	62	66	
30	3	6	6	6	11	25	69	112	82	64	57	62	
45	5	4	1	6	8	38	76	98	58	63	61	49	
00	2	1	4	6	12	37	77	104	71	63	49	64	
Hr Total	12	16	13	22	41	123	266	392	285	244	229	241	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	63	108	81	80	97	126	101	55	53	25	24	15	
30	63	91	72	83	75	94	76	62	58	26	26	10	
45	54	78	87	94	91	89	78	62	32	15	17	7	
00	65	59	77	72	93	69	66	52	42	20	12	6	
Hr Total	245	336	317	329	356	378	321	231	185	86	79	38	
24 Hour Total :			4785										
AM Peak Hour Begins :			07:00		AM Peak Volume :			392		AM Peak Hour Factor :			0.88
PM Peak Hour Begins :			16:30		PM Peak Volume :			404		PM Peak Hour Factor :			0.80
09/24/20 Northbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	4	0	7	5	13	23	66	84	70	48	70	
30	4	6	6	1	5	12	27	76	89	81	77	68	
45	5	4	2	9	5	17	49	88	82	58	57	70	
00	5	4	2	2	8	17	61	111	67	56	56	73	
Hr Total	19	18	10	19	23	59	160	341	322	265	238	281	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	80	78	99	112	101	118	105	95	76	38	36	19	
30	58	104	98	114	125	136	98	87	54	34	26	13	
45	84	104	111	112	145	109	105	73	63	40	15	18	
00	71	106	110	122	146	128	91	72	36	26	13	9	
Hr Total	293	392	418	460	517	491	399	327	229	138	90	59	
24 Hour Total :			5568										
AM Peak Hour Begins :			07:30		AM Peak Volume :			372		AM Peak Hour Factor :			0.84
PM Peak Hour Begins :			16:30		PM Peak Volume :			545		PM Peak Hour Factor :			0.93

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 38193
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-22-2020 00:00
 End Date/Time: 09-23-2020 00:00

09/22/20												Eastbound Approach																																																											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23																																															
15		5	2	2	1	1	9	9	36	47	41	32	37	47	54	60	145	137	92	58	33	18	20	8																																															
30		5	3	1	0	1	9	12	44	50	44	41	47	55	64	75	110	111	85	48	33	20	18	7																																															
45		5	8	2	3	0	13	32	46	64	29	35	47	54	58	89	94	97	75	47	41	31	6	9																																															
00		5	2	2	2	5	14	44	56	40	39	44	59	53	87	125	80	119	57	47	14	27	15	8																																															
Hr Total		20	15	7	6	7	45	97	182	201	153	152	190	209	263	349	429	464	309	200	121	96	59	32																																															
24 Hour Total :												3800																																																											
AM Peak Hour Begins :												07:45												AM Peak Volume :												217												AM Peak Hour Factor :												0.85											
PM Peak Hour Begins :												15:45												PM Peak Volume :												474												PM Peak Hour Factor :												0.82											
06/22/20												Westbound Departure																																																											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23																																															
15		11	3	3	6	7	16	35	92	77	42	43	48	41	36	79	61	67	52	39	40	32	19	9																																															
30		10	3	0	5	7	20	70	74	69	51	45	44	55	59	57	52	68	55	47	36	21	11	11																																															
45		6	1	2	0	9	37	49	101	69	45	47	39	48	63	63	67	49	56	42	27	25	9	5																																															
00		5	1	1	5	6	33	55	110	64	48	45	49	44	67	59	78	71	39	48	31	18	10	6																																															
Hr Total		32	8	6	16	29	106	209	377	279	186	180	180	188	225	258	258	255	202	176	134	96	49	31																																															
24 Hour Total :												3671																																																											
AM Peak Hour Begins :												07:00												AM Peak Volume :												377												AM Peak Hour Factor :												0.86											
PM Peak Hour Begins :												16:30												PM Peak Volume :												280												PM Peak Hour Factor :												0.89											

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 38193
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-23-2020 00:00
 End Date/Time: 09-24-2020 00:00

09/23/20 Eastbound Approach													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	3	3	0	1	7	17	36	74	30	39	47	
30	5	3	1	4	2	5	22	40	50	42	41	54	
45	5	1	2	3	3	14	33	46	46	47	50	52	
00	7	2	1	2	6	17	39	54	48	47	38	60	
Hr Total	20	9	7	9	12	43	111	176	218	166	168	213	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	58	51	67	75	122	137	106	66	47	24	14	8	
30	50	58	56	84	111	85	76	40	43	20	13	7	
45	58	56	66	71	101	83	86	51	35	21	12	9	
00	68	57	94	90	95	112	69	49	24	13	11	11	
Hr Total	234	222	283	320	429	417	337	206	149	78	50	35	
24 Hour Total :			3912										
AM Peak Hour Begins :			11:45		AM Peak Volume :			226		AM Peak Hour Factor :			0.76
PM Peak Hour Begins :			16:15		PM Peak Volume :			444		PM Peak Hour Factor :			0.81
09/23/20 Westbound Departure													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	6	4	3	2	8	19	48	82	89	51	43	41	
30	6	0	2	4	8	21	57	95	64	44	50	45	
45	2	1	3	4	3	30	58	85	78	68	42	44	
00	5	2	1	3	7	34	50	95	51	45	44	44	
Hr Total	19	7	9	13	26	104	213	357	282	208	179	174	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	55	38	61	56	43	65	54	41	33	20	14	8	
30	50	58	64	57	81	63	59	50	30	23	12	3	
45	60	78	60	52	55	46	57	37	31	23	13	7	
00	53	75	64	72	72	70	58	41	23	20	8	8	
Hr Total	218	249	249	237	251	244	228	169	117	86	47	26	
24 Hour Total :			3712										
AM Peak Hour Begins :			07:15		AM Peak Volume :			364		AM Peak Hour Factor :			0.96
PM Peak Hour Begins :			13:30		PM Peak Volume :			278		PM Peak Hour Factor :			0.86

Site ID: West of Intersection WB Approach & EB Departure
 Station Num: 38193
 Description: 3 Day Volume
 City: Kissimmee
 County: Osceola
 Start Date/Time: 09-24-2020 00:00
 End Date/Time: 09-25-2020 00:00

09/24/20 Eastbound Approach												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	3	15	13	35	61	29	41	46
30	7	4	2	2	5	8	17	45	49	44	45	52
45	4	1	1	2	1	9	36	50	35	47	44	48
00	4	2	2	4	2	18	42	55	46	40	40	55
Hr Total	19	9	7	10	11	50	108	185	191	160	170	201
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	54	57	61	135	118	105	36	36	31	18	12
30	44	47	72	76	103	106	87	64	38	26	10	20
45	46	60	79	109	107	103	57	39	29	25	12	9
00	53	49	65	94	108	92	70	46	24	18	12	10
Hr Total	198	210	273	340	453	419	319	185	127	100	52	51
24 Hour Total :			3848									
AM Peak Hour Begins :			07:30	AM Peak Volume :			215	AM Peak Hour Factor :			0.88	
PM Peak Hour Begins :			16:00	PM Peak Volume :			453	PM Peak Hour Factor :			0.84	
09/24/20 Westbound Departure												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	1	9	17	34	82	77	49	37	43
30	3	2	2	2	9	22	56	89	75	50	47	51
45	5	3	2	5	8	36	49	96	71	40	39	46
00	3	4	2	4	8	31	67	102	54	32	38	38
Hr Total	15	12	9	12	34	106	206	369	277	171	161	178
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	56	45	67	56	49	55	43	35	25	22	11
30	47	63	43	70	62	68	59	42	33	27	12	12
45	43	41	67	63	60	58	51	47	36	17	19	6
00	38	44	56	73	57	57	49	39	24	18	7	7
Hr Total	192	204	211	273	235	232	214	171	128	87	60	36
24 Hour Total :			3593									
AM Peak Hour Begins :			07:00	AM Peak Volume :			369	AM Peak Hour Factor :			0.90	
PM Peak Hour Begins :			15:00	PM Peak Volume :			273	PM Peak Hour Factor :			0.93	

APPENDIX B

Design Traffic Factors

DRAFT

Partin Settlement Road Traffic Study - From Neptune Road to Lakeshore Boulevard

Recommended K-Factor: 9.0% (Standard per FDOT 2019 Project Traffic Forecasting Handbook)

Calculation of D-Factor for Partin Settlement Road

Location along Partin Settlement Road	D-Factor*	D-Factor along Partin Settlement Road within project limits from FDOT 2019 FTI Online	Recommended D-Factor
Between Neptune Road and Shady Lane/Cross Praire Parkway	51.00%	53.20%	50.90% (Based on the average of the D-factor from the classification counts)
Between Shady Lane/Cross Praire Parkway and US 192	50.70%		
Between US 192 and Remington Boulevard	63.80%		64.40% (Based on the average of the D-factor from the classification counts)
Between Remington Boulevard and Lakeshore Boulevard	64.90%		
Average	57.60%		

* Based on 72-Hour Classification Counts Conducted

Peak Direction:

For AM - Westbound (WB) along Partin Settlement Road will be used.
 For PM - Eastbound (EB) along Partin Settlement Road (Reverse of AM) will be used.

Partin Settlement Road - From Neptune Road to Lakeshore Boulevard

D-factor for Side-Streets

Traffic Count Location	D for AM Peak	D for PM Peak	Peak Direction for AM	Peak Direction for PM
<i>Neptune Road</i>				
South of Partin Settlement Road	61.89%	57.00%	NB	SB
North of Partin Settlement Road	58.69%	57.88%	NB	SB
<i>Shady Lane/Cross Praire Parkway</i>				
South of Partin Settlement Road	-	-	-	-
North of Partin Settlement Road	-	-	-	-
<i>US 192</i>				
South of Partin Settlement Road	58.90%	55.53%	NB	SB
North of Partin Settlement Road	60.77%	54.76%	NB	SB
<i>Remington Boulevard</i>				
South of Partin Settlement Road	-	60.00%	-	NB
North of Partin Settlement Road	61.39%	58.46%	SB	NB
<i>Lakeshore Boulevard</i>				
South of Partin Settlement Road	59.81%	53.13%	NB	SB
North of Partin Settlement Road	51.32%	54.38%	NB	NB

Source - From Existing Turning Movement Counts conducted.

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7065 - PARTIN SETTLEMENT, SIMMONS ROAD TO US-192 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7600 S	E 4400	W 3200	9.00	53.20	2.80
2018	7400 F	E 4300	W 3100	9.00	53.60	2.80
2017	7100 C	E 4100	W 3000	9.00	52.80	2.80
2016	8400 S	E 4200	W 4200	9.00	52.50	3.00
2015	8200 F	E 4100	W 4100	9.00	52.70	3.00
2014	8000 C	E 4000	W 4000	9.00	52.80	3.00
2013	11100 F	E 5400	W 5700	9.00	53.00	6.50
2012	11100 C	E 5400	W 5700	9.00	53.10	6.50
2011	9800 T	0	0	9.00	53.10	20.90
2010	9800 S	E 4700	W 5100	9.12	53.51	25.30
2009	9800 F	E 4700	W 5100	9.10	53.73	23.50
2008	9600 C	E 4600	W 5000	8.66	53.12	20.70

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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX C

Crash Data

COLLISION SUMMARY

Main Route: Partin Settlement Rd Intersecting Route: CR 525 to Lakeshore Blvd
 Study Period: 1/1/2015 TO 01/01/2020 County: Osceola

No.	Date	Day	Time	Type	Fatal	Injury	Prop. Damage	Day/ Night	Wet/ Dry
15-1	1/4/2015	Sun.	10:30 AM	Other			x	Day	Dry
15-2	1/27/2015	Tues.	8:37 AM	Rear End			x	Day	Dry
15-3	1/29/2015	Thur.	6:41 AM	Pedestrian		x		Night	Dry
15-4	2/16/2015	Mon.	6:10 PM	Rear End			x	Night	Dry
15-5	4/3/2015	Fri.	8:13 PM	Left Turn			x	Night	Dry
15-6	4/3/2015	Fri.	5:37 PM	Left Turn		x		Day	Dry
15-7	4/9/2015	Thur.	7:23 AM	Right Turn		x		Day	Dry
15-8	4/23/2015	Thur.	3:34 PM	Rear End		x		Day	Dry
15-9	5/5/2015	Tues.	3:54 PM	Left Turn			x	Day	Dry
15-10	5/8/2015	Fri.	3:28 PM	Rear End			x	Day	Dry
15-11	5/24/2015	Sun.	3:48 PM	Left Turn			x	Day	Dry
15-12	5/26/2015	Tues.	12:00 PM	Left Turn			x	Day	Dry
15-13	6/8/2015	Mon.	4:12 AM	Other			x	Night	Dry
15-14	6/8/2015	Mon.	11:46 AM	Rear End		x		Day	Dry
15-15	7/9/2015	Thur.	1:13 PM	Rear End			x	Day	Dry
15-16	7/31/2015	Fri.	7:15 PM	Left Turn			x	Day	Dry
15-17	8/29/2015	Sat.	3:00 PM	Sideswipe			x	Day	Wet
15-18	9/17/2015	Thur.	3:05 PM	Rear End			x	Day	Dry
15-19	9/22/2015	Tues.	10:27 AM	Left Turn			x	Day	Dry
15-20	9/22/2015	Tues.	7:28 AM	Rear End		x		Day	Dry
15-21	9/26/2015	Sat.	12:40 PM	Off Road		x		Day	Dry
15-22	10/8/2015	Thur.	4:46 PM	Angle		x		Day	Dry
15-23	10/9/2015	Fri.	7:44 PM	Rear End			x	Night	Dry
15-24	10/23/2015	Fri.	6:43 PM	Left Turn		x		Day	Dry
15-25	10/27/2015	Tues.	12:35 AM	Off Road		x		Night	Dry
15-26	11/18/2015	Wed.	7:35 AM	Sideswipe			x	Day	Wet
15-27	12/10/2015	Thur.	1:06 AM	Off Road			x	Night	Dry
15-28	12/24/2015	Thur.	8:39 PM	Left Turn		x		Night	Dry
16-1	1/24/2016	Sun.	4:53 PM	Rear End			x	Day	Dry
16-2	1/25/2016	Mon.	6:45 PM	Rear End			x	Night	Dry
16-3	1/27/2016	Wed.	10:07 AM	Rear End			x	Day	Wet
16-4	1/28/2016	Thur.	1:54 PM	Rear End			x	Day	Wet
16-5	1/28/2016	Thur.	8:10 AM	Rear End			x	Day	Wet
16-6	1/28/2016	Thur.	5:08 PM	Left Turn		x		Day	Wet
16-7	2/10/2016	Wed.	8:46 AM	Left Turn			x	Day	Dry
16-8	2/13/2016	Sat.	3:30 PM	Rear End			x	Day	Dry
16-9	2/25/2016	Thur.	4:32 PM	Rear End			x	Day	Dry
16-10	3/8/2016	Tues.	5:59 PM	Rear End			x	Day	Dry
16-11	3/8/2016	Tues.	4:27 PM	Rear End			x	Day	Dry
16-12	3/10/2016	Thur.	5:39 PM	Rear End			x	Day	Dry
16-13	3/22/2016	Tues.	11:44 AM	Angle		x		Day	Dry
16-14	4/5/2016	Tues.	7:25 AM	Rear End			x	Day	Dry
16-15	4/7/2016	Thur.	6:11 PM	Rear End			x	Day	Dry
16-16	4/8/2016	Fri.	2:35 PM	Left Turn		x		Day	Dry
16-17	4/28/2016	Thur.	9:00 AM	Rear End		x		Day	Dry
16-18	5/3/2016	Tues.	7:28 PM	Rear End			x	Night	Dry
16-19	5/4/2016	Wed.	7:46 AM	Rear End			x	Day	Wet
16-20	5/25/2016	Wed.	9:55 AM	Off Road			x	Day	Dry
16-21	5/26/2016	Thur.	11:22 AM	Rear End			x	Day	Dry
16-22	6/11/2016	Sat.	5:06 AM	Left Turn			x	Night	Dry
16-23	7/24/2016	Sun.	2:00 PM	Rear End			x	Day	Dry
16-24	7/25/2016	Mon.	6:16 PM	Left Turn			x	Day	Dry
16-25	7/27/2016	Wed.	12:53 PM	Rear End		x		Day	Dry

16-26	8/4/2016	Thur.	7:30 AM	Rear End			x	Day	Dry
16-27	8/5/2016	Fri.	8:37 PM	Left Turn		x		Night	Dry
16-28	8/11/2016	Thur.	7:58 AM	Other			x	Day	Dry
16-29	8/15/2016	Mon.	8:15 AM	Rear End		x		Day	Dry
16-30	8/17/2016	Wed.	7:16 AM	Rear End			x	Day	Dry
16-31	8/23/2016	Tues.	7:55 AM	Rear End			x	Day	Dry
16-32	9/3/2016	Sat.	3:10 PM	Rear End		x		Day	Dry
16-33	9/6/2016	Tues.	8:25 PM	Rear End			x	Night	Dry
16-34	9/15/2016	Thur.	7:25 AM	Rear End		x		Day	Dry
16-35	9/26/2016	Mon.	1:26 PM	Rear End			x	Day	Dry
16-36	10/14/2016	Fri.	7:42 AM	Rear End			x	Night	Dry
16-37	10/14/2016	Fri.	1:53 PM	Sideswipe			x	Day	Dry
16-38	10/21/2016	Fri.	4:40 PM	Unknown			x	Day	
16-39	11/8/2016	Tues.	3:50 PM	Rear End			x	Day	Dry
16-40	11/8/2016	Tues.	7:44 AM	Rear End			x	Day	Dry
16-41	11/29/2016	Tues.	7:04 AM	Unknown			x	Day	Dry
16-42	12/24/2016	Sat.	8:06 PM	Rear End			x	Night	Dry
17-1	1/11/2017	Wed.	1:40 PM	Rear End		x		Day	Dry
17-2	1/25/2017	Wed.	7:09 AM	Rear End			x	Day	Dry
17-3	2/5/2017	Sun.	6:05 PM	Rear End			x	Day	Dry
17-4	2/7/2017	Tues.	8:30 AM	Left Turn			x	Day	Dry
17-5	2/16/2017	Thur.	8:58 AM	Rear End			x	Day	Dry
17-6	2/23/2017	Thur.	3:10 PM	Rear End			x	Day	Dry
17-7	2/28/2017	Tues.	7:37 AM	Rear End			x	Day	Dry
17-8	4/13/2017	Thur.	8:00 AM	Rear End			x	Day	Dry
17-9	4/26/2017	Wed.	7:45 AM	Rear End			x	Day	Dry
17-10	4/27/2017	Thur.	2:10 PM	Angle			x	Day	Dry
17-11	4/28/2017	Fri.	4:54 PM	Rear End		x		Day	Dry
17-12	5/4/2017	Thur.	6:55 AM	Rear End			x	Day	Dry
17-13	5/5/2017	Fri.	7:34 AM	Rear End		x		Day	Wet
17-14	5/27/2017	Sat.	11:02 PM	Other		x		Night	Dry
17-15	5/31/2017	Wed.	7:45 AM	Rear End		x		Day	Dry
17-16	6/13/2017	Tues.	6:35 PM	Left Turn			x	Day	Dry
17-17	6/15/2017	Thur.	9:12 AM	Rear End			x	Day	Dry
17-18	6/19/2017	Mon.	1:15 PM	Left Turn			x	Day	Wet
17-19	6/24/2017	Sat.	7:44 PM	Rear End			x	Day	Dry
17-20	6/27/2017	Tues.	9:48 AM	Left Turn			x	Day	Dry
17-21	7/17/2017	Mon.	8:32 AM	Rear End		x		Day	Dry
17-22	7/18/2017	Tues.	8:54 AM	Rear End			x	Day	Dry
17-23	7/22/2017	Sat.	12:53 PM	Rear End		x		Day	Dry
17-24	8/3/2017	Thur.	12:07 PM	Rear End			x	Day	Dry
17-25	8/7/2017	Mon.	8:35 AM	Rear End			x	Day	Dry
17-26	8/22/2017	Tues.	7:25 AM	Rear End		x		Day	Dry
17-27	8/26/2017	Sat.	8:29 PM	Rear End			x	Night	Wet
17-28	8/30/2017	Wed.	10:20 AM	Rear End			x	Day	Dry
17-29	9/22/2017	Fri.	7:40 AM	Rear End			x	Day	Dry
17-30	9/27/2017	Wed.	8:30 PM	Left Turn		x		Night	Dry
17-31	11/14/2017	Tues.	3:22 PM	Rear End			x	Day	Dry
17-32	11/16/2017	Thur.	11:37 AM	Rear End			x	Day	Dry
17-33	11/30/2017	Thur.	7:45 AM	Rear End		x		Day	Dry
17-34	12/2/2017	Sat.	2:35 PM	Rear End			x	Day	Dry
17-35	12/5/2017	Tues.	6:37 AM	Rear End		x		Day	Dry
17-36	12/13/2017	Wed.	6:15 PM	Left Turn		x		Night	Dry
18-1	1/19/2018	Fri.	4:30 PM	Other		x		Day	Dry
18-2	1/26/2018	Fri.	2:45 PM	Rear End		x		Day	Dry
18-3	2/5/2018	Mon.	3:53 PM	Off Road			x	Day	Dry
18-4	2/23/2018	Fri.	10:40 PM	Head On		x		Night	Dry
18-5	3/7/2018	Wed.	8:14 AM	Rear End			x	Day	Dry
18-6	3/9/2018	Fri.	7:53 AM	Rear End		x		Day	Dry
18-7	4/2/2018	Mon.	6:44 AM	Other		x		Night	Dry
18-8	4/9/2018	Mon.	6:52 AM	Rear End		x		Day	Dry

18-9	4/16/2018	Mon.	7:35 AM	Left Turn			x	Day	Dry
18-10	4/24/2018	Tues.	5:25 PM	Rear End			x	Day	Dry
18-11	5/20/2018	Sun.	6:40 PM	Off Road	x			Day	Wet
18-12	6/22/2018	Fri.	6:00 PM	Left Turn	x			Day	Dry
18-13	7/19/2018	Thur.	7:26 PM	Unknown			x	Night	Dry
18-14	7/21/2018	Sat.	11:51 AM	Left Turn			x	Day	Dry
18-15	8/11/2018	Sat.	4:26 PM	Other			x	Day	Dry
18-16	8/13/2018	Mon.	11:07 AM	Other			x	Day	Dry
18-17	8/17/2018	Fri.	3:20 PM	Unknown	x			Day	Dry
18-18	8/21/2018	Tues.	2:50 PM	Off Road			x	Day	Dry
18-19	9/4/2018	Tues.	7:40 AM	Rear End	x			Day	Dry
18-20	9/12/2018	Wed.	5:09 PM	Rear End			x	Day	Dry
18-21	9/13/2018	Thur.	5:42 PM	Left Turn			x	Day	Dry
18-22	10/3/2018	Wed.	7:50 AM	Rear End			x	Night	Dry
18-23	10/7/2018	Sun.	10:13 AM	Rear End			x	Day	Dry
18-24	10/14/2018	Sun.	8:10 PM	Rear End	x			Night	Dry
18-25	11/6/2018	Tues.	5:38 PM	Rear End	x			Night	Dry
18-26	11/23/2018	Fri.	11:01 PM	Bicycle	x			Night	Dry
18-27	11/25/2018	Sun.	9:50 AM	Left Turn	x			Day	Dry
18-28	12/3/2018	Mon.	4:06 PM	Rear End	x			Day	Dry
18-29	12/5/2018	Wed.	9:00 PM	Rear End	x			Night	Dry
18-30	12/7/2018	Fri.	7:58 AM	Other			x	Day	Dry
18-31	12/16/2018	Sun.	1:45 PM	Rear End			x	Day	Dry
19-1	1/7/2019	Mon.	8:40 AM	Rear End	x			Day	Dry
19-2	1/10/2019	Thur.	3:23 PM	Rear End			x	Day	Dry
19-3	1/14/2019	Mon.	3:01 PM	Rear End			x	Day	Dry
19-4	1/17/2019	Thur.	5:00 PM	Rear End	x			Day	Dry
19-5	1/23/2019	Wed.	6:15 PM	Angle			x	Night	Dry
19-6	1/24/2019	Thur.	3:00 PM	Rear End			x	Day	Dry
19-7	2/3/2019	Sun.	11:00 AM	Rear End			x	Day	Dry
19-8	2/5/2019	Tues.	5:09 PM	Rear End			x	Night	Dry
19-9	2/12/2019	Tues.	4:30 PM	Rear End			x	Day	Wet
19-10	2/22/2019	Fri.	10:00 AM	Rear End			x	Day	Dry
19-11	3/11/2019	Mon.	7:50 AM	Sideswipe			x	Day	Dry
19-12	3/13/2019	Wed.	8:20 PM	Rear End	x			Night	Dry
19-13	3/14/2019	Thur.	2:05 PM	Other			x	Day	Dry
19-14	3/26/2019	Tues.	8:40 AM	Sideswipe			x	Day	Dry
19-15	3/26/2019	Tues.	8:15 AM	Rear End			x	Day	Dry
19-16	4/2/2019	Tues.	12:13 PM	Sideswipe			x	Day	Wet
19-17	4/10/2019	Wed.	8:10 AM	Rear End			x	Day	Dry
19-18	4/11/2019	Thur.	8:45 AM	Rear End			x	Day	Dry
19-19	4/15/2019	Mon.	4:12 PM	Left Turn			x	Day	Dry
19-20	4/16/2019	Tues.	10:45 AM	Left Turn	x			Day	Dry
19-21	4/27/2019	Sat.	8:35 PM	Rear End			x	Night	Dry
19-22	5/15/2019	Wed.	8:14 AM	Rear End			x	Day	Dry
19-23	5/21/2019	Tues.	8:45 AM	Rear End			x	Day	Dry
19-24	5/24/2019	Fri.	1:07 PM	Sideswipe			x	Day	Dry
19-25	5/25/2019	Sat.	10:57 PM	Head On	x			Night	Dry
19-26	6/9/2019	Sun.	12:48 PM	Rear End			x	Day	Dry
19-27	6/10/2019	Mon.	11:23 AM	Rear End			x	Day	Dry
19-28	6/26/2019	Wed.	7:55 AM	Rear End	x			Day	Dry
19-29	7/4/2019	Thur.	10:00 AM	Off Road	x			Day	Dry
19-30	8/13/2019	Tues.	6:32 AM	Angle			x	Night	Dry
19-31	9/1/2019	Sun.	7:22 PM	Rear End			x	Day	Dry
19-32	9/8/2019	Sun.	5:50 PM	Sideswipe			x	Day	Dry
19-33	9/9/2019	Mon.	12:18 AM	Sideswipe	x			Night	Dry
19-34	9/10/2019	Tues.	8:00 AM	Rear End			x	Day	Dry
19-35	9/11/2019	Wed.	7:46 AM	Rear End	x			Day	Dry
19-36	9/13/2019	Fri.	1:32 PM	Sideswipe			x	Day	Dry
19-37	9/16/2019	Mon.	7:55 AM	Rear End	x			Day	Dry
19-38	9/17/2019	Tues.	8:38 AM	Rear End			x	Day	Dry

APPENDIX D

Existing Signal Timing

Vehicle Basic Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	8	15	6	5	6	15	5	5	0	0	0	0	0	0	0	0
Passage	3	3.5	4.5	3	3	3.5	3	3	0	0	0	0	0	0	0	0
Maximum 1	40	90	50	30	25	90	30	50	0	0	0	0	0	0	0	0
Maximum 2	35	50	35	50	35	50	35	50	0	0	0	0	0	0	0	0
Yellow Change	4.4	4.4	4.8	4.4	4.4	4.4	4.4	4.8	3	3	3	3	3	3	3	3
Red Clearance	2	2	2	2	2	2	2	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	25	0	20	0	25	0	20	0	0	0	0	0	0	0	0
Flashing Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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

DST & Equates

DST Begin		DST End		Cycle Zero	
Month	Week	Month	Week	Hour	Minute
3	2	11	1	0	0

	Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	Equate 6	Equate 7
1	2	3	4	5	6	0	0	0

Traffic

	Program			Pattern			Ph Func															
	Day	Hour	Min	Dial	Split	Offset	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	6	0	1	1	1																
2	2	8	30	0	0	4																
3	2	16	30	3	1	1																
4	2	18	0	0	0	4																

Dial 1/Split 1

Cycle Length 200

Phase	1	2	3	4	5	6	7	8
Time	30	100	40	30	30	100	40	30
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	16	23	14	13	14	23	13	13
Min Ped Time	0	32	0	27	0	32	0	27

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	60	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 3/Split 1

Cycle Length 180

Phase	1	2	3	4	5	6	7	8
Time	30	85	40	25	30	85	25	40
Mode	0 - AP	1 - CP	3 - XR	0 - AP	0 - AP	1 - CP	0 - AP	3 - XR
Min Veh Time	16	23	14	13	14	23	13	13
Min Ped Time	0	32	0	27	0	32	0	27

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	0	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - 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											

Sequence 1

Ring 1	1	2	.	3	4	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	9	7	8	.	.	.	.	.	.	.	.	.	.	.

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	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	SBLT	NB		EB	NBLT	SB		WB								
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 No
 Interlock CRC
 CRC (16 bit) 4C7C
 Yes

Enable Automatic Backup
to Datakey

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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Yel		X	X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	O				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	1	O				-	.			
10	2	O				-	Red	X		
11	3	O				+	.			
12	4	O				+	Red	X		
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - 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	SBLT	NB		EB	NBLT	SB		WB								
Min Green	8	22	5	10	8	22	5	10	8	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	0	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	28	0	0	0	28	0	36	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	4.0	2.5	2.5	2.5	4.0	2.5	2.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	70	20	20	25	70	18	20	45	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	0	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	5.5	5.6	4.8	4.8	5.5	5.6	4.8	4.8	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.3	2.0	3.0	3.1	3.3	2.0	3.0	3.5	3.3	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



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
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Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
B	4	Yes	No	No	No		No	No	.
D	8	Yes	No	No	No		No	No	.
E	5	Yes	No	No	No		No	No	.
E	6	No	No	No	Yes		No	No	.
E	9	Yes	No	No	No		No	No	.

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
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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



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

Controller Pedestrian Overlaps Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
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Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
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



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

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

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	210	Std (COS)	9	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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 1)	35	100	28	47	25	86	25	50	24	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																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	150	Std (COS)	17	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 2)	34	59	21	36	26	67	21	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	220	Std (COS)	25	Offsets In	Seconds
Offset Value	208s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 3)	26	124	19	51	48	102	19	51	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	220s	220s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	220	Std (COS)	73	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 6)	47	98	28	47	32	81	25	50	32	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	220s	220s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	160	Std (COS)	105	Offsets In	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 10)	30	68	26	36	0	68	26	36	30	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial 0 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase					X					X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	210	Std (COS)	169	Offsets In	Seconds
Offset Value	146s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 15)	35	107	25	43	30	80	25	43	32	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 0 Pat 1 Split Demand 0 Pat 2 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															
Pedestrian Recall																
Recall to Max. Time					X				X							
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 19

Split Pattern	19	TS2 (Pat-Off)	6-1	Splits In	Seconds
Cycle	170	Std (COS)	225	Offsets In	Seconds
Offset Value	146s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					

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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 19)	28	85	22	35	23	67	22	35	23	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	170s	170s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 32

Split Pattern	32	TS2 (Pat-Off)	10-2	Splits In	Seconds
Cycle	140	Std (COS)	146	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
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	SBLT	NB		EB	NBLT	SB		WB								
Splits (Split Pat 32)	29	51	23	37	29	51	23	37	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	140s	140s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

Coordination Split Pattern

Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	35	100	28	47	25	86	25	50	24	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase										X	X	X	X	X	X	X

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

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	34	59	21	36	26	67	21	36	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	150s	150s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	26	124	19	51	48	102	19	51	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																

Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	220s	220s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	47	98	28	47	32	81	25	50	32	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase										X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	220s	220s	0s	0s

Split Pattern # 10

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	30	68	26	36	0	68	26	36	30	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase					X					X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	160s	0s	0s

Split Pattern # 15

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	35	107	25	43	30	80	25	43	32	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall	X															
Pedestrian Recall																

Recall to Max. Time					X					X							
Omit Phase											X	X	X	X	X	X	X

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

Split Pattern # 19

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	28	85	22	35	23	67	22	35	23	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time									X							
Omit Phase										X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	170s	170s	0s	0s

Split Pattern # 32

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB		EB	NBLT	SB		WB								
Split (seconds)	29	51	23	37	29	51	23	37	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	140s	140s	0s	0s

Osceola County

MOVING TRAFFIC FORWARD

US 192 @ Partin Settlement - ASC/3 - 10.39.100.33 - Econolite Type - ASC/3

**Time Base Day Plan/Schedule
Day Plan (MM) 5-3****Day Plan #1**

Event	Action Plan	Start Time
1	32	08:00
2	100	22:00

Day Plan #2

Event	Action Plan	Start Time
1	6	06:00
2	10	10:00
3	15	15:30
4	19	19:00
5	100	22:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

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

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Schedule Number - 2

Day Plan No.: 2

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

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

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Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B									

Sequence 1

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

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	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
Approach	N	S	E	W	S	N	W	E	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 5CC7
 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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		
2	2	V				-	Red	X		X
3	3	V				-	Red	X		
4	4	V				-	Red	X		X
5	5	V				+	Red	X		
6	6	V				+	Red	X		X
7	7	V				+	Red	X		
8	8	V				+	Red	X		X
9	1	O				-	Red	X		
10	2	O				-	Red	X		
11	3	O				+	Red	X		
12	4	O				+	Red	X		
13	2	P				-	.			
14	4	P				+	.			X
15	6	P				-	.			
16	8	P				+	.			X

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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	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	8	16	10	10	8	16	10	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	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	22	0	30	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.5	2.5	2.5	2.5	3.5	2.5	2.5	3.5	3.5	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	20	55	30	30	35	55	35	30	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	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

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Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
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Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
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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

Colorado Springs



Solutions that Move the World™

PARTIN SETTLEMENT @ REMINGTON - COBALT - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
----------	---------------------

Colorado Springs



Solutions that Move the World™

PARTIN SETTLEMENT @ REMINGTON - COBALT - Econolite Type - Cobalt

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	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	Lead	Use Ped Time	Yes
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

Colorado Springs



Solutions that Move the World™

PARTIN SETTLEMENT @ REMINGTON - COBALT - Econolite Type - Cobalt

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

Colorado Springs



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PARTIN SETTLEMENT @ REMINGTON - COBALT - Econolite Type - Cobalt

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

Colorado Springs



Solutions that Move the World™

PARTIN SETTLEMENT @ REMINGTON - COBALT - Econolite Type - Cobalt

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

Schedule (MM) 5-4

Vehicle Basic Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	10	15	0	0	0	15	0	8	0	0	0	0	0	0	0	0
Passage	2	3.5	0	0	0	3.5	0	2	0	0	0	0	0	0	0	0
Maximum 1	25	50	0	0	0	50	0	20	0	0	0	0	0	0	0	0
Maximum 2	30	50	30	50	30	50	30	50	0	0	0	0	0	0	0	0
Yellow Change	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3
Red Clearance	2	2	2	2	2	2	2	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

19-39	9/18/2019	Wed.	9:23 AM	Rear End			x	Day	Dry
19-40	9/30/2019	Mon.	8:09 PM	Rear End		x		Night	Wet
19-41	10/22/2019	Tues.	8:09 AM	Rear End			x	Day	Dry
19-42	11/2/2019	Sat.	9:24 AM	Rear End			x	Day	Dry
19-43	11/4/2019	Mon.	9:20 AM	Rear End			x	Day	Dry
19-44	11/5/2019	Tues.	8:24 AM	Rear End			x	Day	Dry
19-45	11/16/2019	Sat.	10:45 PM	Rear End			x	Night	Dry
19-46	11/16/2019	Sat.	7:50 PM	Rear End			x	Night	Dry
19-47	11/23/2019	Sat.	6:25 PM	Right Turn			x	Night	Dry
19-48	12/10/2019	Tues.	8:45 PM	Left Turn		x		Night	Dry

Total No.	Fatal	Injury	Property Damage	Rear End	Angle	Left Turn	Rollover	Right Turn	Side Swipe
185	0	60	125	113	5	29	0	2	10
%	0	32	68	61	3	16	0	1	5
Off Road	Pedestrian	Bicycle	Animal	Other	Day	Night	Dry	Wet	Head On
8	1	1	0	14	146	39	170	14	2
4	1	1	0	8	79	21	92	8	1

REPORT..CARPJ85-
 DATE...01/10/2020
 TIME...12:15:42

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 SEGMENT BASED CRASH RATE STATISTICS
 DISTRICT: ALL COUNTY: ALL FOR 2013 - 2017
 USERID: SF945BJ

PAGE NO 1
 AS OF: 2019-12-20

COMMENT:

CC - CRASH RATE CATEGORY	CODE	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL	
I/A CRASH	CRASHES	MV MILES	CRASH RATE	CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL
01 - INTERSTATE URBAN					138,778	89,416	29,425	15,643	5,296	781	58
917	139,702	144,063.470	0.976	819.259	145,359	286,795	52,981	22,128	7,061	905	74
02 - INTERSTATE RURAL					271,665	13,232	3,321	2,734	1,291	337	11
32	20,894	45,746.701	0.457	677.736	299,743	40,235	6,989	4,365	1,890	398	16
03 - TOLL ROAD URBAN					117,925	27,681	7,927	4,559	1,053	199	17
792	40,644	54,025.100	0.766	488.768	118,924	79,051	13,727	6,274	1,359	222	23
04 - TOLL ROAD RURAL					233,383	2,477	724	597	187	54	6
15	4,030	9,116.967	0.443	180.491	262,598	7,539	1,533	1,059	283	63	7
05 - URBAN OTHER LIMITED ACCESS					95,958	18,698	5,314	2,089	539	97	13
3,727	23,023	13,577.821	1.970	123.001	92,264	56,591	9,058	2,842	672	100	16
06 - RURAL OTHER LIMITED ACCESS					283,830	32	6	5	0	1	0
22	22	42.307	1.040	5.914	272,840	85	10	6	1	1	0
07 - RAMP URBAN					103,587	53,112	16,306	7,700	2,112	275	24
61,864	17,665	4,279.945	0.000	223.933	100,704	155,496	26,817	10,177	2,616	300	29
08 - RAMP RURAL					121,357	64,602	21,294	10,915	3,253	441	31
60,290	40,246	10,184.176	0.000	885.130	119,413	203,742	35,771	14,919	4,090	475	39
10 - URBAN 2-3LN 2WY DIVD RASD					99,167	3,649	1,355	676	164	14	0
2,749	3,109	787.815	7.435	37.153	95,756	12,604	2,250	895	209	14	0
11 - URBAN 2-3LN 2WY DIVD PAVD					106,707	10,262	3,409	1,844	440	53	6
4,525	11,489	2,645.008	6.054	123.272	102,707	34,908	5,590	2,469	534	56	7
12 - URBAN 2-3LN 2WY UNDIVD					133,185	5,174	1,687	1,075	295	41	3
2,292	5,983	2,264.445	3.654	171.837	125,567	17,456	2,801	1,438	343	42	4
13 - SUBURBAN 2-3LN 2WY DIVD RASD					174,402	2,029	791	430	183	25	0
966	2,492	963.596	3.588	45.151	183,248	7,514	1,467	652	245	28	0
14 - SUBURBAN 2-3LN 2WY DIVD PAVD					188,516	14,078	6,020	3,721	1,232	213	8
4,499	20,773	9,275.481	2.724	405.445	197,966	53,787	11,536	5,468	1,674	235	10
15 - SUBURBAN 2-3LN 2WY UNDIVD					247,606	11,275	4,622	3,311	1,284	266	13
2,013	18,758	17,279.917	1.202	1,165.564	252,528	41,124	8,528	4,956	1,757	283	19
16 - RURAL 2-3LN 2WY DIVD RASD					324,816	400	144	125	56	14	0
172	567	561.198	1.316	30.006	332,861	1,428	285	180	80	15	0

APPENDIX E

Existing Year 2020 Level of Service

Analysis

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Irlo Bronson Memoria	II	39	112.1	93.3	205.4	1.20	21.0	D
Driveway to Church	II	40	58.6	25.5	84.1	0.65	27.9	C
Lakeshore Boulevard	II	35	88.4	24.3	112.7	0.86	27.5	C
Total	II		259.1	143.1	402.2	2.71	24.3	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	93.7	182.1	0.86	17.0	E
Irlo Bronson Memoria	II	40	58.6	110.9	169.5	0.65	13.8	E
CR 525/Neptune Road	II	39	112.1	86.5	198.6	1.20	21.8	D
Total	II		259.1	291.1	550.2	2.71	17.7	D

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Irlo Bronson Memoria	II	39	112.1	90.0	202.1	1.20	21.4	D
Driveway to Church	II	40	58.6	30.0	88.6	0.65	26.5	C
Lakeshore Boulevard	II	35	88.4	25.8	114.2	0.86	27.1	C
Total	II		259.1	145.8	404.9	2.71	24.1	C

Arterial Level of Service: WB Partin Settlement Road

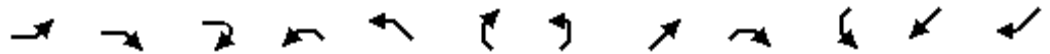
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	60.4	148.8	0.86	20.8	D
Irlo Bronson Memoria	II	40	58.6	70.5	129.1	0.65	18.2	D
CR 525/Neptune Road	II	39	112.1	74.3	186.4	1.20	23.2	C
Total	II		259.1	205.2	464.3	2.71	21.0	D

Lanes, Volumes, Timings

Existing Year 2020 AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

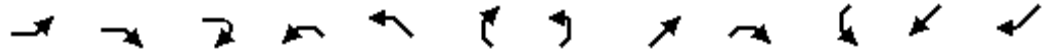
12/04/2020



Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	302	611	11	12	937	219	21	17	5	102	28	355
Future Volume (vph)	302	611	11	12	937	219	21	17	5	102	28	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	200	0			210	0	0		0	0		190
Storage Lanes	1	2			1	0	1		0	0		1
Taper Length (ft)	25				25		25			25		
Satd. Flow (prot)	1787	2815	0	1805	3385	0	1556	1635	0	0	1616	1583
Flt Permitted	0.090			0.333	0.962		0.950				0.740	
Satd. Flow (perm)	169	2815	0	633	3385	0	1556	1635	0	0	1244	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88			88			10				366
Link Speed (mph)	40				30			25				35
Link Distance (ft)	1949				443			197				1744
Travel Time (s)	33.2				10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.79	0.83	0.46	0.94	0.87	0.53	0.67	0.42	0.76	0.93	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	15%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	786	0	26	1249	0	40	37	0	0	164	366
Turn Type	pm+pt	Prot		pm+pt	Prot		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		4	4				8
Permitted Phases	2			6						8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.4	33.4		33.4	33.4	33.4
Total Split (s)	30.0	100.0		30.0	100.0		40.0	40.0		30.0	30.0	30.0
Total Split (%)	15.0%	50.0%		15.0%	50.0%		20.0%	20.0%		15.0%	15.0%	15.0%
Maximum Green (s)	23.6	93.6		23.6	93.6		33.6	33.6		23.6	23.6	23.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

Lanes, Volumes, Timings
 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

Existing Year 2020 AM
 12/04/2020

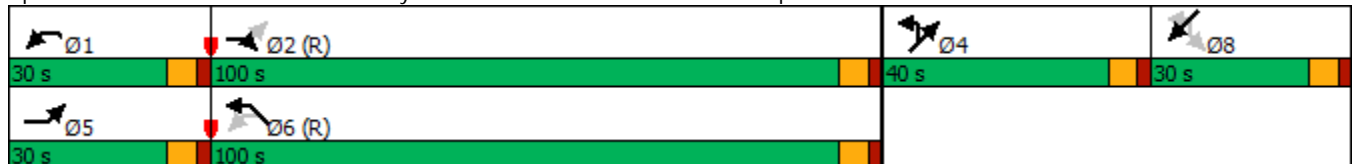


Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	130.9	119.4		101.6	93.6		12.0	12.0			40.7	40.7
Actuated g/C Ratio	0.65	0.60		0.51	0.47		0.06	0.06			0.20	0.20
v/c Ratio	0.91	0.46		0.07	0.77		0.43	0.35			0.65	0.60
Control Delay	75.4	21.8		15.8	44.5		103.8	76.2			86.5	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	75.4	21.8		15.8	44.5		103.8	76.2			86.5	9.7
LOS	E	C		B	D		F	E			F	A
Approach Delay	37.6				44.0			90.5			33.5	
Approach LOS	D				D			F			C	
Queue Length 50th (ft)	316	300		12	658		52	35			203	0
Queue Length 95th (ft)	#597	314		14	747		57	54			297	103
Internal Link Dist (ft)	1869				363			117			1664	
Turn Bay Length (ft)	200			210	210							190
Base Capacity (vph)	360	1715		509	1630		261	283			253	613
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.91	0.46		0.05	0.77		0.15	0.13			0.65	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 60 (30%), Referenced to phase 2:EBL and 6:NWL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 40.9
 Intersection LOS: D
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

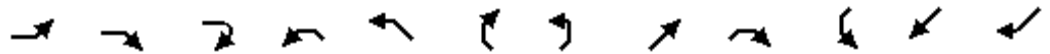


Lanes, Volumes, Timings

Existing Year 2020 PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

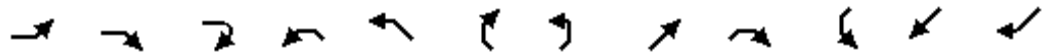
12/04/2020



Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	384	960	5	3	671	198	10	13	5	192	1	301
Future Volume (vph)	384	960	5	3	671	198	10	13	5	192	1	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%			0%			0%	
Storage Length (ft)	200	0			210	0	0		0	0		190
Storage Lanes	1	2			1	0	1		0	0		1
Taper Length (ft)	25				25		25			25		
Satd. Flow (prot)	1787	2842	0	1805	3384	0	1805	1799	0	0	1793	1583
Flt Permitted	0.148			0.159	0.964		0.950				0.705	
Satd. Flow (perm)	278	2842	0	302	3384	0	1805	1799	0	0	1326	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		101			101			12				303
Link Speed (mph)	40				30			25				35
Link Distance (ft)	1949				443			197				1744
Travel Time (s)	33.2				10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.83	0.42	0.38	0.90	0.78	0.38	0.60	0.42	0.86	0.25	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	1169	0	8	1000	0	26	34	0	0	227	358
Turn Type	pm+pt	Prot		pm+pt	Prot		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		3	3				4
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.8	33.8		33.4	33.4	33.4
Total Split (s)	30.0	85.0		30.0	85.0		40.0	40.0		25.0	25.0	25.0
Total Split (%)	16.7%	47.2%		16.7%	47.2%		22.2%	22.2%		13.9%	13.9%	13.9%
Maximum Green (s)	23.6	78.6		23.6	78.6		33.2	33.2		18.6	18.6	18.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.8	4.8		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.8			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

Lanes, Volumes, Timings
 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

Existing Year 2020 PM
 12/04/2020



Lane Group	EBL	EBR	EBR2	NWL2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	108.6	102.8		86.6	78.6		9.6	9.6			45.0	45.0
Actuated g/C Ratio	0.60	0.57		0.48	0.44		0.05	0.05			0.25	0.25
v/c Ratio	1.25	0.70		0.04	0.65		0.27	0.32			0.69	0.58
Control Delay	164.5	28.7		16.0	37.9		88.1	65.4			74.3	14.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	164.5	28.7		16.0	37.9		88.1	65.4			74.3	14.8
LOS	F	C		B	D		F	E			E	B
Approach Delay	66.9				37.7			75.2			37.9	
Approach LOS	E				D			E			D	
Queue Length 50th (ft)	~509	464		4	432		30	26			251	52
Queue Length 95th (ft)	#655	576		5	509		27	39			85	128
Internal Link Dist (ft)	1869				363			117			1664	
Turn Bay Length (ft)	200			210	210							190
Base Capacity (vph)	365	1666		368	1534		332	341			331	622
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.25	0.70		0.02	0.65		0.08	0.10			0.69	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBL and 6:NWL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 52.9 Intersection LOS: D
 Intersection Capacity Utilization 80.0% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



HCM Unsignalized Intersection Capacity Analysis

2: Partin Settlement Road & Shady Lane

Existing Year 2020 AM
12/04/2020

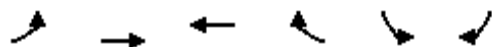


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	430	283	410	106	26	241
Future Volume (Veh/h)	430	283	410	106	26	241
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	453	298	432	112	27	254
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	544				1636	432
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	544				1636	432
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	56				56	59
cM capacity (veh/h)	1025				62	624
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	453	298	432	112	281	
Volume Left	453	0	0	0	27	
Volume Right	0	0	0	112	254	
cSH	1025	1700	1700	1700	333	
Volume to Capacity	0.44	0.18	0.25	0.07	0.84	
Queue Length 95th (ft)	58	0	0	0	188	
Control Delay (s)	11.3	0.0	0.0	0.0	53.7	
Lane LOS	B				F	
Approach Delay (s)	6.8		0.0		53.7	
Approach LOS					F	
Intersection Summary						
Average Delay			12.8			
Intersection Capacity Utilization			71.7%		ICU Level of Service	C
Analysis Period (min)			15			

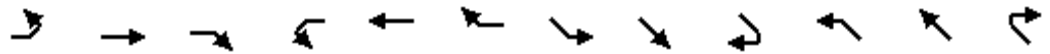
HCM Unsignalized Intersection Capacity Analysis

2: Partin Settlement Road & Shady Lane

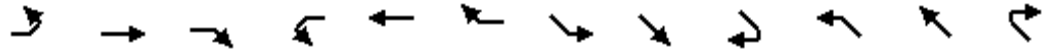
Existing Year 2020 PM
12/04/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	290	323	271	68	42	360
Future Volume (Veh/h)	290	323	271	68	42	360
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	305	340	285	72	44	379
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	357				1235	285
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	357				1235	285
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	75				70	50
cM capacity (veh/h)	1202				145	754
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	305	340	285	72	423	
Volume Left	305	0	0	0	44	
Volume Right	0	0	0	72	379	
cSH	1202	1700	1700	1700	525	
Volume to Capacity	0.25	0.20	0.17	0.04	0.81	
Queue Length 95th (ft)	25	0	0	0	193	
Control Delay (s)	9.0	0.0	0.0	0.0	34.4	
Lane LOS	A				D	
Approach Delay (s)	4.3		0.0		34.4	
Approach LOS					D	
Intersection Summary						
Average Delay			12.1			
Intersection Capacity Utilization			64.9%		ICU Level of Service	C
Analysis Period (min)			15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	49	140	109	28	174	485	280	1116	16	134	1655	8
Future Volume (vph)	49	140	109	28	174	485	280	1116	16	134	1655	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1687	1900	1524	1736	1900	1568	3433	4828	0	1770	4936	0
Flt Permitted	0.248			0.326			0.950			0.950		
Satd. Flow (perm)	440	1900	1524	596	1900	1568	3433	4828	0	1770	4936	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			100		2				
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.59	0.69	0.81	0.75	0.78	0.82	0.90	0.54	0.70	0.93	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	6%	4%	0%	3%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	237	158	35	232	622	341	1270	0	191	1789	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	25.0	47.0	32.0	28.0	50.0	47.0	47.0	81.0		32.0	98.0	
Total Split (%)	11.4%	21.4%	14.5%	12.7%	22.7%	21.4%	21.4%	36.8%		14.5%	44.5%	
Maximum Green (s)	17.2	39.1	23.2	20.2	41.7	38.2	38.2	73.4		23.2	90.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)					7.0			7.0			7.0	

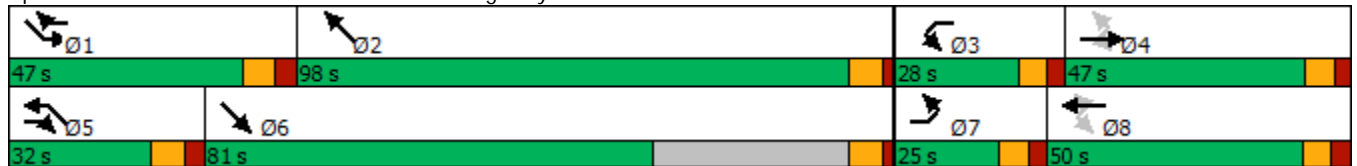


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effct Green (s)	43.0	34.1	65.3	37.1	28.6	74.5	37.6	105.0		23.3	90.7	
Actuated g/C Ratio	0.22	0.17	0.33	0.19	0.14	0.37	0.19	0.53		0.12	0.45	
v/c Ratio	0.35	0.73	0.26	0.22	0.85	0.96	0.53	0.50		0.93	0.80	
Control Delay	65.4	93.3	8.0	61.7	110.9	77.7	77.6	32.2		131.3	51.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.4	93.3	8.0	61.7	110.9	77.7	77.6	32.2		131.3	51.3	
LOS	E	F	A	E	F	E	E	C		F	D	
Approach Delay		60.0			85.7			41.8			59.0	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	59	306	6	36	304	708	211	390		255	742	
Queue Length 95th (ft)	99	259	15	64	340	718	262	498		#304	906	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	211	380	600	255	398	653	658	2557		206	2241	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.27	0.62	0.26	0.14	0.58	0.95	0.52	0.50		0.93	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 199.7
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 58.3
 Intersection LOS: E
 Intersection Capacity Utilization 86.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

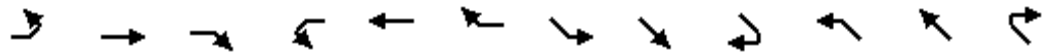


Lanes, Volumes, Timings

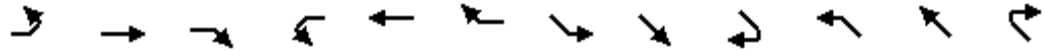
Existing Year 2020 PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	47	198	205	66	122	400	495	1667	14	184	1351	17
Future Volume (vph)	47	198	205	66	122	400	495	1667	14	184	1351	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	1881	1599	1752	1900	1583	3467	5076	0	1787	4976	0
Flt Permitted	0.560			0.269			0.950			0.950		
Satd. Flow (perm)	1013	1881	1599	496	1900	1583	3467	5076	0	1787	4976	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			66			116		1			2	
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.84	0.77	0.66	0.72	0.75	0.82	0.94	0.65	0.70	0.93	0.57
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	1%	3%	0%	2%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	236	266	100	169	533	604	1795	0	263	1483	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	25.0	43.0	30.0	25.0	43.0	35.0	35.0	80.0		30.0	107.0	
Total Split (%)	11.9%	20.5%	14.3%	11.9%	20.5%	16.7%	16.7%	38.1%		14.3%	51.0%	
Maximum Green (s)	17.2	35.1	21.2	17.2	34.7	26.2	26.2	72.4		21.2	99.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None	None	None	None		Max	None	
Walk Time (s)					7.0			7.0				7.0

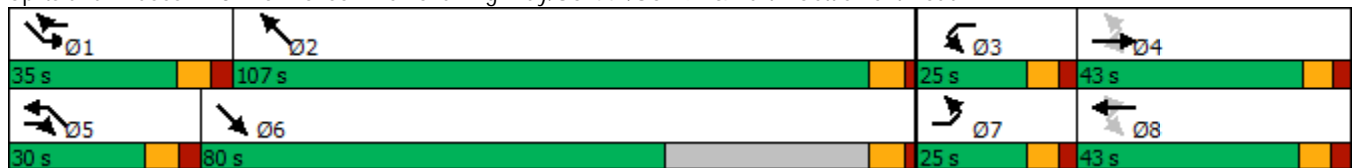


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effct Green (s)	35.4	25.4	54.9	39.9	27.3	62.2	26.5	72.7		21.5	67.7	
Actuated g/C Ratio	0.22	0.15	0.33	0.24	0.17	0.38	0.16	0.44		0.13	0.41	
v/c Ratio	0.25	0.81	0.46	0.47	0.54	0.79	1.08	0.80		1.13	0.72	
Control Delay	48.3	90.0	35.8	53.8	70.5	46.0	123.3	43.1		158.7	43.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	48.3	90.0	35.8	53.8	70.5	46.0	123.3	43.1		158.7	43.2	
LOS	D	F	D	D	E	D	F	D		F	D	
Approach Delay		59.8			52.1			63.3			60.6	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	53	247	168	82	167	409	-370	597		-324	480	
Queue Length 95th (ft)	81	359	233	106	216	472	#541	760		#434	615	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	337	407	578	266	413	671	560	3267		233	3050	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.19	0.58	0.46	0.38	0.41	0.79	1.08	0.55		1.13	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 164.2
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 60.5
 Intersection LOS: E
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road



Lanes, Volumes, Timings

Existing Year 2020 AM

4: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	187	0	1	409	135	0	0	0	96	0	290
Future Volume (vph)	156	187	0	1	409	135	0	0	0	96	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1641	1881	0	1805	1900	1553	0	1900	0	0	1787	1568
Flt Permitted	0.115			0.599							0.757	
Satd. Flow (perm)	199	1881	0	1138	1900	1553	0	1900	0	0	1424	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						174						377
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.72	0.92	0.25	0.92	0.65	0.92	0.92	0.92	0.79	0.92	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	1%	0%	0%	0%	4%	0%	0%	0%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	260	0	4	445	208	0	0	0	0	122	377
Turn Type	pm+pt	NA		pm+pt	NA	Perm				pm+pt	NA	custom
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		6
Detector Phase	7	4		3	8	8	1	6		5	2	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	30.0	30.0		35.0	30.0	30.0	20.0	55.0		35.0	55.0	55.0
Total Split (%)	19.4%	19.4%		22.6%	19.4%	19.4%	12.9%	35.5%		22.6%	35.5%	35.5%
Maximum Green (s)	24.0	24.0		29.0	24.0	24.0	13.6	48.6		28.6	48.6	48.6
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0

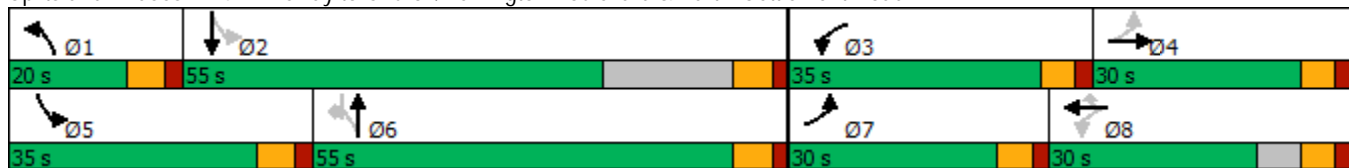


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effct Green (s)	44.8	41.7		34.0	24.0	24.0					48.7	48.7
Actuated g/C Ratio	0.42	0.39		0.32	0.23	0.23					0.46	0.46
v/c Ratio	0.60	0.35		0.01	1.03	0.43					0.19	0.41
Control Delay	30.8	25.5		18.0	93.7	11.5					18.6	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	30.8	25.5		18.0	93.7	11.5					18.6	3.4
LOS	C	C		B	F	B					B	A
Approach Delay		27.6			67.2						7.1	
Approach LOS		C			E						A	
Queue Length 50th (ft)	72	115		2	-327	18					48	0
Queue Length 95th (ft)	136	174		2	#545	29					90	21
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170			85		300						250
Base Capacity (vph)	411	741		664	520	551					856	924
Starvation Cap Reductn	0	0		0	0	0					0	0
Spillback Cap Reductn	0	0		0	0	0					0	0
Storage Cap Reductn	0	0		0	0	0					0	0
Reduced v/c Ratio	0.41	0.35		0.01	0.86	0.38					0.14	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 105.9
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 58.8%
 ICU Level of Service B
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings

Existing Year 2020 PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	516	1	0	240	122	3	0	0	84	0	196
Future Volume (vph)	306	516	1	0	240	122	3	0	0	84	0	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1898	0	1900	1900	1599	0	1805	0	0	1805	1568
Flt Permitted	0.219							0.695			0.750	
Satd. Flow (perm)	412	1898	0	1900	1900	1599	0	1320	0	0	1425	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156						236
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.86	0.25	0.25	0.85	0.97	0.25	0.92	0.92	0.88	0.92	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	604	0	0	282	126	0	12	0	0	95	236
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Detector Phase	7	4		3	8	8	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	30.0	30.0		35.0	30.0	30.0	20.0	55.0		35.0	55.0	55.0
Total Split (%)	19.4%	19.4%		22.6%	19.4%	19.4%	12.9%	35.5%		22.6%	35.5%	35.5%
Maximum Green (s)	24.0	24.0		29.0	24.0	24.0	13.6	48.6		28.6	48.6	48.6
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effct Green (s)	49.6	49.6			20.7	20.7		48.7			48.7	48.7
Actuated g/C Ratio	0.45	0.45			0.19	0.19		0.44			0.44	0.44
v/c Ratio	0.70	0.71			0.80	0.30		0.02			0.15	0.29
Control Delay	29.6	30.0			60.4	5.0		19.3			20.7	3.6
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	29.6	30.0			60.4	5.0		19.3			20.7	3.6
LOS	C	C			E	A		B			C	A
Approach Delay		29.9			43.3			19.3			8.5	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	152	338			196	0		5			41	0
Queue Length 95th (ft)	233	437			272	30		17			79	34
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						250
Base Capacity (vph)	483	850			498	534		580			820	1002
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.67	0.71			0.57	0.24		0.02			0.12	0.24

Intersection Summary

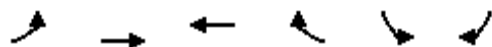
Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 110.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 28.9
 Intersection LOS: C
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Existing Year 2020 AM
12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	90	108	313	393	350	108
Future Volume (vph)	90	108	313	393	350	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1736	1900	1900	1615	1805	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1900	1900	1615	1805	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				269		89
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.67	0.54	0.92	0.90	0.76	0.73
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	200	340	437	461	148
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	2	2		8	
Permitted Phases				2		8
Detector Phase	1	2	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	30.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	23.1%	38.5%	38.5%	38.5%	38.5%	38.5%
Maximum Green (s)	24.0	44.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Existing Year 2020 AM
 12/04/2020

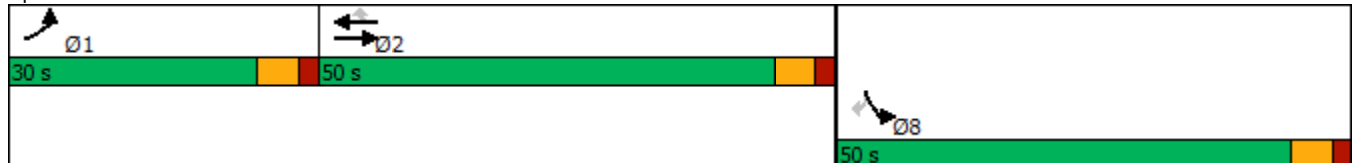


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.4	44.5	44.5	44.5	31.2	31.2
Actuated g/C Ratio	0.12	0.41	0.41	0.41	0.29	0.29
v/c Ratio	0.62	0.25	0.43	0.53	0.88	0.28
Control Delay	59.1	24.3	27.0	12.6	55.1	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	24.3	27.0	12.6	55.1	13.8
LOS	E	C	C	B	E	B
Approach Delay		38.2	18.9		45.1	
Approach LOS		D	B		D	
Queue Length 50th (ft)	88	87	161	74	296	29
Queue Length 95th (ft)	121	102	311	215	357	54
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	392	788	788	827	748	715
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.25	0.43	0.53	0.62	0.21

Intersection Summary

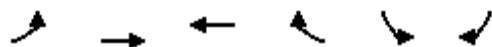
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 107.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 59.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Existing Year 2020 PM
12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	108	352	184	376	305	123
Future Volume (vph)	108	352	184	376	305	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1900	1900	1583	1805	1553
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1900	1900	1583	1805	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				409		106
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.75	0.86	0.90	0.82	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	469	214	418	372	143
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	2	2		8	
Permitted Phases				2		8
Detector Phase	1	2	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	30.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	23.1%	38.5%	38.5%	38.5%	38.5%	38.5%
Maximum Green (s)	24.0	44.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Existing Year 2020 PM
 12/04/2020

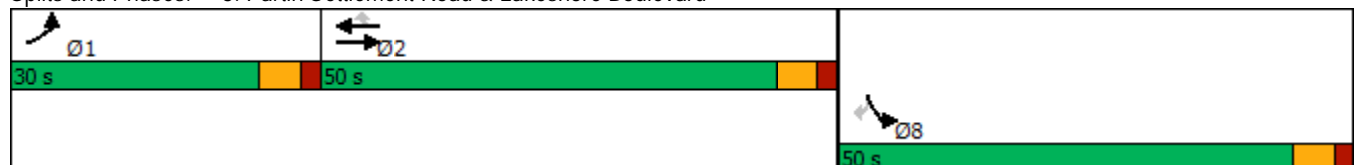


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.6	44.4	44.4	44.4	24.9	24.9
Actuated g/C Ratio	0.13	0.44	0.44	0.44	0.25	0.25
v/c Ratio	0.58	0.56	0.25	0.45	0.83	0.31
Control Delay	53.8	25.8	20.7	4.3	51.9	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	25.8	20.7	4.3	51.9	11.5
LOS	D	C	C	A	D	B
Approach Delay		31.9	9.8		40.7	
Approach LOS		C	A		D	
Queue Length 50th (ft)	79	209	81	3	220	18
Queue Length 95th (ft)	140	314	164	70	308	62
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	428	843	843	930	800	748
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.56	0.25	0.45	0.47	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 100.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 52.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



APPENDIX F

**Memorandum on Development of Future
Traffic Volumes**



MEMORANDUM

TO: Kathy Lee, PE, Osceola County Transportation and Transit
DATE: November 17, 2020
PROJECT: Partin Settlement Road Widening from Neptune Road to Lakeshore Boulevard
JMT JOB NO.: 20-00219-001
RE: **Development of Future Traffic Volumes**

For the development of the future traffic volumes, Central Florida Regional Planning Model (CFRPM) version 6.1 was used. A base year (2010) model validation (reasonableness check) was performed for the study area along Partin Settlement Road from CR 525/Neptune Road to Lakeshore Boulevard. The base year 2010 model volume estimations appeared to be reasonable within the study area according to the acceptable model accuracy listed in Chapter 3 of the *2019 FDOT Project Traffic Forecasting Handbook*. Details on the reasonableness check have been included in **Appendix B**. Moreover, the centroid connectors, area types and facility types were also checked for the base year and future year 2040 model. The model plots showing volumes, base year volume to count ratio, area types, facility types and number of lanes is also included as a part of **Appendix B**.

Annual linear growth rate was computed between the base year 2010 and future year 2040 model for Partin Settlement Road and, also, along the side-streets. The growth rates were also reviewed from other sources received from Osceola County including Advent Health Cobblestone Development Traffic Impact Analysis dated May 2019, Amber Pointe Traffic Impact Analysis dated October 2017 and Neptune PD&E Study PTAR dated November 2019. An annual growth rate was also computed based on socioeconomic data from the CFRPM version 6.1. The growth rates from different sources along with the proposed growth rates were submitted to Osceola County are shown in **Table 1**. **Table 2** shows the annual growth rate along Partin Settlement Road and the side-streets approved by Osceola County on September 16, 2020. The calculations of these growth rates based on comparison of socioeconomic data and also, historical data have been included in **Appendix C**. Historical data along Partin Settlement Road within the project limits showed negative growth.



Table 1: Proposed Recommended Annual Growth Rates for Partin Settlement Road and the Side-Streets

Roadway	Annual Linear Growth Rate (%)			Recommended Annual Growth Rates
	Original CFRPM Version 6.1 (2010 Vs 2040 Model Volumes)	Advent Health TIA dated 2019	Amber Pointe TIA dated 2017	
Partin Settlement Road	8.70%	4.20%	3.41%	4.1%
Neptune Road	3.80%	3.60%	-	From Neptune PTAR = Varies, 2.0-2.5%, Use 2.25% Ave
Shady Lane/Cross Prairie				Neptune PTAR – Use Model Rates
US 192	1.10%	2.01%	2.00%	2.0%
Remington				5.0%
Lakeshore Boulevard	12.70%	6.80%	-	6.8%

Table 2: Approved Annual Growth Rates for Partin Settlement Road and the Side-Streets by Osceola County

Roadway	APPROVED Annual Growth Rates
Partin Settlement Road	4.1%
Neptune Road	2.25% Ave
Shady Lane/Cross Prairie	Neptune PTAR
US 192	2.0%
Remington	2.0%
Lakeshore Boulevard	4.0%

Projections along Shady Lane/Cross Prairie Parkway has been based on the Neptune Road PD&E Study PTAR dated November 2019. The opening year (2025) and design year (2045) AM and PM peak hour volumes along Cross Prairie Parkway from the Neptune Road PTAR is assumed to access CR 525/Neptune Road and Partin Settlement Road in a 50%-50% split once the Cross Prairie Parkway connection to Partin Settlement Road is completed and is operational. This traffic along Cross Prairie Parkway to and from the intersection of Partin Settlement Road is distributed along west, east and north in the proportion of the existing AADT traffic volumes along these directions. This is the methodology of estimating the traffic volume projections to and from Cross Prairie Parkway. In addition to this, the 2014 turning movement counts at the intersection

of Partin Settlement Road and Shady Lane (as a three-legged intersection) received from Osceola County, has been projected using an annual growth rate of 2% to develop the traffic projections for all the remaining movements at the study intersection of Partin Settlement Road and Shady Lane/Cross Prairie Parkway. Once the opening year (2025) and design year (2045) AM and PM peak hour volumes were established at this intersection, interim year (2035) design hour traffic volumes were estimated by interpolation at this study intersection.

As indicated in the traffic methodology, already approved by Osceola County on August 3, 2020 only one set of future traffic volumes were developed that will be used for both the no-build and the build conditions. The approved traffic methodology has been included in **Appendix A**.

Development of Future Annual Average Daily Traffic (AADT)

The opening year (2025), interim year (2035) and design year (2045) AADT were obtained by applying the approved growth rates along Partin Settlement Road and the side-streets within the project limits on the existing AADT volumes. The future year no-build and build AADT for the opening, interim and future years are shown in **Figure 1, 2, and 3**, respectively. The future AADT computations are included in **Appendix D**.

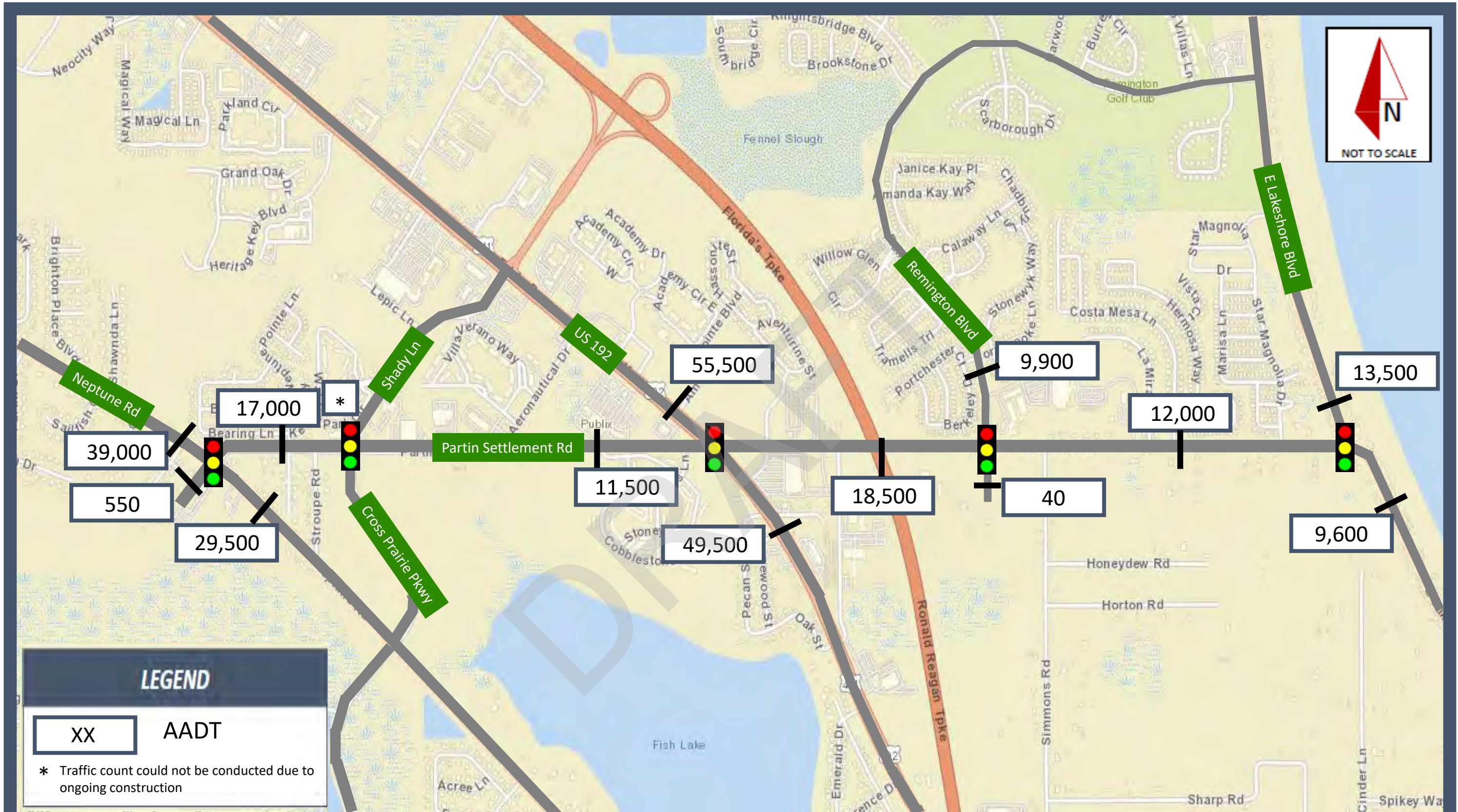


Figure 1: Opening Year 2025 No-Build and Build Annual Average Daily Traffic (AADT) Volumes Partin Settlement Road PTAR

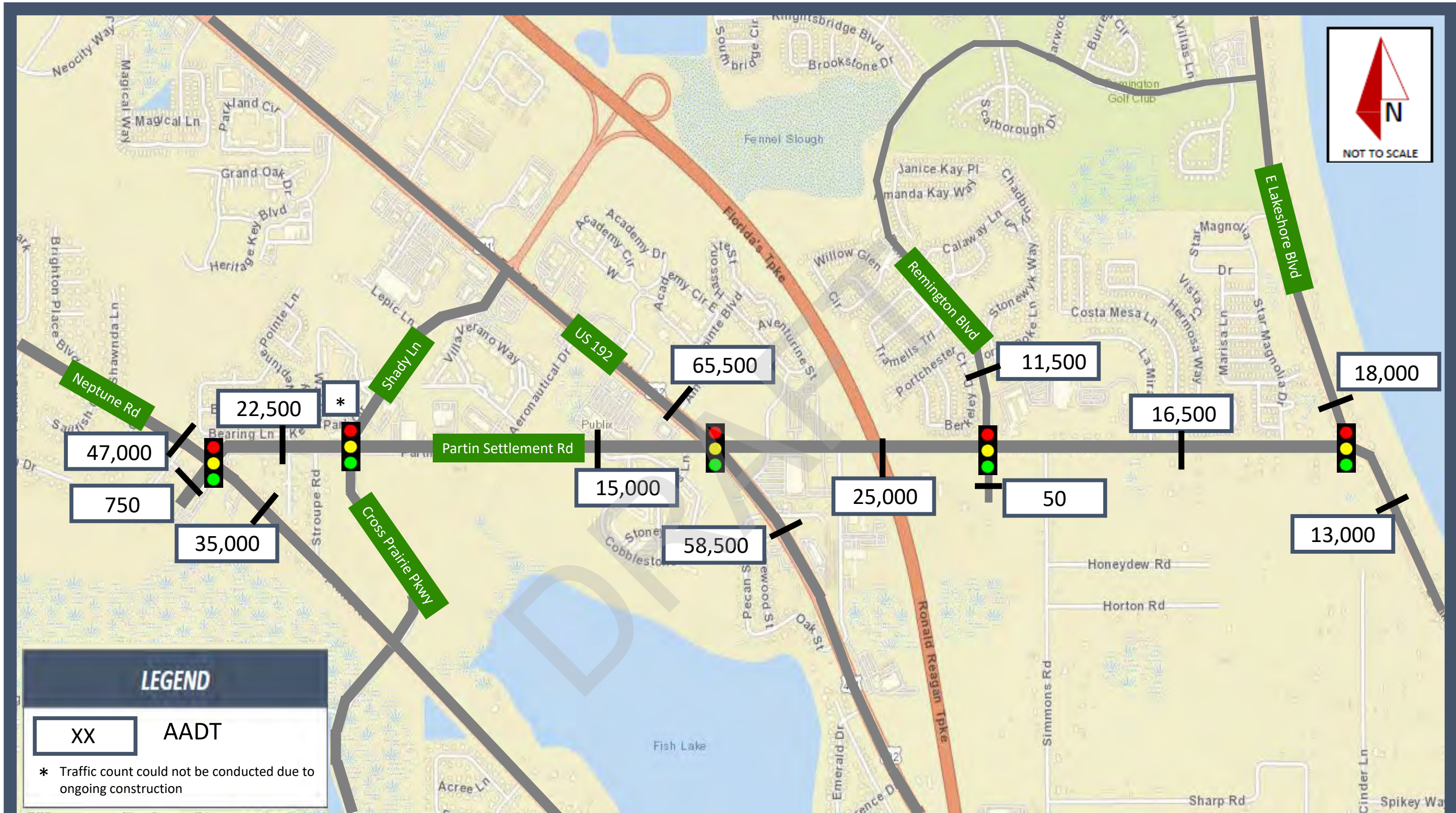


Figure 2: Interim Year 2035 No-Build and Build Annual Average Daily Traffic (AADT) Volumes Partin Settlement Road PTAR

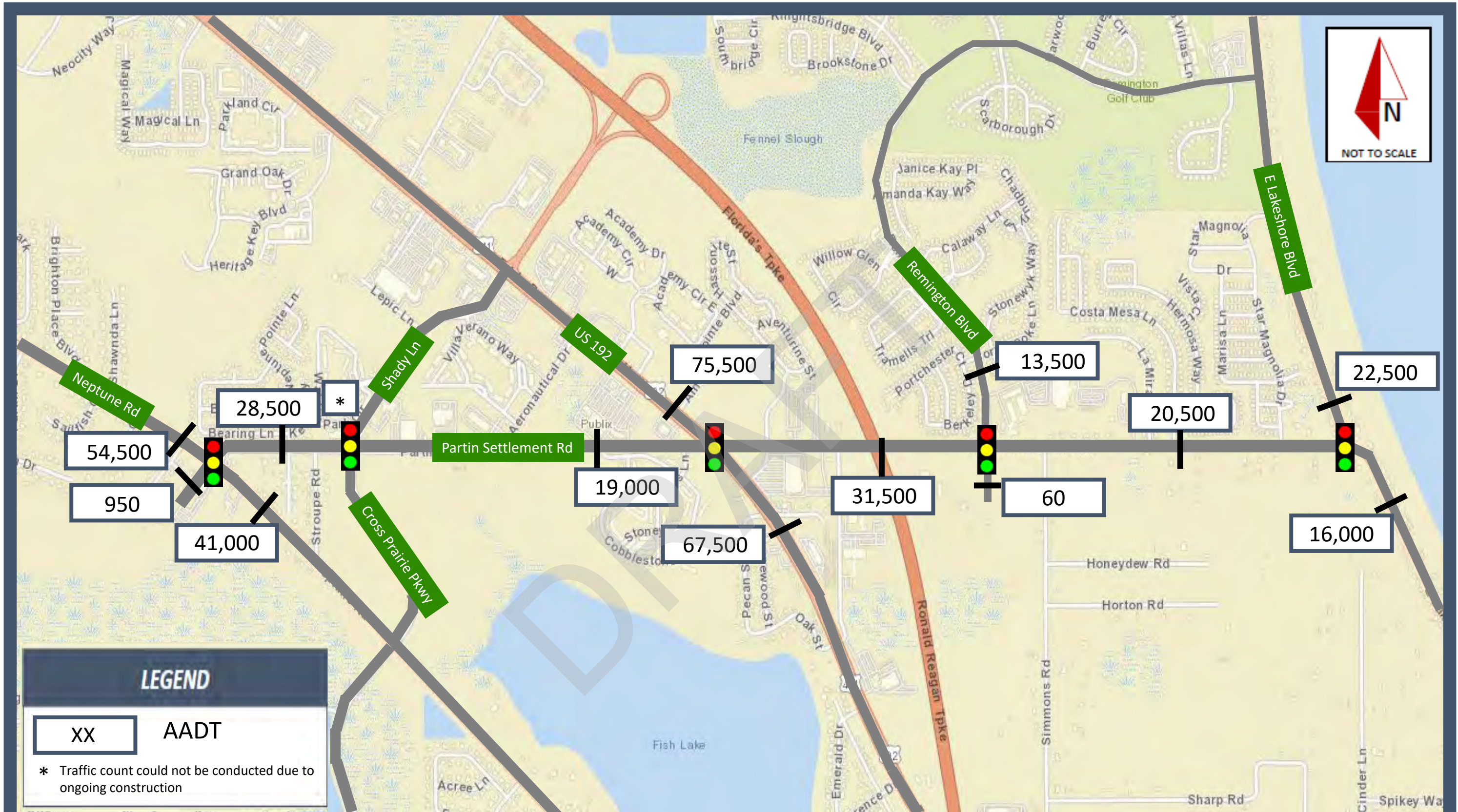


Figure 3: Design Year 2045 No-Build and Build Annual Average Daily Traffic (AADT) Volumes Partin Settlement Road PTAR

Development of Future AM and PM Peak Hour Traffic Volumes

The future year AM and PM peak hour directional traffic volumes (DDHV) were obtained using FDOT approved TURNS5 traffic projection spreadsheet and inputting the existing year AADT volumes, approved annual growth rates, recommended K and D factors, and, existing turning movement proportions at the study intersection. The input and output sheets for TURNS5 spreadsheet for the study intersections is included in **Appendix E**. As included as a part of the existing traffic volume memorandum, westbound is considered to be the peak direction along Partin Settlement Road within the project limits during the AM peak period and eastbound is considered to be the peak direction during the PM peak period in the development of the peak hour turning volumes. Peak direction for each side-street was also determined and included in **Appendix E**.

The future year TURNS5 projections at study intersections were reviewed for reasonableness and adjusted according to engineering judgement. The future no-build and build AM and PM peak hour volumes for the opening year (2025), interim year (2035) and design year (2045) are shown in **Figure 4, 5, and 6**, respectively.

One adjustment included in the development of future design hour volumes is the reassignment of 50% of the westbound left turn traffic volume at Partin Settlement Road and CR 525/Neptune Road to westbound traffic at Partin Settlement Road and Shady Lane/Cross Prairie Parkway. This is based on the assumption that approximately 50% of the westbound left turn traffic at CR 525/Neptune Road will make a left turn at Shady Lane/Cross Prairie Parkway once the Cross Prairie Parkway connection is completed. This percent split is estimated from the 2045 model plots obtained from the Neptune Road PD&E Study PTAR dated November 2019.

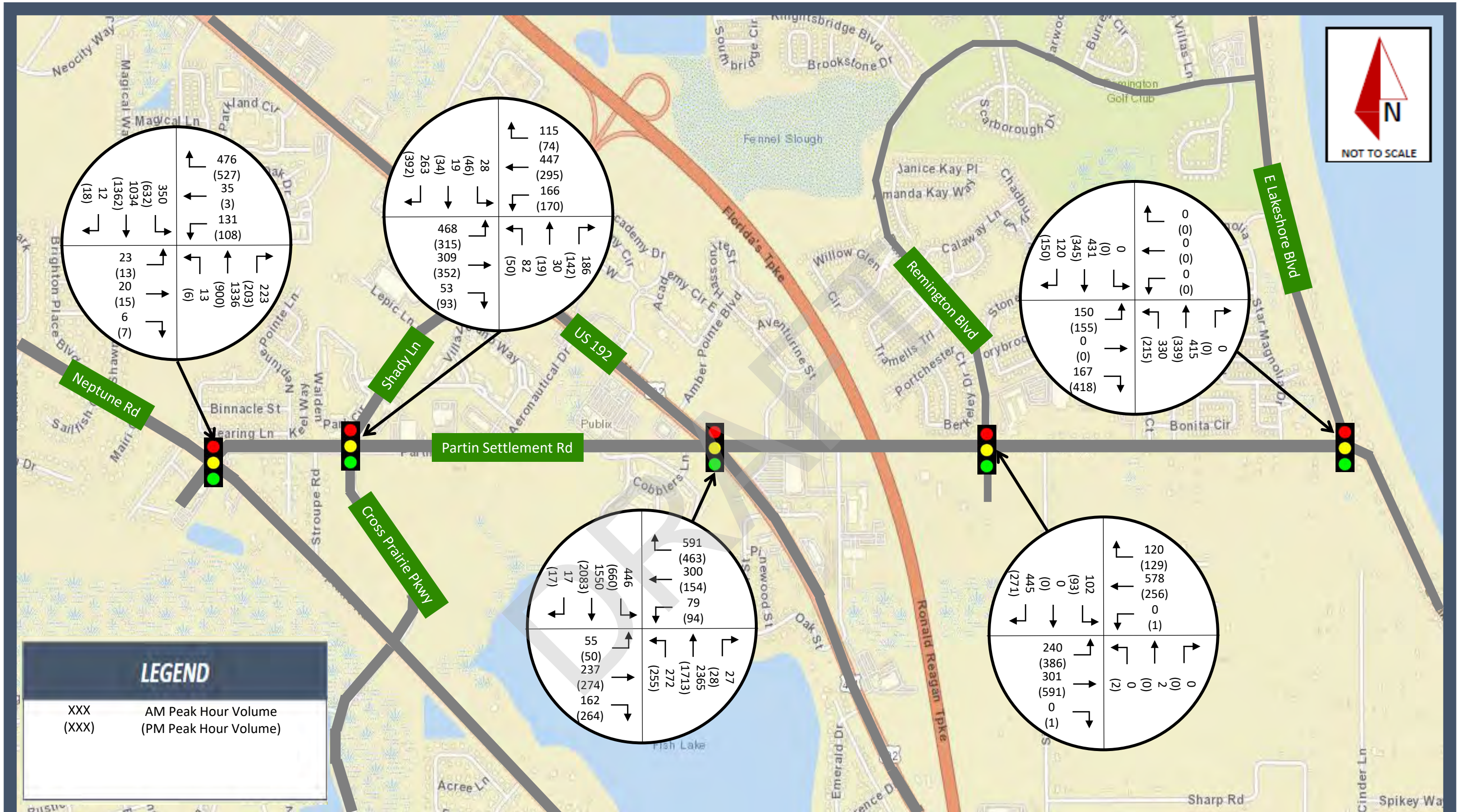
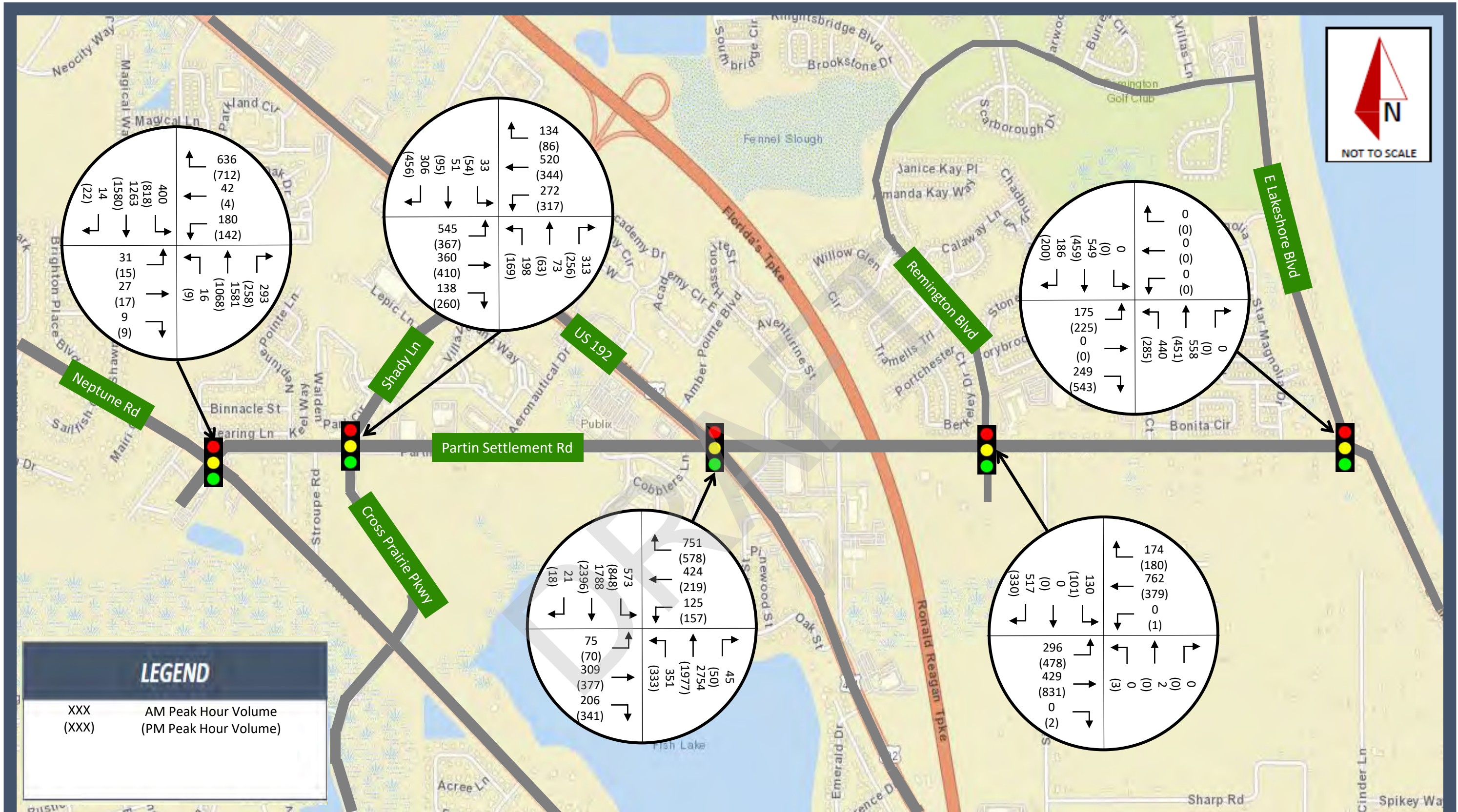


Figure 4: Opening Year 2025 No-Build and Build AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR



**Figure 5: Interim Year 2035 No-Build and Build AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR**

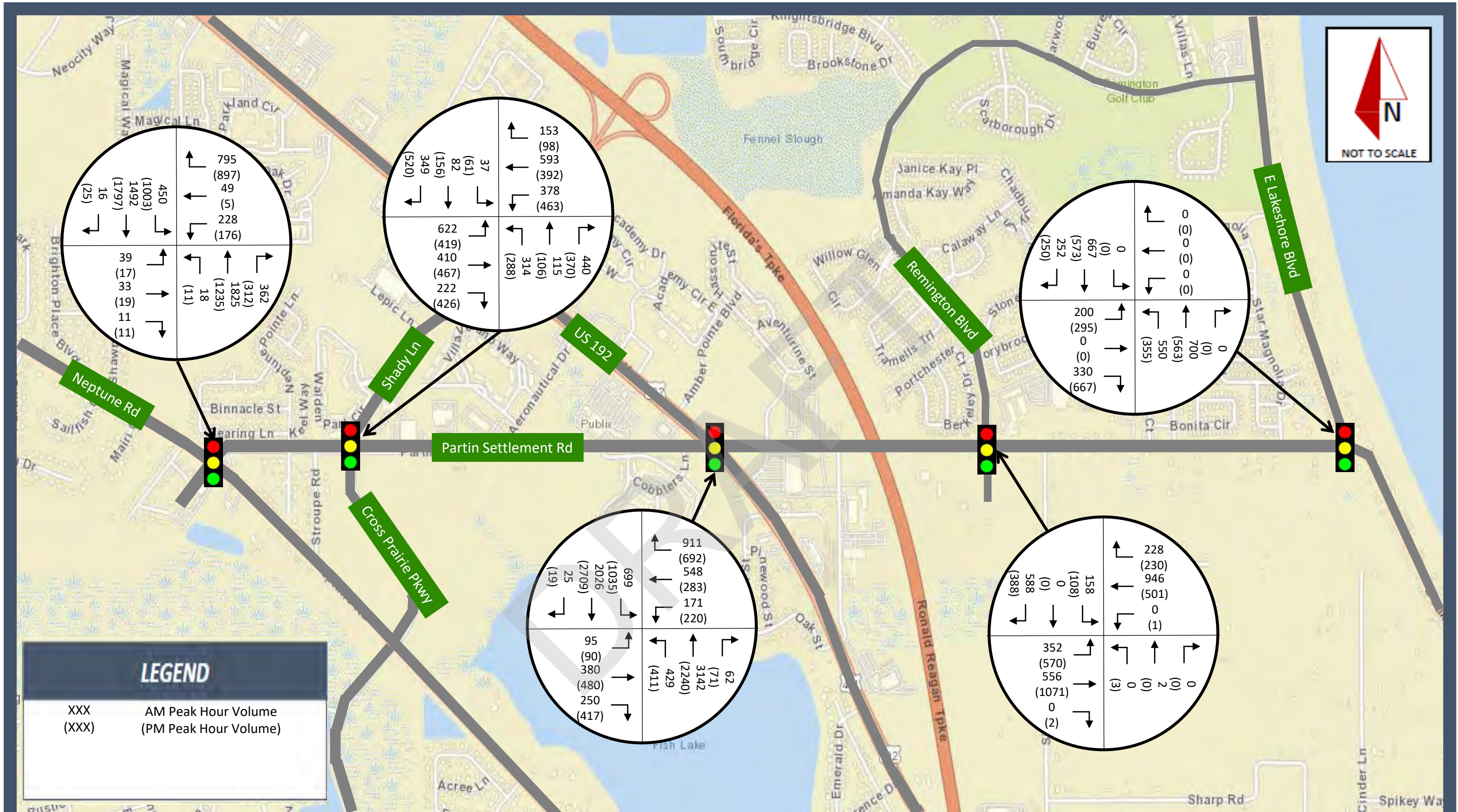


Figure 6: Design Year 2045 No-Build and Build AM and PM Peak Hour Traffic Volumes
 Partin Settlement Road PTAR

APPENDICES

DRAFT

APPENDIX A

APPROVED TRAFFIC METHODODLOGY

DRAFT



MEMORANDUM

TO: Kathy Lee, PE, Osceola County Transportation and Transit

DATE: July 29, 2020

FROM: Arpita Guha, PE, PTOE

PROJECT: Partin Settlement Road Widening from Neptune Road to Lakeshore Boulevard

JMT JOB NO.: 20-00219-001

RE: **DRAFT Traffic Methodology Memorandum**

1. Traffic counts will be conducted for this project after the Labor Day as discussed in the kickoff meeting with Osceola County dated July 16, 2020. It is being proposed to begin the traffic counts on September 15, 2020.
2. Traffic data collection including 72-hour vehicle classification counts, 72-hour bi-directional counts at intersection approaches and at the same time 8-hour turning movement counts (TMCs) at the study intersections as shown below:
 - A. 72-hour vehicle classification counts (bi-directional approach volumes) at the following locations:
 - (1) Partin Settlement Road – Between Neptune Road and Cross Prairie Parkway
 - (2) Partin Settlement Road – Between Cross Prairie Parkway and US 192
 - (3) Partin Settlement Road – Between US 192 and Remington Boulevard
 - (4) Partin Settlement Road – Between Remington and Lakeshore Boulevard
 - B. 72-hour machine counts (bi-directional approach volumes) and at the same time, 8-hour manual vehicle turning movement counts will be performed for peak hours at the following intersections:
 - (1) Neptune Road (signalized)
 - (2) Cross Prairie Parkway (signalized)
 - (3) US 192 (signalized)
 - (4) Remington Boulevard (signalized)
 - (5) Lakeshore Boulevard (signalized)

The 8-hours for the turning movement counts at the study intersections will be based on the approach counts.

It should be noted that the Shady Lane/Cross Prairie Parkway intersection is still under construction and Cross Prairie Parkway is currently closed. The approach counts and the turning movement count at this intersection will most likely be deferred.

3. The project will use the standard K factor of 9% for this area. Recommendations will be made for the D-factor and the truck percentages to be used for this study based on the historical traffic data available and the existing traffic counts conducted.
4. Existing year 2020 annual average daily volume will be determined by applying peak seasonal factor and axle factor on the raw traffic counts. Since the existing traffic counts will be conducted under the outbreak of the COVID-19 pandemic, these adjusted counts will be compared with the historical counts, if available, and necessary adjustments will be made if needed.
5. Existing year 2020 design hour (AM and PM peak hour) traffic volumes will be developed by applying peak seasonal adjustment factor on the raw turning movement volumes. The traffic volumes between the study intersections along Partin Settlement Road will not need to be balanced as there are several accesses between intersection which will generate and attract traffic.
6. The Central Florida Regional Planning (CFRPM) Version 6.1 Base year (2010) model will be checked for reasonableness and if necessary, for accuracy, adjustments will be made as needed.
7. An annual growth rate will be developed based on the 2010 base year model volume and 2040 build future year model projections. Historical growth rate will also be reviewed for Partin Settlement Road based on trend analysis and a reasonable annual growth rate will be recommended. The trend analysis with the historical data for the FDOT count stations along the study corridor or in its vicinity is included in **Attachment A**. Also, preliminary model growth rate between base year 2010 and future year 2040 along with CFRPM Version 6.1 traffic volume lots are included in **Attachment B**.
8. The opening year will be 2025, the design year will be 2045 and the interim year will be 2035.

9. The build condition will assume 4 lanes along Partin Settlement Road.
10. The recommended annual growth rate will then be applied to the existing AADT to develop the opening (2025), interim (2035) and design year (2045) AADTs assuming linear simple growth in traffic.
11. Future design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the future design hour volumes. TURN5 spreadsheet will be used as the future design hour volume development tool.
12. The traffic volumes will not be balanced exactly from one intersection departure to the next intersection approach. This is because there are several accesses between intersections which will generate and attract traffic.
13. The future AADTs and therefore, the AM and PM design hour volumes for the no-build and the build conditions will be considered to be the same.
14. All existing and future traffic volumes will be reviewed and approved by Osceola County prior to beginning traffic analysis.
15. AM and PM design hour volumes will both be developed to insure adequate lane geometry.
16. Existing, No-Build and Build intersection will be conducted based on Highway Capacity Manual procedures using latest SYNCHRO version as the analysis tool.
17. Future analysis of No Build condition will be conducted for the opening year 2025 and the design year 2045. Future analysis of Build condition will be conducted for opening year 2025, interim year 2035 and design year 2045.
18. A check will be performed along Partin Settlement Road between Remington Boulevard and Lakeshore Boulevard based on the future projected AADTs to evaluate if 4 lanes are required to achieve acceptable level of service. The FDOT generalized level of service volume tables (Table 1) will be used for this evaluation.
19. Queue length analysis will be conducted for the design year AM and PM peak hours for build conditions.
20. Arterial analysis will be conducted using SYNCHRO within the intersections shown in number 1.

21. Acceptable LOS will be considered to be “D” at the intersections and along the study corridor in the urbanized area between Neptune Road and Lakeshore Boulevard. These LOS criteria are based on the Planning Boundaries for LOS Standards for Osceola County and Page 46 of the 2020 FDOT Quality/Level of Service Handbook. The FDOT urban boundary map for Osceola County has been included in **Attachment C**.

DRAFT



ATTACHMENT A
Historical Trend Analysis

DRAFT

Partin Settlement Road - Historical Trend Analysis

FDOT Count Station	Site Description	Annual Linear Growth Rate	
		Based on 10 Years of Data	Based on 5 Years of Data
927065	Partin Settlement Road - East of Florida's Turnpike	-3.67%	-2.74%
920007	US 192 - North of Partin Settlement Road	-2.39%	-2.15%
928040	Shady Lane - North of Partin Settlement Road	9.15%	2.83%
928082	Neptune Road - South of Partin Settlement Road	1.24%	-2.40%

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0007 - ON US-192, 0.954 MI. W OF FL TPK (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32500	F	E 17500		W 15000	9.00	53.20	5.40
2018	31500	C	E 17000		W 14500	9.00	53.60	5.40
2017	33000	C	E 16500		W 16500	9.00	52.80	5.00
2016	36000	C	E 17500		W 18500	9.00	52.50	6.80
2015	34000	C	E 17500		W 16500	9.00	52.70	5.50
2014	37500	C	E 19500		W 18000	9.00	52.80	6.80
2013	39000	C	E 21000		W 18000	9.00	53.00	3.10
2012	35000	C	E 18000		W 17000	9.00	53.10	13.50
2011	40500	C	E 22000		W 18500	9.00	53.10	3.50
2010	38500	C	E 19000		W 19500	9.12	53.51	5.00
2009	42500	C	E 23000		W 19500	9.10	53.73	5.30
2008	39000	C	E 20500		W 18500	8.66	53.12	3.80
2007	44000	C	E 21500		W 22500	9.20	54.21	6.80
2006	36500	C	E 18500		W 18000	9.12	53.26	4.50
2005	39000	C	E 19500		W 19500	9.00	55.80	6.50
2004	38500	C	E 19000		W 19500	9.60	60.50	6.50

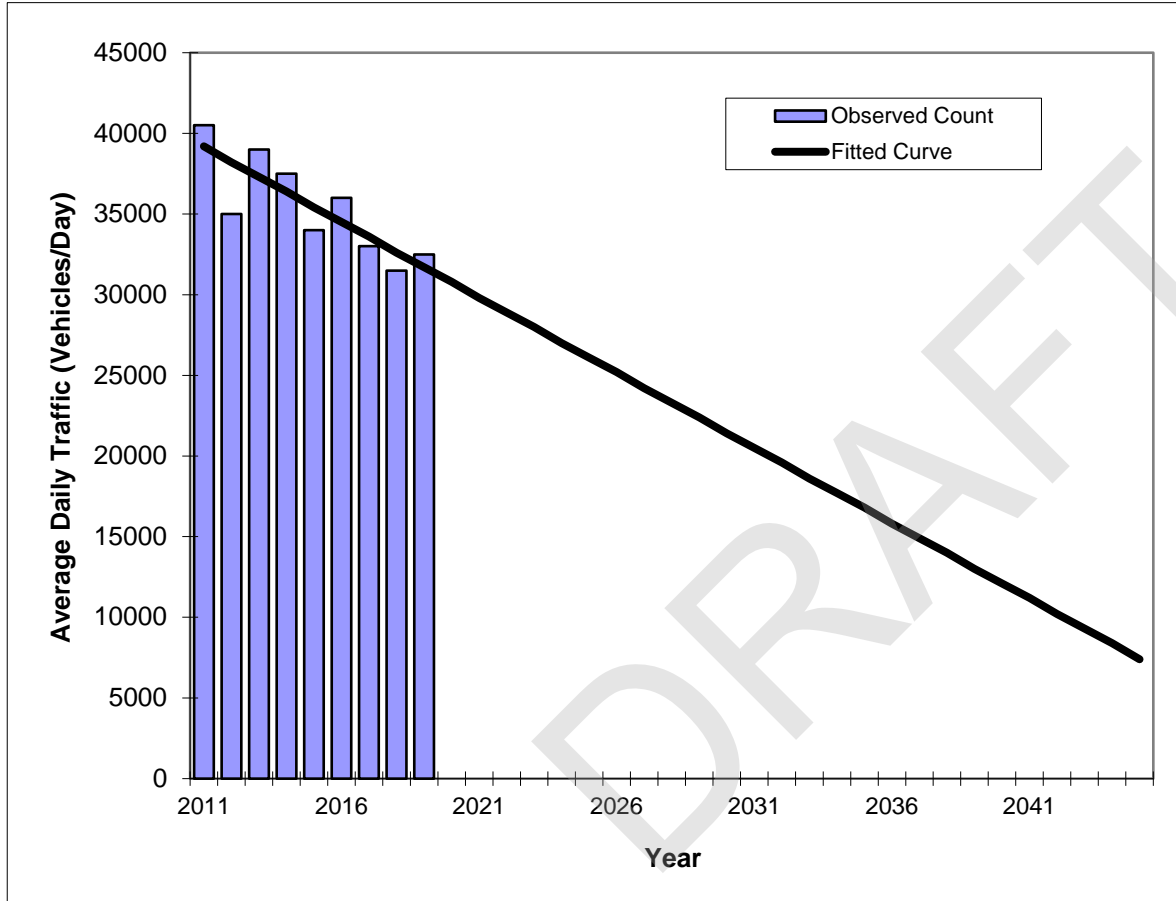
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US 192 -- North of Simpson Road

FIN#	XXXX
Location	4

County:	Osceola (92)
Station #:	0007
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	40500	39200
2012	35000	38200
2013	39000	37300
2014	37500	36400
2015	34000	35400
2016	36000	34500
2017	33000	33600
2018	31500	32600
2019	32500	31700
2025 Opening Year Trend		
2025	N/A	26100
2035 Mid-Year Trend		
2035	N/A	16800
2045 Design Year Trend		
2045	N/A	7400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-933
Trend R-squared:	69.48%
Trend Annual Historic Growth Rate:	-2.39%
Trend Growth Rate (2019 to Design Year):	-2.95%
Printed:	28-Jul-20
Straight Line Growth Option	

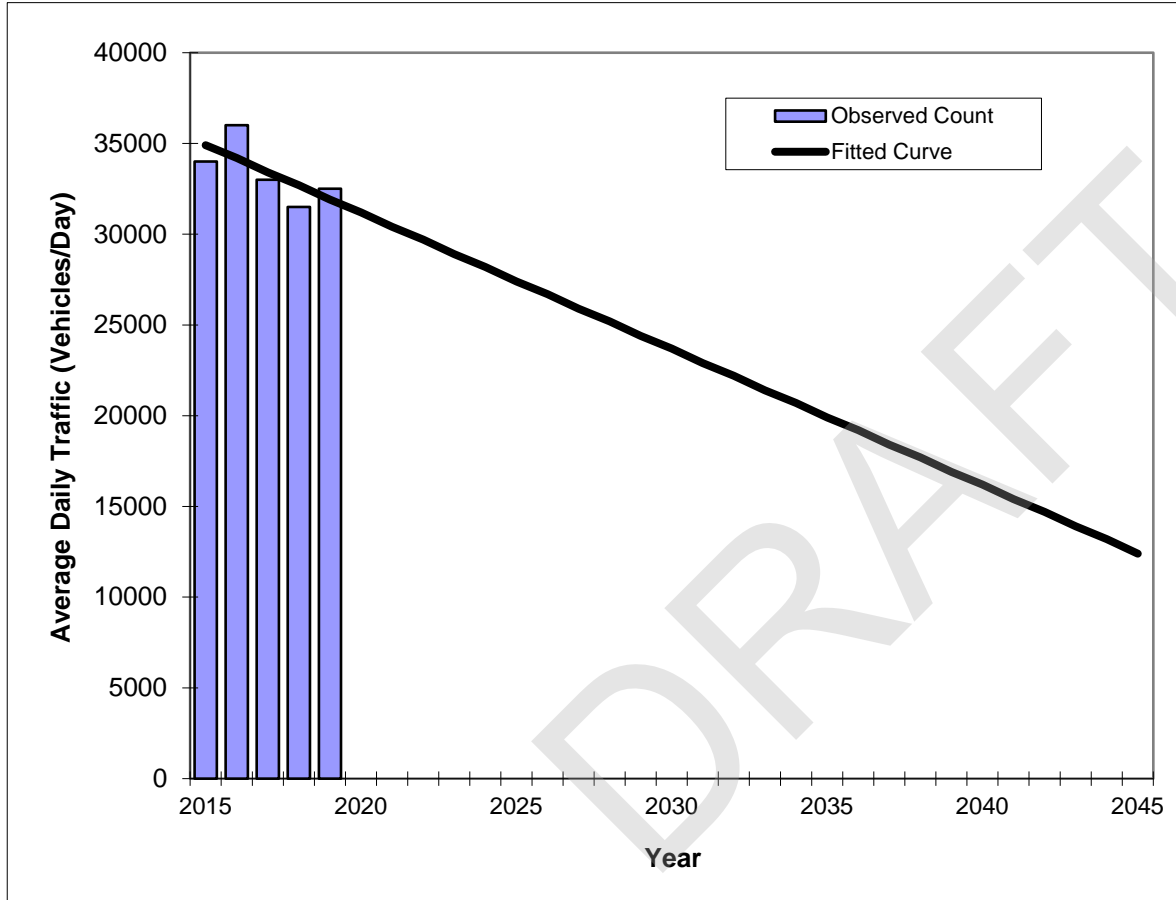
*Axle-Adjusted

Traffic Trends - V03.a

US 192 -- North of Simpson Road

FIN#	XXXX
Location	4

County:	Osceola (92)
Station #:	0007
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34900
2016	36000	34200
2017	33000	33400
2018	31500	32700
2019	32500	31900
2025 Opening Year Trend		
2025	N/A	27400
2035 Mid-Year Trend		
2035	N/A	19900
2045 Design Year Trend		
2045	N/A	12400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-750
Trend R-squared:	48.08%
Trend Annual Historic Growth Rate:	-2.15%
Trend Growth Rate (2019 to Design Year):	-2.35%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7065 - PARTIN SETTLEMENT, SIMMONS ROAD TO US-192 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7600 S	E 4400	W 3200	9.00	53.20	2.80
2018	7400 F	E 4300	W 3100	9.00	53.60	2.80
2017	7100 C	E 4100	W 3000	9.00	52.80	2.80
2016	8400 S	E 4200	W 4200	9.00	52.50	3.00
2015	8200 F	E 4100	W 4100	9.00	52.70	3.00
2014	8000 C	E 4000	W 4000	9.00	52.80	3.00
2013	11100 F	E 5400	W 5700	9.00	53.00	6.50
2012	11100 C	E 5400	W 5700	9.00	53.10	6.50
2011	9800 T	0	0	9.00	53.10	20.90
2010	9800 S	E 4700	W 5100	9.12	53.51	25.30
2009	9800 F	E 4700	W 5100	9.10	53.73	23.50
2008	9600 C	E 4600	W 5000	8.66	53.12	20.70

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

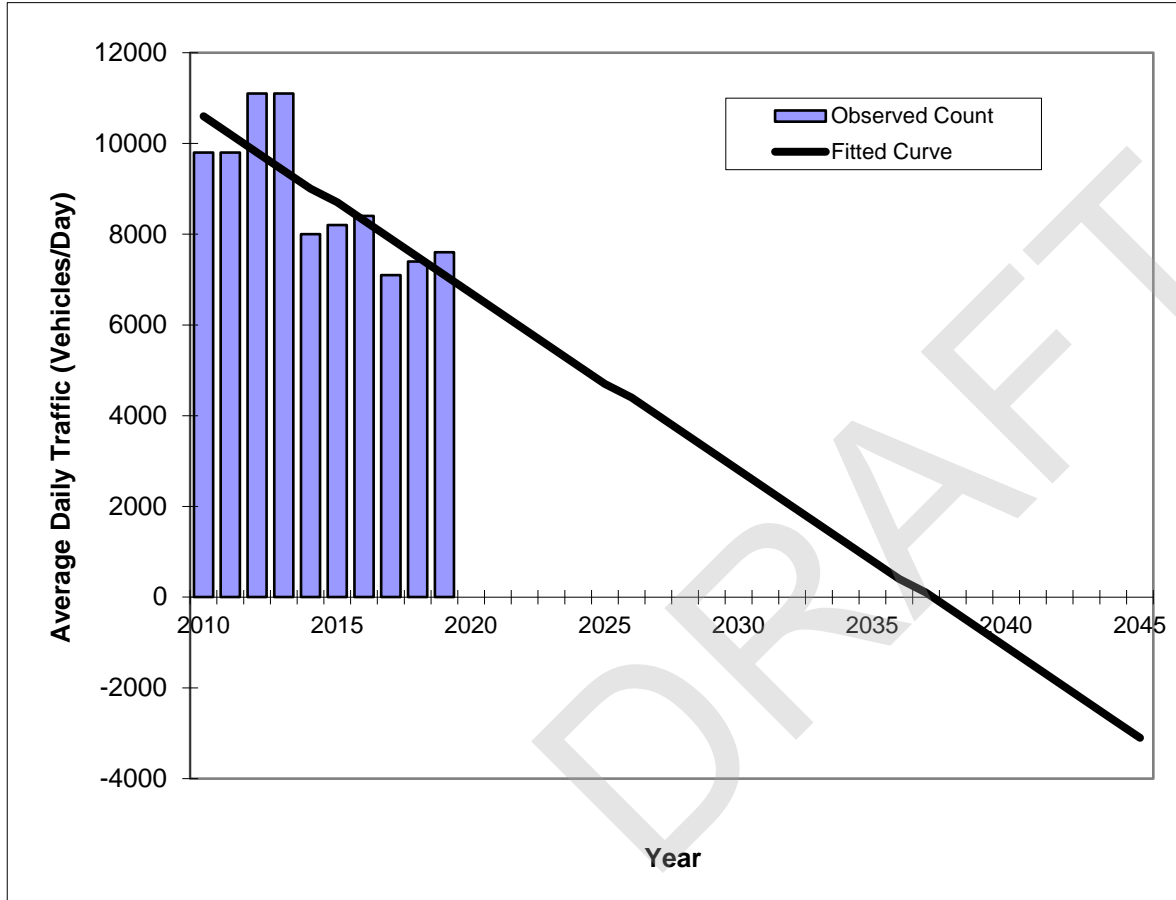
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

PARTIN SETTLEMENT RD -- Simmons Road to US 192

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	7065
Highway:	PARTIN SETTLEMENT RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	9800	10600
2011	9800	10200
2012	11100	9800
2013	11100	9400
2014	8000	9000
2015	8200	8700
2016	8400	8300
2017	7100	7900
2018	7400	7500
2019	7600	7100
2025 Opening Year Trend		
2025	N/A	4700
2035 Mid-Year Trend		
2035	N/A	800
2045 Design Year Trend		
2045	N/A	-3100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-391
Trend R-squared:	63.02%
Trend Annual Historic Growth Rate:	-3.67%
Trend Growth Rate (2019 to Design Year):	-5.53%
Printed:	28-Jul-20
Straight Line Growth Option	

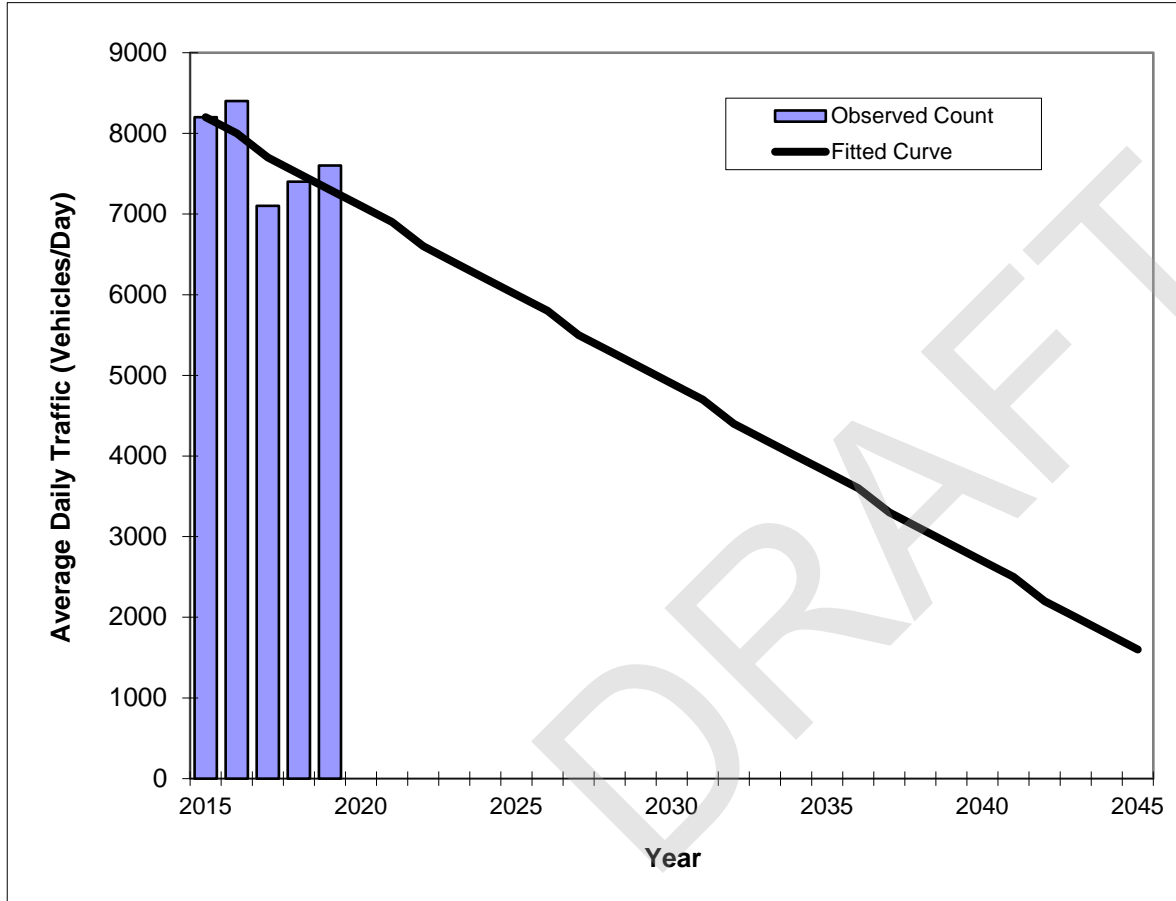
*Axle-Adjusted

Traffic Trends - V03.a

PARTIN SETTLEMENT RD -- Simmons Road to US 192

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	7065
Highway:	PARTIN SETTLEMENT RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8200	8200
2016	8400	8000
2017	7100	7700
2018	7400	7500
2019	7600	7300
2025 Opening Year Trend		
2025	N/A	6000
2035 Mid-Year Trend		
2035	N/A	3800
2045 Design Year Trend		
2045	N/A	1600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-220
Trend R-squared:	40.60%
Trend Annual Historic Growth Rate:	-2.74%
Trend Growth Rate (2019 to Design Year):	-3.00%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8040 - SHADY LN, N OF PARTIN SETTLEMENT RD - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	9800	C	N	5200	S	4600	9.00	53.20	5.50
2018	13000	S	N	6300	S	6700	9.00	53.60	5.50
2017	12500	F	N	6100	S	6400	9.00	52.80	4.10
2016	11900	C	N	5800	S	6100	9.00	52.50	5.80
2015	8800	F	N	4700	S	4100	9.00	52.70	4.40
2014	8600	C	N	4600	S	4000	9.00	52.80	5.00
2013	7600	S		0		0	9.00	53.00	5.30
2012	7500	F		0		0	9.00	53.10	5.80
2011	7500	C	N	0	S	0	9.00	53.10	5.40

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

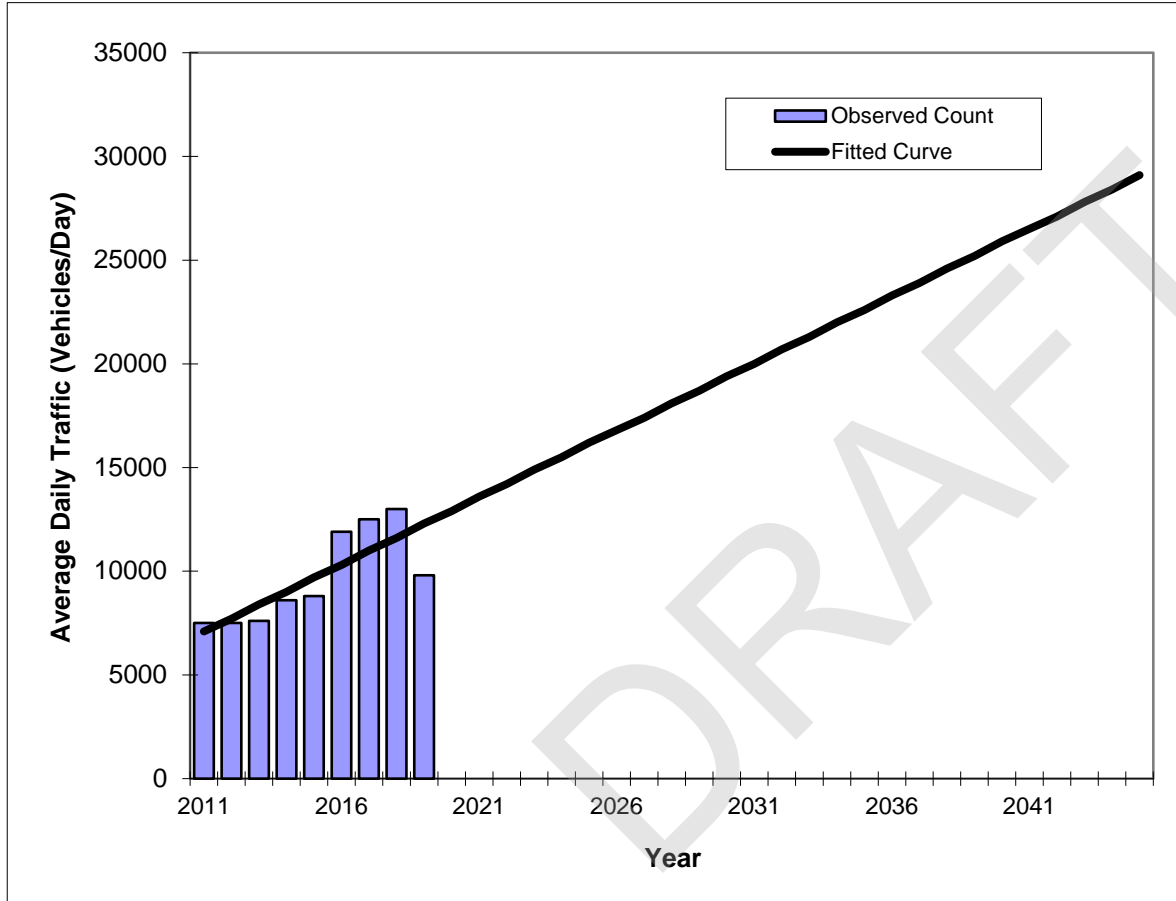
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

Shady Lane -- North of Partin Settlement Road

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	8040
Highway:	Shady Lane



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	7500	7100
2012	7500	7700
2013	7600	8400
2014	8600	9000
2015	8800	9700
2016	11900	10300
2017	12500	11000
2018	13000	11600
2019	9800	12300
2025 Opening Year Trend		
2025	N/A	16200
2035 Mid-Year Trend		
2035	N/A	22600
2045 Design Year Trend		
2045	N/A	29100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	647
Trend R-squared:	63.22%
Trend Annual Historic Growth Rate:	9.15%
Trend Growth Rate (2019 to Design Year):	5.25%
Printed:	28-Jul-20
Straight Line Growth Option	

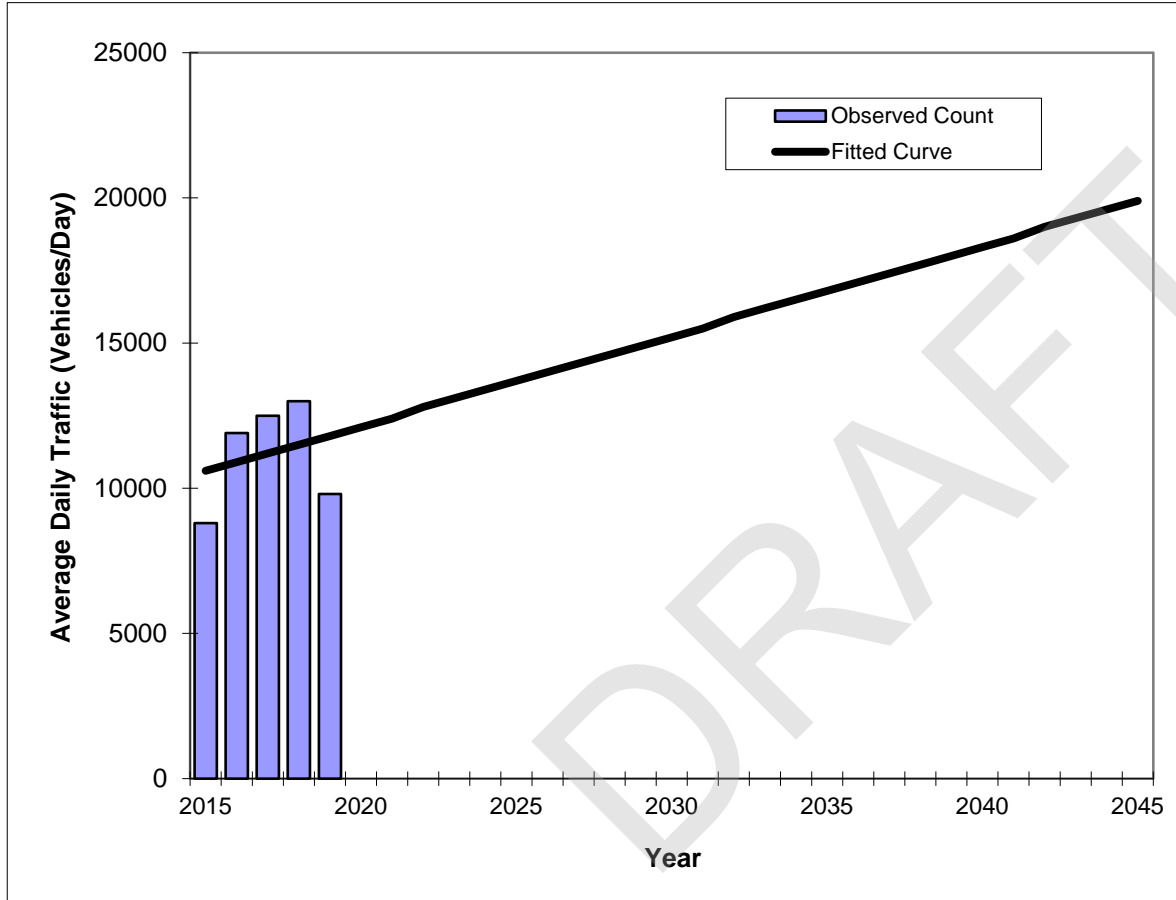
*Axle-Adjusted

Traffic Trends - V03.a

Shady Lane -- North of Partin Settlement Road

FIN#	XXXX
Location	1

County:	Osceola (92)
Station #:	8040
Highway:	Shady Lane



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8800	10600
2016	11900	10900
2017	12500	11200
2018	13000	11500
2019	9800	11800
2025 Opening Year Trend		
2025	N/A	13700
2035 Mid-Year Trend		
2035	N/A	16800
2045 Design Year Trend		
2045	N/A	19900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	310
Trend R-squared:	7.31%
Trend Annual Historic Growth Rate:	2.83%
Trend Growth Rate (2019 to Design Year):	2.64%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8082 - NEPTUNE RD, 0.5 MI S OF PARTIN SETTLEMENT RD - OFF SYSTEM HPMS '18

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	14600	S	S	8400	N	6200	9.00	53.20	23.80
2018	14200	F	S	8200	N	6000	9.00	53.60	22.30
2017	13700	C	S	7900	N	5800	9.00	52.80	34.20
2016	16100	S	S	8200	N	7900	9.00	52.50	27.80
2015	15500	F	S	7900	N	7600	9.00	52.70	25.90
2014	15100	C	S	7700	N	7400	9.00	52.80	28.50
2013	13000	F		0		0	9.00	53.00	25.70
2012	13000	C	S	0	N	0	9.00	53.10	24.50

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

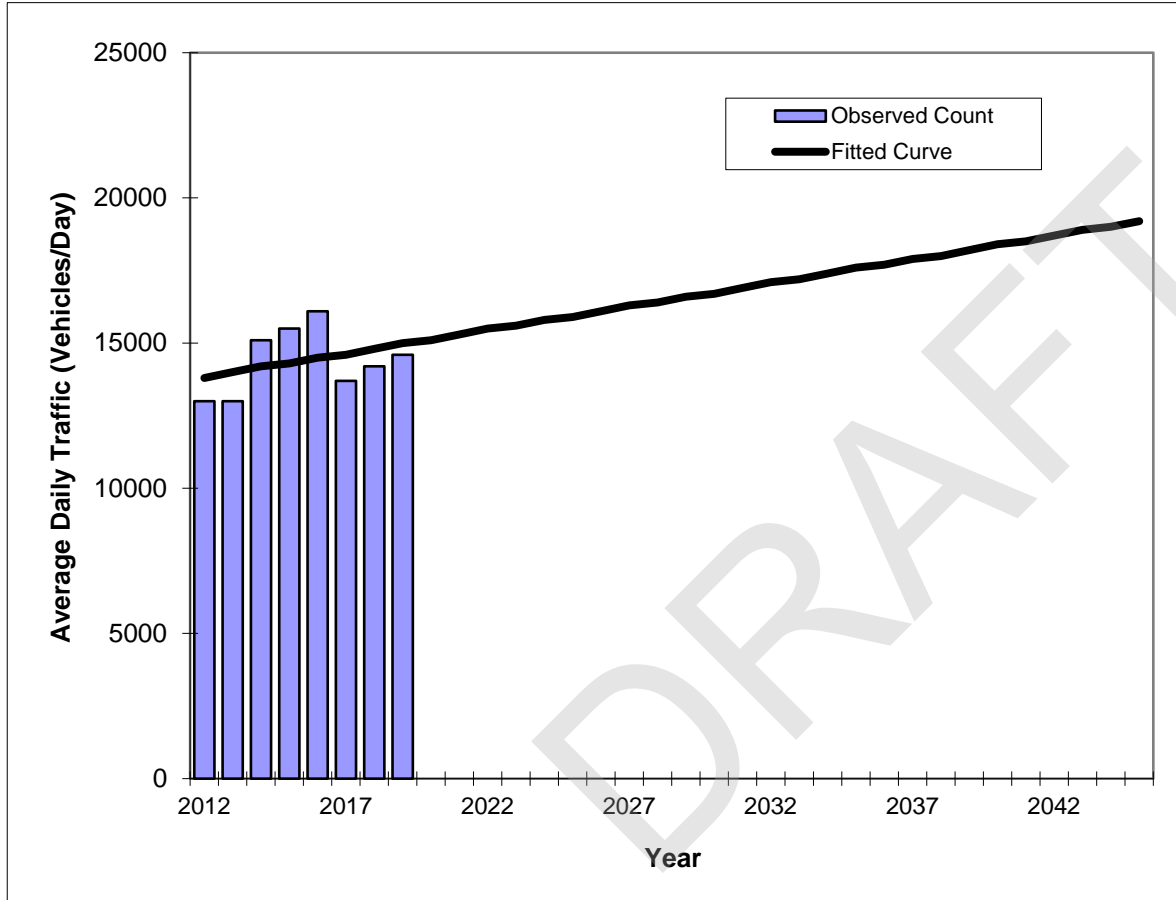
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NEPTUNE RD -- 0.5 Mi South of Partin Settlement Road

FIN#	XXXX
Location	3

County:	Osceola (92)
Station #:	8082
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	13000	13800
2013	13000	14000
2014	15100	14200
2015	15500	14300
2016	16100	14500
2017	13700	14600
2018	14200	14800
2019	14600	15000
2025 Opening Year Trend		
2025	N/A	15900
2035 Mid-Year Trend		
2035	N/A	17600
2045 Design Year Trend		
2045	N/A	19200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	162
Trend R-squared:	12.13%
Trend Annual Historic Growth Rate:	1.24%
Trend Growth Rate (2019 to Design Year):	1.08%
Printed:	28-Jul-20
Straight Line Growth Option	

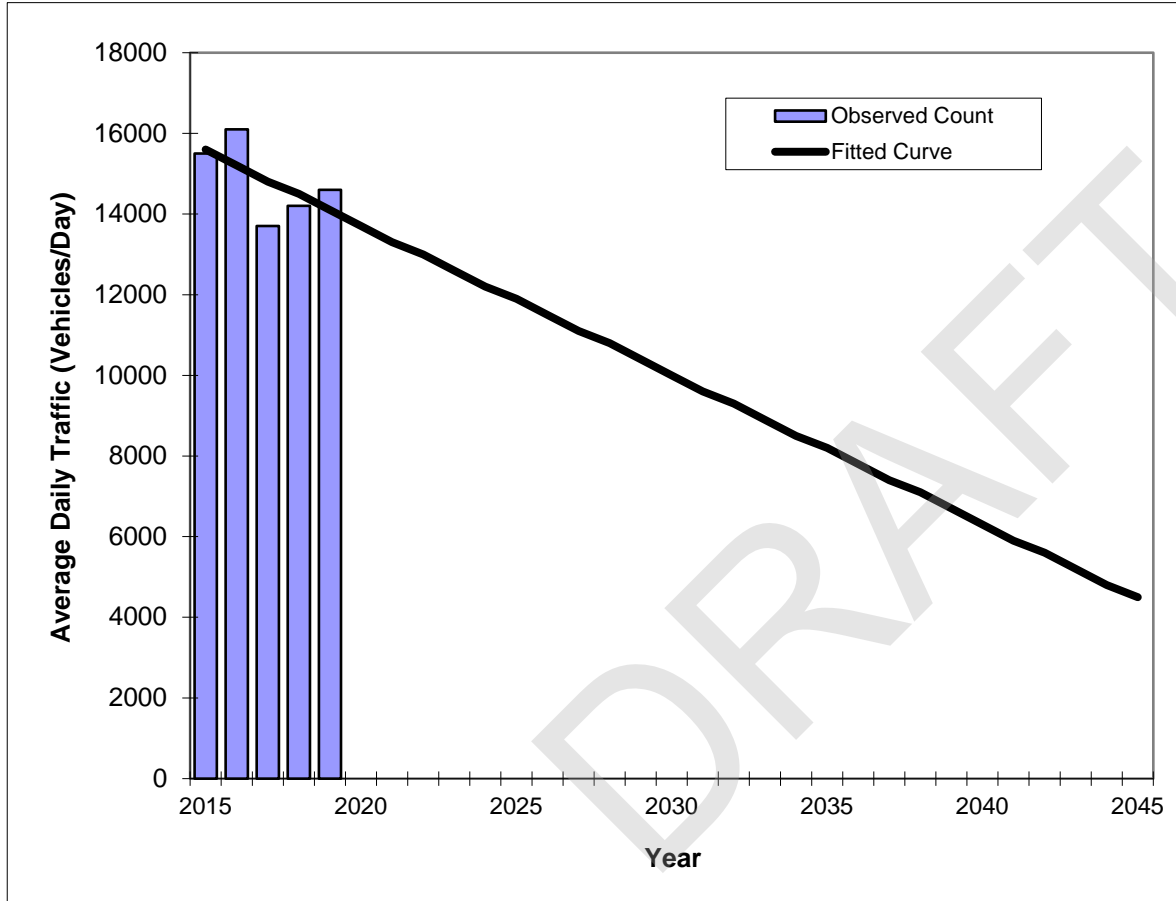
*Axle-Adjusted

Traffic Trends - V03.a

NEPTUNE RD -- 0.5 Mi South of Partin Settlement Road

FIN#	XXXX
Location	3

County:	Osceola (92)
Station #:	8082
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15500	15600
2016	16100	15200
2017	13700	14800
2018	14200	14500
2019	14600	14100
2025 Opening Year Trend		
2025	N/A	11900
2035 Mid-Year Trend		
2035	N/A	8200
2045 Design Year Trend		
2045	N/A	4500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-370
Trend R-squared:	36.14%
Trend Annual Historic Growth Rate:	-2.40%
Trend Growth Rate (2019 to Design Year):	-2.62%
Printed:	28-Jul-20
Straight Line Growth Option	

*Axle-Adjusted



ATTACHMENT B
CFRPM Model Plots
and
Model Growth Rate

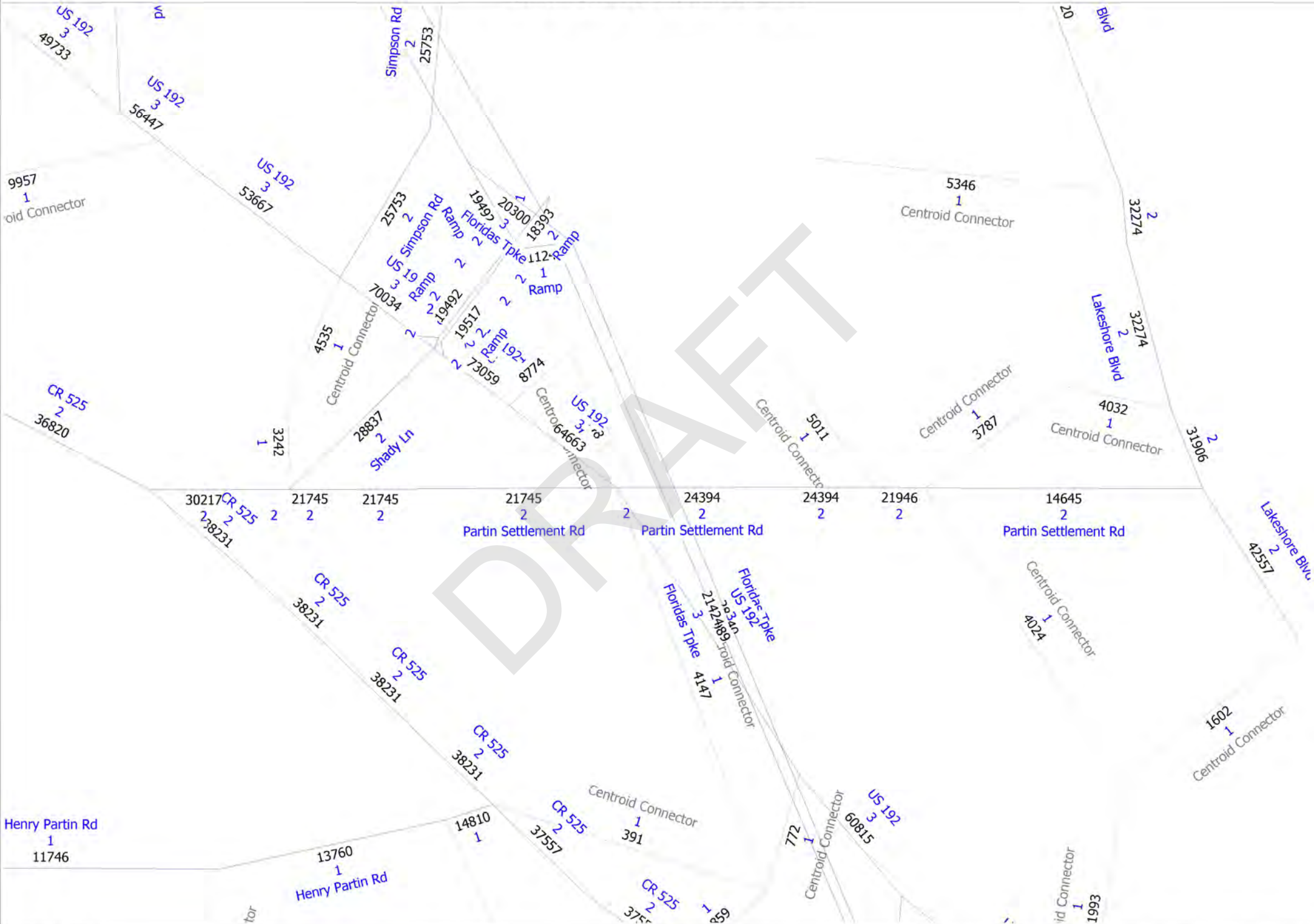
DRAFT

Partin Settlement Central Florida Regional Planning Model (CFRPM Version 6.1) Growth Rate

Roadway	Segment	2010 Model Volume	2040 Model Volume	Annual Growth Rate
Partin Settlement Road	Neptune Road - Shady Lane	6894	30217	11.28%
	Shady Lane - US 192	3933	21745	15.10%
	US 192 - Remington Boulevard	10714	24394	4.26%
	Remington Boulevard - Costa Mesa Lane	8415	21946	5.36%
	Costa Mesa Lane - Lakeshore Boulevard	4571	14645	7.35%

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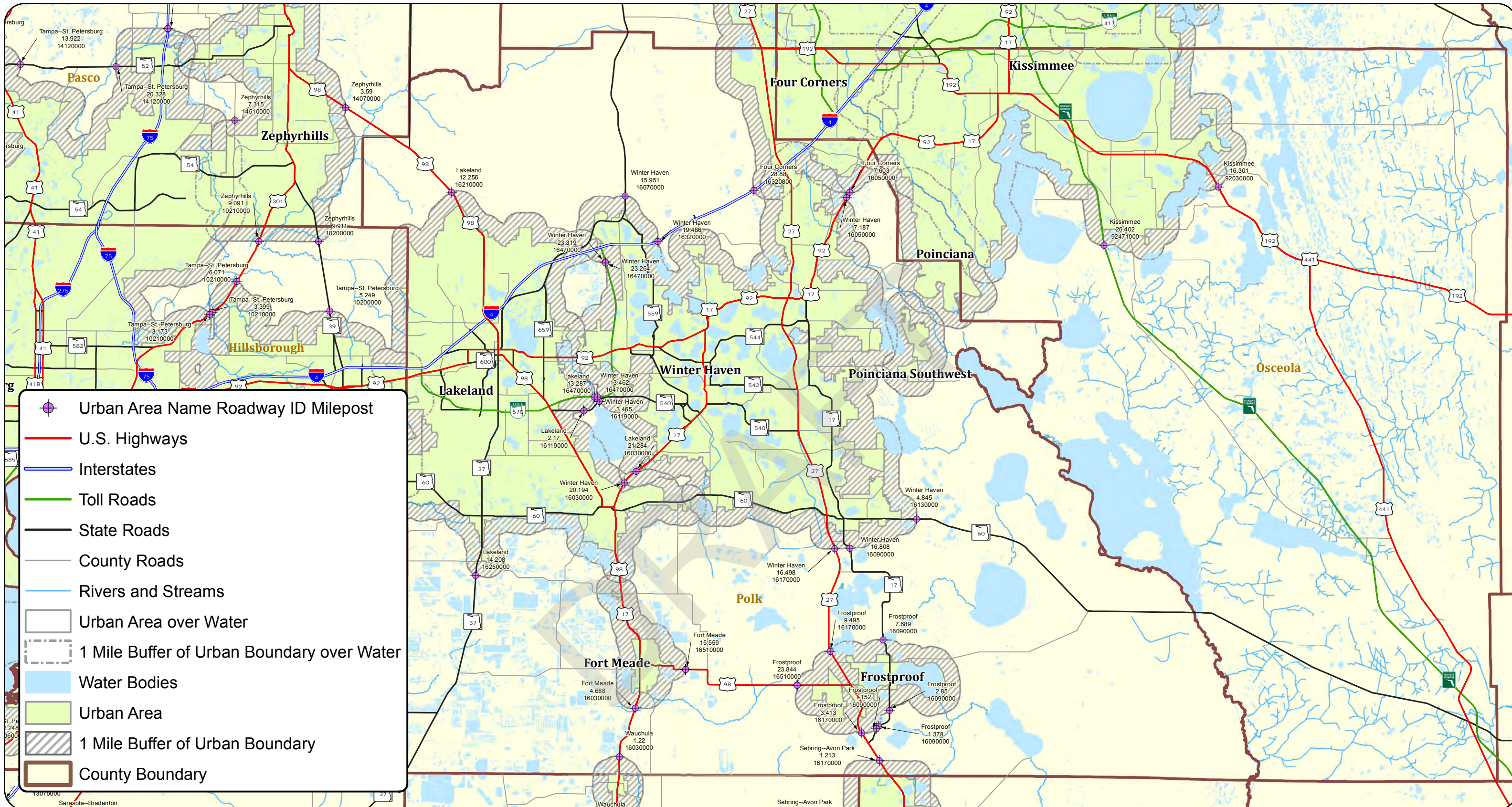
Partin Settlement Road 2040 PSWADT Model Volumes



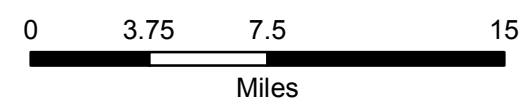
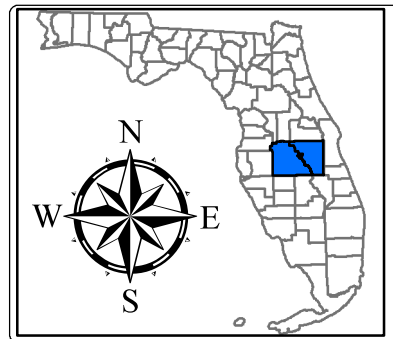


ATTACHMENT C
FDOT Urban Boundary Map

DRAFT



Urban Area Name Roadway ID Milepost
 U.S. Highways
 Interstates
 Toll Roads
 State Roads
 County Roads
 Rivers and Streams
 Urban Area over Water
 1 Mile Buffer of Urban Boundary over Water
 Water Bodies
 Urban Area
 1 Mile Buffer of Urban Boundary
 County Boundary



Urban Area 1-Mile Buffer Polk & Osceola Counties

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APPENDIX B

MODEL PLOTS

MODEL REASONABLENESS CHECK

DRAFT

Central Florida Regional Planning Model (CFRPM) Version 6.1 Base Year 2010 Model Reasonableness Check:

A reasonableness check for the base year (2010) of the Central Florida Regional Planning Model (CFRPM) Version 6.1 was performed for the study corridor along Partin Settlement Road from CR 525/Neptune Road to Lakeshore Boulevard as shown in **Table 1** below.

Table 1: 2010 Model Volume Comparison with 2010 Traffic Counts

Links	2010 Count ©	2010 Model Volume (V)	V/C Ratio	% Deviation	Acceptable % Deviation from NCHRP 255 ⁽³⁾	Recommended Accuracy Level from FSUTMS Cube Framework Phase II
Partin Settlement Road						
Between Remington Boulevard and Simmons Road	9800	10714	1.09	9%	35%	25%
US 192						
North of Simpson Road	38500	35141	0.91	(-)9%	25%	15%
Shady Lane						
North of Partin Settlement Road	7500 ⁽¹⁾	5605	0.75	(-)25%	40%	25%
CR 525/Neptune Road						
South of Partin Settlement Road	13000 ⁽²⁾	15928	1.23	23%	33%	15%
Florida's Turnpike						
North of Partin Settlement Road	31000	28453	0.92	(-)8%	25%	7%

⁽¹⁾ 2011 FDOT Traffic Count.

⁽²⁾ 2012 FDOT Traffic Count.

⁽³⁾ National Cooperative Highway Research Program (NCHRP) Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.

The plots for the model volume for the original base year 2010 CFRPM model and the FDOT traffic counts at the stations have been provided in **Attachment**.

The highway network within the project limits was reviewed including centroid connectors, facility types and area types, in order to improve the accuracy level of the base year model. The facility type for Partin Settlement Road and side-street from base year 2010 is also, included in the **Attachment**. Based on the facility types, the acceptable accuracy level for volume over count

ratios have been included in **Table 1** from FDOT's *FSUTMS-Cube Framework Phase II – Model Calibration and Validation Standards, Table 2.9*. The 2019 FDOT Project Traffic Forecasting Handbook is consistent with this document and refers to it for model calibration and validation standards.

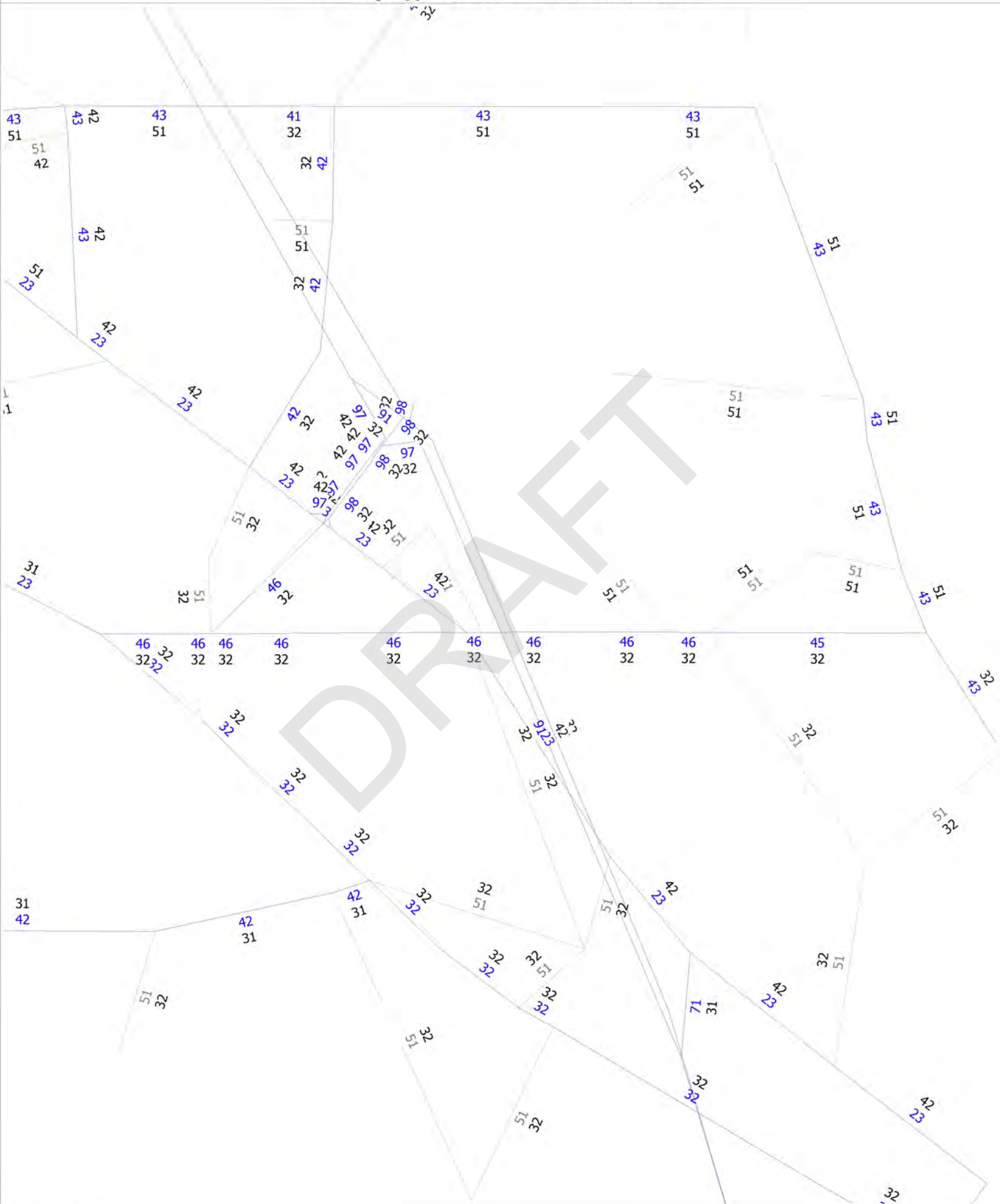
Table 1 shows that the base year model appears to be fairly reasonable within the study area. All the model volumes were found to be within acceptable accuracy levels based on NCHRP 255 procedure or FDOT's FSUTMS-Cube Framework Phase II or both. It is recommended that for future traffic forecasting model growth rates be used in conjunction to the historic growth rate within the project limits. For the future connection of Cross Prairie Parkway between Partin Settlement Road and Neptune Road, the model run from Neptune Road PD&E Study PTAR dated November 2019 will be referred for consistency purposes.

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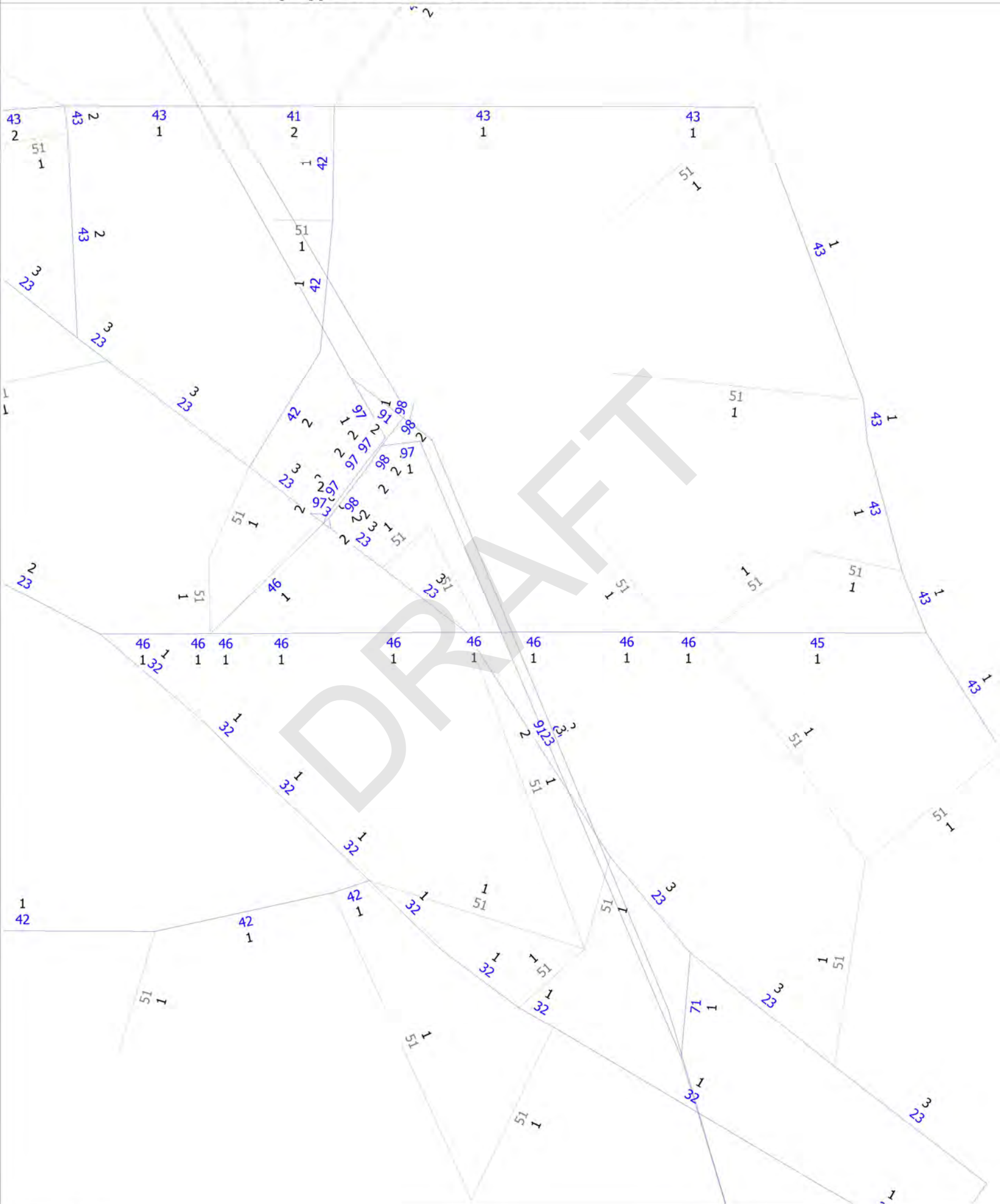
**ATTACHMENT
MODEL PLOTS
FDOT TRAFFIC COUNTS**

DRAFT

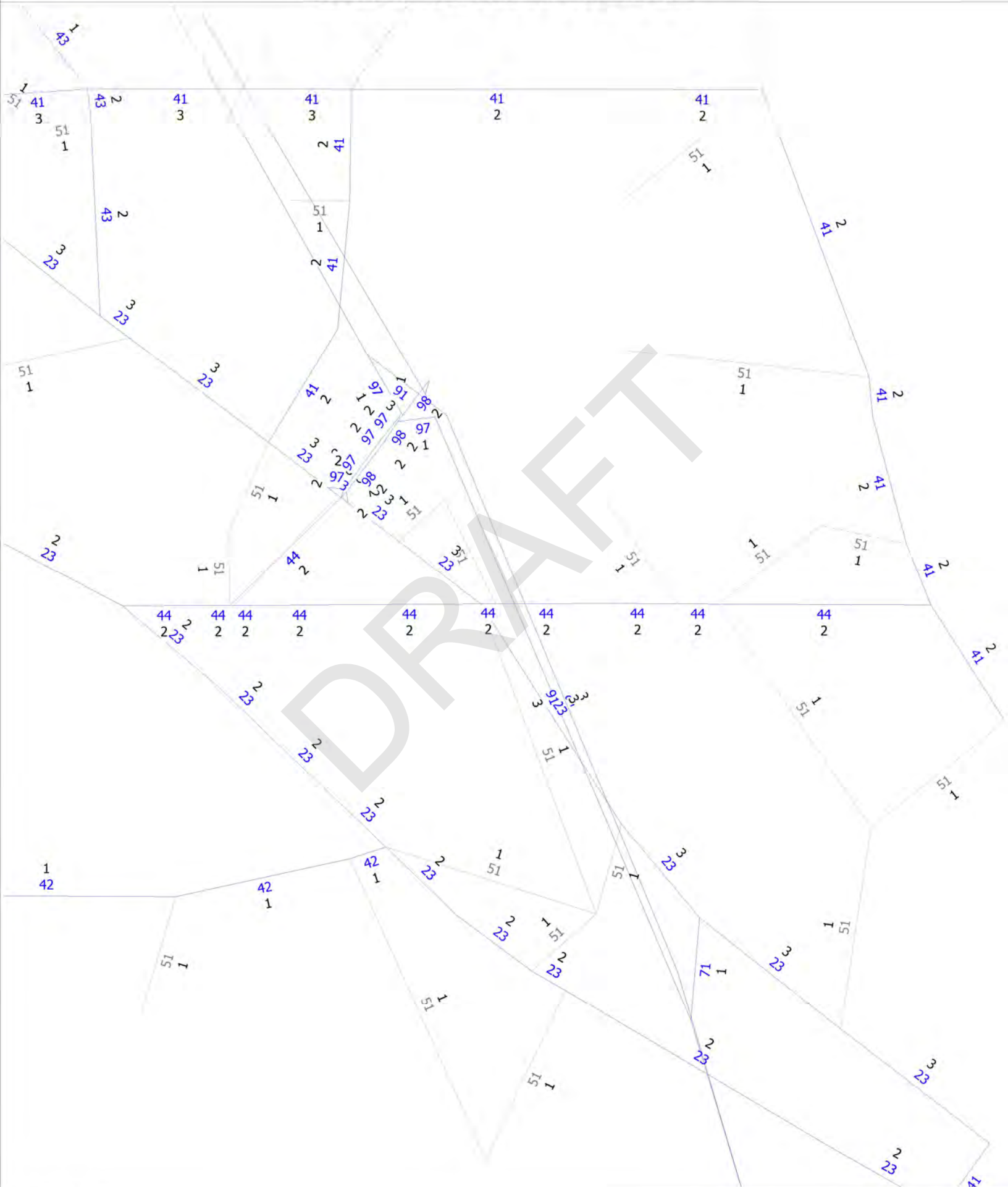
Partin Settlement Road
Facility Type 2010 CFRPM Version 6.1



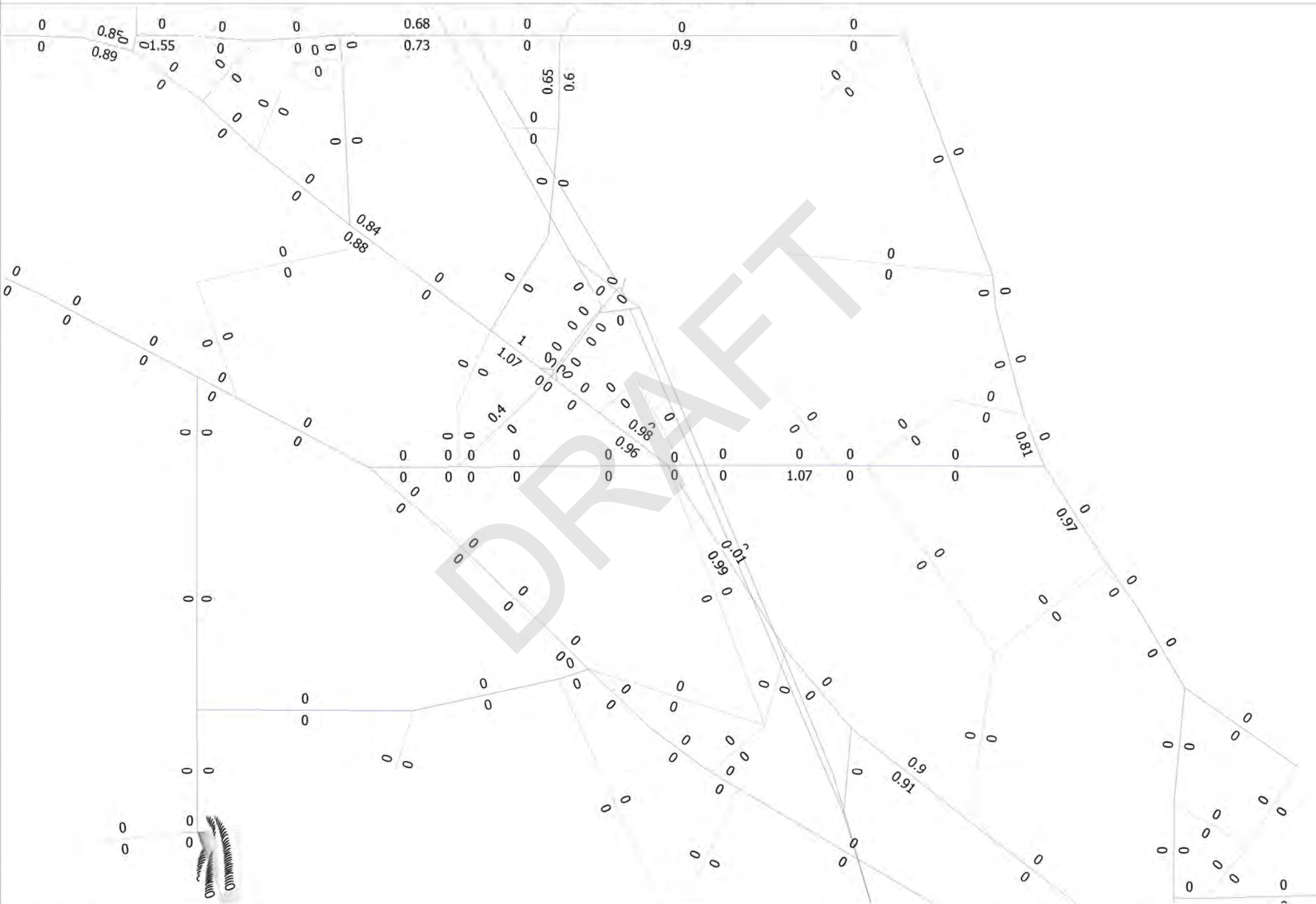
Partin Settlement Road Facility Type & Number of Lanes 2010 CFRPM Version 6.1



Partin Settlement Road
Facility Type (Blue) and Number of Lanes (Black)
2040 Cost Feasible CFRPM Version 6.1



**Partin Settlement Road PTAR
2010 Volume/Count Ratios
CFRPM Version 6.1**



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7065 - PARTIN SETTLEMENT, SIMMONS ROAD TO US-192 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7600 S	E 4400	W 3200	9.00	53.20	2.80
2018	7400 F	E 4300	W 3100	9.00	53.60	2.80
2017	7100 C	E 4100	W 3000	9.00	52.80	2.80
2016	8400 S	E 4200	W 4200	9.00	52.50	3.00
2015	8200 F	E 4100	W 4100	9.00	52.70	3.00
2014	8000 C	E 4000	W 4000	9.00	52.80	3.00
2013	11100 F	E 5400	W 5700	9.00	53.00	6.50
2012	11100 C	E 5400	W 5700	9.00	53.10	6.50
2011	9800 T	0	0	9.00	53.10	20.90
2010	9800 S	E 4700	W 5100	9.12	53.51	25.30
2009	9800 F	E 4700	W 5100	9.10	53.73	23.50
2008	9600 C	E 4600	W 5000	8.66	53.12	20.70

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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8082 - NEPTUNE RD, 0.5 MI S OF PARTIN SETTLEMENT RD - OFF SYSTEM HPMS '18

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	14600	S	S	8400	N	6200	9.00	53.20	23.80
2018	14200	F	S	8200	N	6000	9.00	53.60	22.30
2017	13700	C	S	7900	N	5800	9.00	52.80	34.20
2016	16100	S	S	8200	N	7900	9.00	52.50	27.80
2015	15500	F	S	7900	N	7600	9.00	52.70	25.90
2014	15100	C	S	7700	N	7400	9.00	52.80	28.50
2013	13000	F		0		0	9.00	53.00	25.70
2012	13000	C	S	0	N	0	9.00	53.10	24.50

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 8040 - SHADY LN, N OF PARTIN SETTLEMENT RD - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	9800	C	N	5200	S	4600	9.00	53.20	5.50
2018	13000	S	N	6300	S	6700	9.00	53.60	5.50
2017	12500	F	N	6100	S	6400	9.00	52.80	4.10
2016	11900	C	N	5800	S	6100	9.00	52.50	5.80
2015	8800	F	N	4700	S	4100	9.00	52.70	4.40
2014	8600	C	N	4600	S	4000	9.00	52.80	5.00
2013	7600	S		0		0	9.00	53.00	5.30
2012	7500	F		0		0	9.00	53.10	5.80
2011	7500	C	N	0	S	0	9.00	53.10	5.40

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0007 - ON US-192, 0.954 MI. W OF FL TPK (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32500	F	E 17500		W 15000	9.00	53.20	5.40
2018	31500	C	E 17000		W 14500	9.00	53.60	5.40
2017	33000	C	E 16500		W 16500	9.00	52.80	5.00
2016	36000	C	E 17500		W 18500	9.00	52.50	6.80
2015	34000	C	E 17500		W 16500	9.00	52.70	5.50
2014	37500	C	E 19500		W 18000	9.00	52.80	6.80
2013	39000	C	E 21000		W 18000	9.00	53.00	3.10
2012	35000	C	E 18000		W 17000	9.00	53.10	13.50
2011	40500	C	E 22000		W 18500	9.00	53.10	3.50
2010	38500	C	E 19000		W 19500	9.12	53.51	5.00
2009	42500	C	E 23000		W 19500	9.10	53.73	5.30
2008	39000	C	E 20500		W 18500	8.66	53.12	3.80
2007	44000	C	E 21500		W 22500	9.20	54.21	6.80
2006	36500	C	E 18500		W 18000	9.12	53.26	4.50
2005	39000	C	E 19500		W 19500	9.00	55.80	6.50
2004	38500	C	E 19000		W 19500	9.60	60.50	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2110 - SR-91 M/L, N OF CR-523 UNDERPASS

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2019	52200	C	N	26100	S	26100	9.00	54.60	10.30
2018	47500	C	N	23750	S	23750	9.00	54.40	14.70
2017	45400	C	N	22700	S	22700	9.00	54.80	14.80
2016	41600	C	N	20800	S	20800	10.50	55.50	14.70
2015	38000	C	N	19000	S	19000	10.50	59.60	11.50
2014	34000	C	N	17000	S	17000	10.50	59.40	12.20
2013	31000	C	N	15500	S	15500	10.50	58.10	12.80
2012	32000	E	N	16000	S	16000	10.50	58.50	12.80
2011	32000	E	N	16000	S	16000	10.50	58.50	12.40
2010	31000	C	N	15500	S	15500	12.98	59.54	11.60
2009	30600	C	N	15300	S	15300	13.07	56.17	11.60
2008	31400	C	N	15700	S	15700	13.02	58.19	13.50
2007	31800	C	N	15900	S	15900	11.81	59.03	13.80
2006	25200	C	N	12600	S	12600	10.06	57.08	14.10
2005	26600	C	N		S		10.40	57.60	15.10
2004	24300	C	N		S		11.20	57.80	15.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX C

GROWTH RATE COMPUTATIONS

DRAFT

Partin Settlement Central Florida Regional Planning Model (CFRPM Version 6.1) Growth Rate

Roadway	Segment	2010 Model Volume	2040 Model Volume	Annual Growth Rate	Average
Partin Settlement Road	Neptune Road - Shady Lane	6894	30217	11.28%	8.7%
	Shady Lane - US 192	3933	21745	15.10%	
	US 192 - Remington Boulevard	10714	24394	4.26%	
	Remington Boulevard - Costa Mesa Lane	8415	21946	5.36%	
	Costa Mesa Lane - Lakeshore Boulevard	4571	14645	7.35%	
Neptune Road	North of Partin Settlement Road	19706	36820	2.89%	3.8%
	South of Partin Settlement Road	15928	38231	4.67%	
US 192	North of Partin Settlement Road	48276	64663	1.13%	12.7%
Lakeshore Boulevard	North of Partin Settlement Road	6450	31906	13.16%	
	South of Partin Settlement Road	9143	42557	12.18%	

Roadway	Annual Linear Growth Rate			
	Original CFRPM Version 6.1 (2010 Vs 2040 Model Volumes)	Advent Health TIA dated 2019	Settlement at Amber Pointe TIA dated 2017	RECOMMENDED
Partin Settlement Road	8.70%	4.20%	3.41%	4.1%
Neptune Road	3.80%	3.60%	-	From Neptune PTAR = Varies, 2.0-2.5%, Use 2.25% Ave
Shady Lane/Cross Prairie Parkway				From Neptune PTAR
US 192	1.10%	2.01%	2.00%	2.0%
Remington Boulevard				5.0%
Lakeshore Boulevard	12.70%	6.80%	-	6.8%

Also, average growth rate for socioeconomic data (dwelling units, population, employment and school enrollment) for the traffic analysis zones within the study area is 4.76%

Partin Settlement Road
SOCIO-ECONOMIC GROWTH COMPUTATION

TAZ	2010									2040									Growth Rate					
	SFDU	SFPOP	MFDU	MFPOP	INDEMP	COMEMP	SEREMP	TOTEMP	SCHENRL	SFDU	SFPOP	MFDU	MFPOP	INDEMP	COMEMP	SEREMP	TOTEMP	SCHENRL	SFDU	SFPOP	MFDU	MFPOP	TOTEMP	SCHENRL
1211	756	2037	172	331	19	121	514	654	370	1761	4395	422	1374	19	121	514	654	654	4.43%	3.86%	4.84%	10.50%	0.00%	2.56%
1213	250	639	398	569	109	134	452	695	2160	363	825	400	1198	109	134	452	695	695	1.51%	0.97%	0.02%	3.68%	0.00%	-2.26%
1214	273	676	385	556	20	35	821	876	1459	531	1325	464	1510	20	35	821	876	876	3.15%	3.20%	0.68%	5.72%	0.00%	-1.33%
1216	257	600	210	411	84	78	104	266	258	961	2399	216	704	84	78	212	374	374	9.13%	9.99%	0.10%	2.38%	1.35%	1.50%
1231	522	1279	29	63	8	11	26	45	54	2913	7268	584	1900	194	444	135	773	774	15.27%	15.61%	63.79%	97.20%	53.93%	44.44%
1311	283	694	368	543	1	2	1	4	13	646	1612	476	1547	18	38	259	315	315	4.28%	4.41%	0.98%	6.16%	-	77.44%
1313	643	1647	54	104	9	44	258	311	1	643	1647	54	109	256	44	258	558	558	0.00%	0.00%	0.00%	0.16%	2.65%	-
1314	642	1647	54	104	9	44	257	310	1	642	1647	54	104	9	44	257	310	310	0.00%	0.00%	0.00%	0.00%	0.00%	-
1315	642	1647	55	106	9	44	257	310	1	642	1647	55	106	28	44	854	926	926	0.00%	0.00%	0.00%	0.00%	6.62%	-
1320	71	120	15	33	0	0	0	1	1	1289	3216	304	989	4	4	161	169	169	57.18%	86.00%	64.22%	96.57%	-	-
Total	4339	10986	1740	2820	268	513	2690	3472	4318	10391	25981	3029	9541	741	986	3923	5650	5651	4.65%	4.55%	2.47%	7.94%	5.88%	3.07%

Average Growth Rate 4.76%

DRAFT

APPENDIX D

FUTURE AADT COMPUTATIONS

DRAFT

Partin Settlement Road - From Neptune Road to Lakeshore Boulevard

Calculation of AADTs from Approach Counts

Traffic Count Location	Existing Year 2020 AADT	County Approved Annual Growth Rate (%)	2025 AADT	Rounded 2025 AADT	2035 AADT	Rounded 2035 AADT	2045 AADT	Rounded 2045 AADT
Partin Settlement Road								
West of Neptune Road	465	4.10%	560	550	751	750	942	950
Neptune Road to Shady Lane/Cross Prairie Parkway	13973		16838	17000	22567	22500	28296	28500
Shady Lane/Cross Prairie Parkway to US 192	9397		11323	11500	15176	15000	19029	19000
US 192 to Remington Boulevard	15535		18720	18500	25089	25000	31458	31500
Remington Boulevard to Lakeshore Boulevard	10106		12178	12000	16321	16500	20465	20500
Neptune Road								
South of Partin Settlement Road	26318	2.25%	29279	29500	35200	35000	41122	41000
North of Partin Settlement Road	35000		38938	39000	46813	47000	54688	54500
US 192								
South of Partin Settlement Road	44826	2.00%	49309	49500	58274	58500	67239	67500
North of Partin Settlement Road	50476		55524	55500	65619	65500	75714	75500
Remington Boulevard								
South of Partin Settlement Road	37	2.00%	41	40	48	50	56	60
North of Partin Settlement Road	9026		9929	9900	11734	11500	13539	13500
Lakeshore Boulevard								
South of Partin Settlement Road	7985	4.00%	9582	9600	12776	13000	15970	16000
North of Partin Settlement Road	11354		13625	13500	18166	18000	22708	22500

AADTs have been ROUNDED following 2019 Project Traffic Forecasting Handbook

APPENDIX E

TURNS5 SPREADSHEET INPUT, OUTPUT AND ADJUSTMENTS

DRAFT

Partin Settlement Road Traffic Study - From Neptune Road to Lakeshore Boulevard

Recommended K-Factor: 9.0% (Standard per FDOT 2019 Project Traffic Forecasting Handbook)

Calculation of D-Factor for Partin Settlement Road

Location along Partin Settlement Road	D-Factor*	D-Factor along Partin Settlement Road within project limits from FDOT 2019 FTI Online	Recommended D-Factor
Between Neptune Road and Shady Lane/Cross Praire Parkway	51.00%	53.20%	50.90% (Based on the average of the D-factor from the classification counts)
Between Shady Lane/Cross Praire Parkway and US 192	50.70%		
Between US 192 and Remington Boulevard	63.80%		64.40% (Based on the average of the D-factor from the classification counts)
Between Remington Boulevard and Lakeshore Boulevard	64.90%		
Average	57.60%		

* Based on 72-Hour Classification Counts Conducted

Peak Direction:

For AM - Westbound (WB) along Partin Settlement Road will be used.
 For PM - Eastbound (EB) along Partin Settlement Road (Reverse of AM) will be used.

Partin Settlement Road - From Neptune Road to Lakeshore Boulevard

D-factor for Side-Streets

Traffic Count Location	D for AM Peak	D for PM Peak	Peak Direction for AM	Peak Direction for PM
<i>Neptune Road</i>				
South of Partin Settlement Road	61.89%	57.00%	NB	SB
North of Partin Settlement Road	58.69%	57.88%	NB	SB
<i>Shady Lane/Cross Praire Parkway</i>				
South of Partin Settlement Road	-	-	-	-
North of Partin Settlement Road	-	-	-	-
<i>US 192</i>				
South of Partin Settlement Road	58.90%	55.53%	NB	SB
North of Partin Settlement Road	60.77%	54.76%	NB	SB
<i>Remington Boulevard</i>				
South of Partin Settlement Road	-	60.00%	-	NB
North of Partin Settlement Road	61.39%	58.46%	SB	NB
<i>Lakeshore Boulevard</i>				
South of Partin Settlement Road	59.81%	53.13%	NB	SB
North of Partin Settlement Road	51.32%	54.38%	NB	NB

Source - From Existing Turning Movement Counts conducted.

TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date:
Highway:
Intersection:
Project:
County:

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Enter Yes or No
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="50.9%"/>
	<input type="text" value="9.00%"/>	Eastbound (EB)	<input type="text" value="49.1%"/>
		Northbound (NB)	<input type="text" value="60.3%"/>
		Southbound (SB)	<input type="text" value="39.7%"/>

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
 Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year		Rate (1.0% = 0.01)	
	2020	2025	Mainline	Side Street
Base				
Opening				
Mid			4.10%	2.25%
Design				

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
450	14000	35000	26000	75450

Enter Project and Model Years

	Year
Base	<input type="text"/>
Opening	<input type="text"/>
Mid	<input type="text"/>
Design	<input type="text"/>
Model	<input type="text"/>

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	47.5%	19
(EB THRU)	West-to-East	40.0%	16
(EB RT)	West-to-South	12.5%	5
(WB LT)	East-to-South	21.1%	94
(WB THRU)	East-to-West	5.8%	26
(WB RT)	East-to-North	73.1%	326
(SB LT)	North-to-East	32.7%	277
(SB THRU)	North-to-South	66.1%	561
(SB RT)	North-to-West	1.2%	10
(NB LT)	South-to-West	1.0%	11
(NB THRU)	South-to-North	80.2%	860
(NB RT)	South-to-East	18.8%	201

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure:

First Guess Turning % Option Used Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

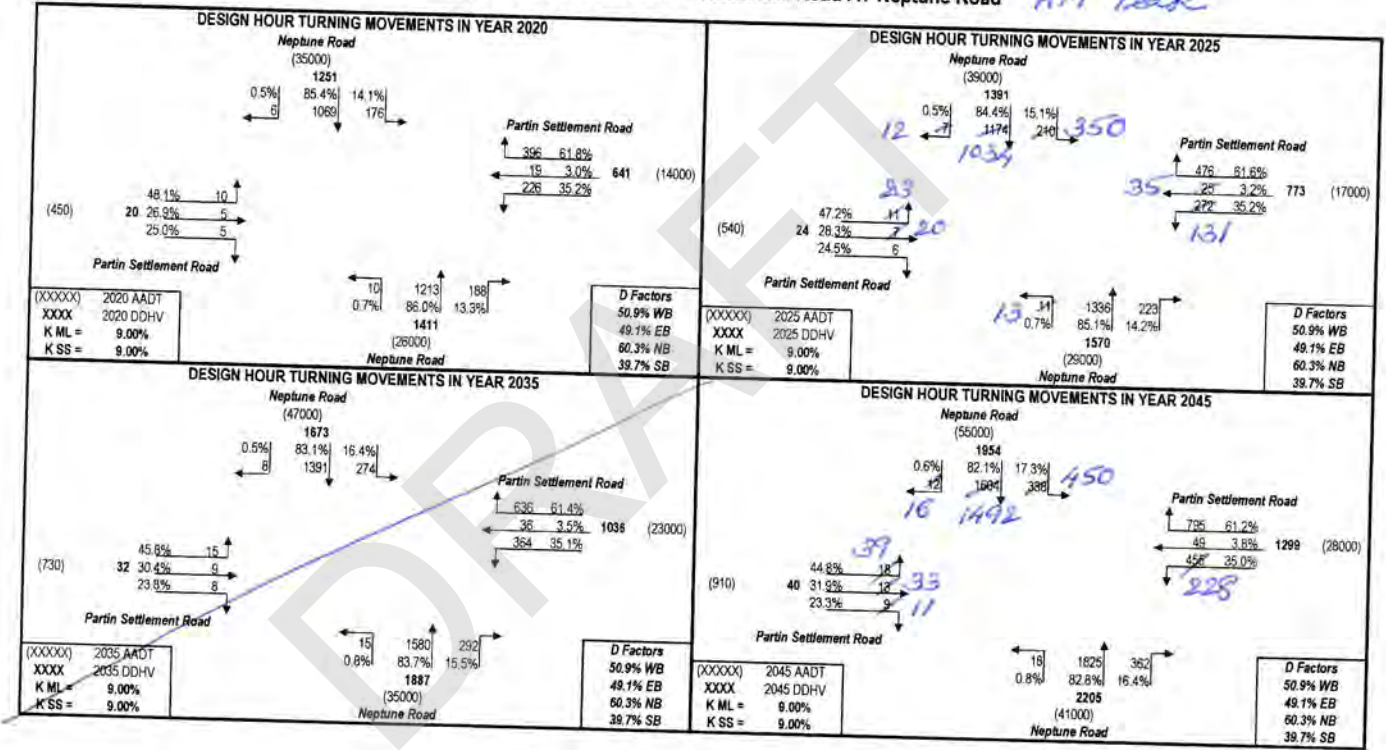
TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Neptune Road	Analyst:	AG/JMT
Project:	Partin Settlement Road Traffic Study AM	Date:	20-Oct-20

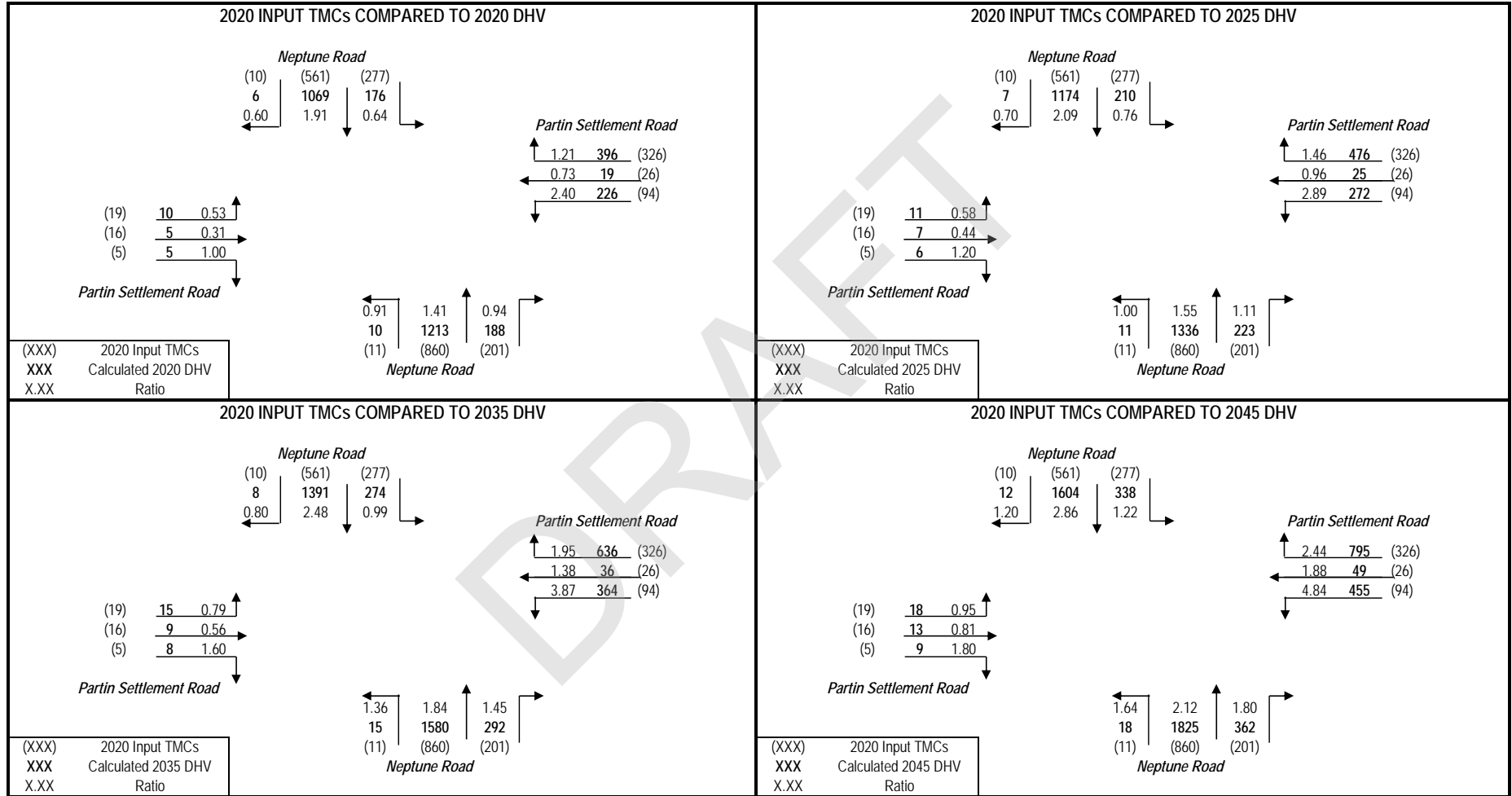
Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.475	0.481	10	0.472	11	0.458	15	0.448	18
West-To-East (Thru)	0.400	0.269	5	0.283	7	0.304	9	0.319	13
West-To-South (RT)	0.125	0.250	5	0.245	6	0.238	8	0.233	9
Total Flow From West:			20		24		32		40
East-To-South (LT)	0.211	0.352	226	0.352	272	0.351	364	0.350	455
East-To-West (Thru)	0.058	0.030	19	0.032	25	0.035	36	0.038	49
East-To-North (RT)	0.731	0.618	396	0.616	476	0.614	636	0.612	795
Total Flow From East:			641		773		1036		1299
North-To-East (LT)	0.327	0.141	176	0.151	210	0.164	274	0.173	338
North-To-South (Thru)	0.661	0.854	1069	0.844	1174	0.831	1391	0.821	1604
North-To-West (RT)	0.012	0.005	6	0.005	7	0.005	8	0.006	12
Total Flow From North:			1251		1391		1673		1954
South-To-West (LT)	0.010	0.007	10	0.007	11	0.008	15	0.008	18
South-To-North (Thru)	0.802	0.860	1213	0.851	1336	0.837	1580	0.828	1825
South-To-East (RT)	0.188	0.133	188	0.142	223	0.155	292	0.164	362
Total Flow From South:			1411		1570		1887		2205

PROJECT TRAFFIC FOR Partin Settlement Road AT Neptune Road

AM Peak



PROJECT TRAFFIC FOR Partin Settlement Road AT Neptune Road



TURNS5 ANALYSIS SHEET - INPUT

Analyst: AG/JMT
Date: 28-Oct-20
Highway: Partin Settlement Road
Intersection: Neptune Road
Project: Partin Settlement Road Traffic Study PM
County: Osceola County

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Enter Yes or No
 Yes
 No

K Factors		D Factors	
	Mainline		Mainline
	9.00%	Westbound (WB)	49.1%
	Side street	Eastbound (EB)	50.9%
	9.00%		Side street
		Northbound (NB)	42.6%
		Southbound (SB)	57.4%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
 Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Base	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Opening	2020		
Mid	2025	4.10%	2.25%
Design	2035		
	2045		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
450	14000	35000	26000	75450

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	34.6%	9
(EB THRU)	West-to-East	46.2%	12
(EB RT)	West-to-South	19.2%	5
(WB LT)	East-to-South	38.9%	176
(WB THRU)	East-to-West	0.2%	1
(WB RT)	East-to-North	60.9%	276
(SB LT)	North-to-East	28.4%	352
(SB THRU)	North-to-South	71.2%	881
(SB RT)	North-to-West	0.4%	5
(NB LT)	South-to-West	0.4%	3
(NB THRU)	South-to-North	76.9%	616
(NB RT)	South-to-East	22.7%	182

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure: 0.01

First Guess Turning % Option Used Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the **actual distribution of turning volumes entered**. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

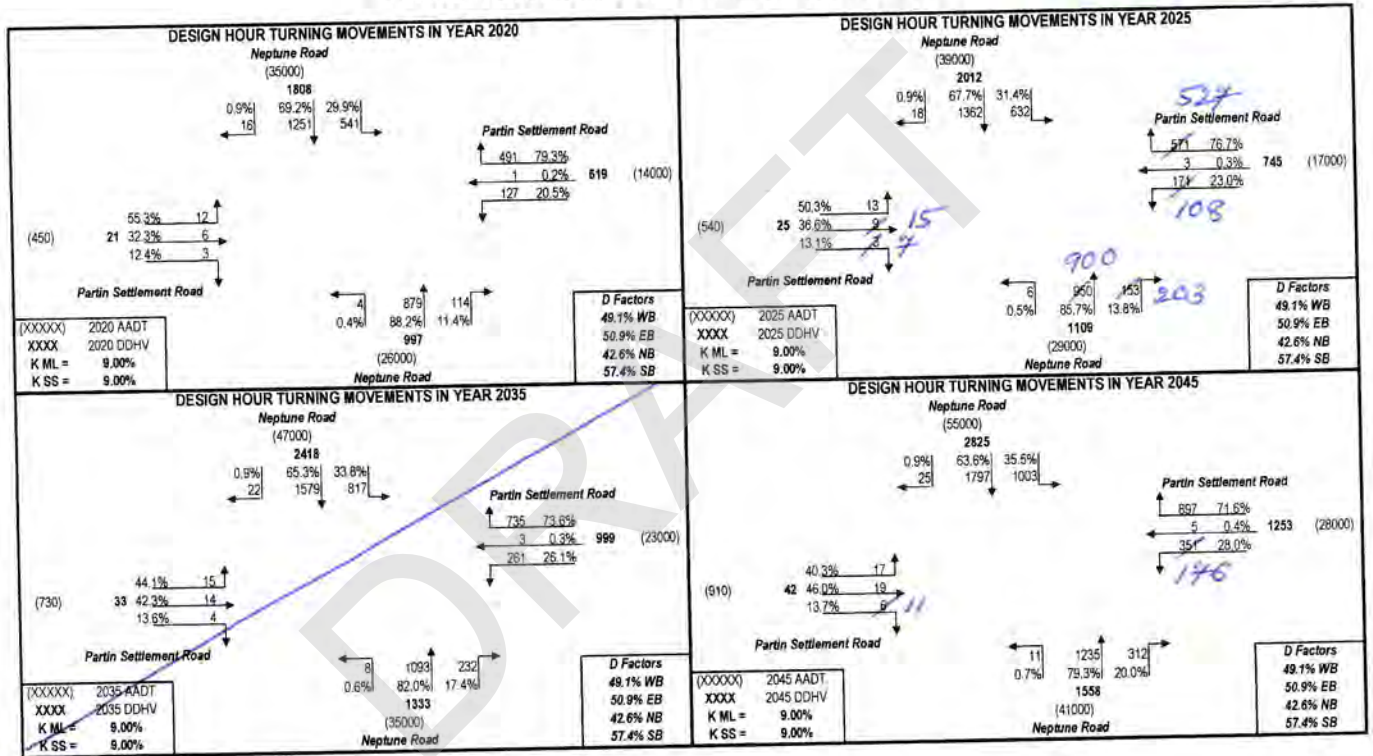
TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Neptune Road	Analyst:	AG/JMT
Project:	Partin Settlement Road Traffic Study PM	Date:	28-Oct-20

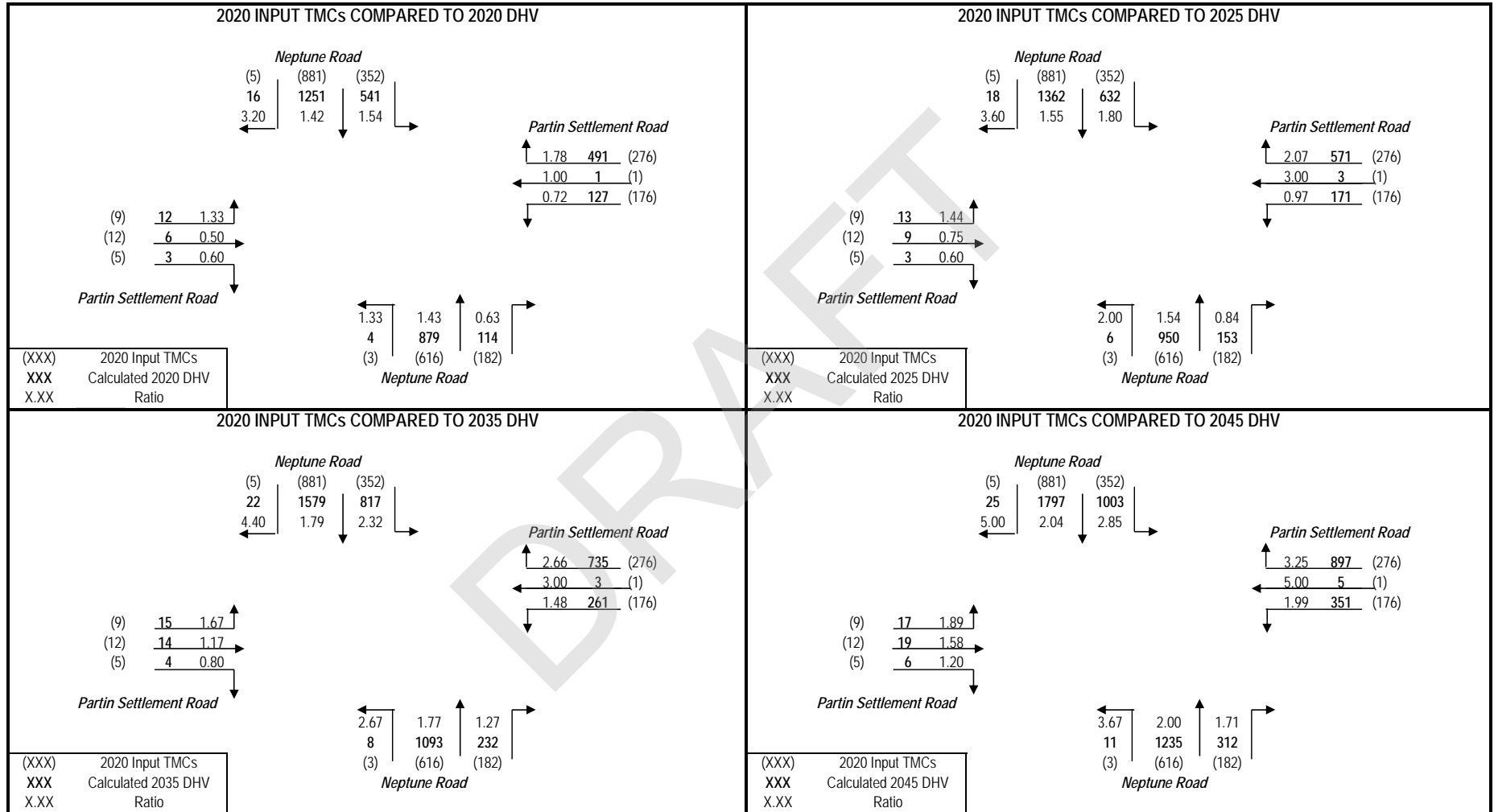
Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.346	0.553	12	0.503	13	0.441	15	0.403	17
West-To-East (Thru)	0.462	0.323	6	0.366	9	0.423	14	0.460	19
West-To-South (RT)	0.192	0.124	3	0.131	3	0.136	4	0.137	6
Total Flow From West:			21		25		33		42
East-To-South (LT)	0.389	0.205	127	0.230	171	0.261	261	0.280	351
East-To-West (Thru)	0.002	0.002	1	0.003	3	0.003	3	0.004	5
East-To-North (RT)	0.609	0.793	491	0.767	571	0.736	735	0.716	897
Total Flow From East:			619		745		999		1253
North-To-East (LT)	0.284	0.299	541	0.314	632	0.338	817	0.355	1003
North-To-South (Thru)	0.712	0.692	1251	0.677	1362	0.653	1579	0.636	1797
North-To-West (RT)	0.004	0.009	16	0.009	18	0.009	22	0.009	25
Total Flow From North:			1808		2012		2418		2825
South-To-West (LT)	0.004	0.004	4	0.005	6	0.006	8	0.007	11
South-To-North (Thru)	0.769	0.882	879	0.857	950	0.820	1093	0.793	1235
South-To-East (RT)	0.227	0.114	114	0.138	153	0.174	232	0.200	312
Total Flow From South:			997		1109		1333		1558

PROJECT TRAFFIC FOR Partin Settlement Road AT Neptune Road

PM Peak



PROJECT TRAFFIC FOR Partin Settlement Road AT Neptune Road



Partin Settlement Road at Shady Lane/Cross Prairie Parkway Projections

Intersection	Movement	2014 AM Peak Count	2014 PM Peak Count	PSF	Annual Growth Rate	2020 AM Peak Hour Volume	2020 PM Peak Hour Volume	2045 AM Peak Hour Volume	2045 PM Peak Hour Volume	2025 AM Peak Hour Volume	2025 PM Peak Hour Volume
Partin Settlement Road @ Shady Lane/Cross Prairie Parkway	EBL	391	234	1.1	2%	482	288	697	417	525	314
	EBT	209	255	1.1	2%	257	314	372	454	280	342
	EBR			1.1				222	426	53	93
	WBL			1.1				150	287	35	62
	WBT	350	219	1.1	2%	431	270	624	390	470	294
	WBR	66	56	1.1	2%	81	69	118	100	89	75
	NBL			1.1				314	288	82	50
	NBT			1.1				115	106	30	19
	NBR			1.1				212	194	55	34
	SBL	14	38	1.1	2%	17	47	25	68	19	51
	SBT			1.1				82	156	19	34
	SBR	193	303	1.1	2%	238	373	344	540	259	407

Projections to/from south leg of the intersection is based on the assumption that half of the total traffic along Cross Prairie Parkway north of Neptune Road obtained from Neptune Road PTAR dated Novemebr 2019 will access via Partin Settlement Road that is then distributed to the east, west and north in the proportion of the existing AADT.

URNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:
 Is the Mainline Oriented North/South? Yes No

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="57.7%"/>
	<input type="text" value="9.00%"/>	Eastbound (EB)	<input type="text" value="42.3%"/>
		Northbound (NB)	<input type="text" value="59.8%"/>
		Southbound (SB)	<input type="text" value="40.2%"/>
		Side street	

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Yes No
 If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base 2020		
Opening 2025	4.10%	2.00%
Mid 2035		
Design 2045		

Mainline Growth Function
 Linear
 Exponential
 Decaying
 Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
9400	15500	50500	45000	120400

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

		1st Guess	Actual/Counted
		Turning %'s for Traffic AADT Balancing for 2020	
(EB LT)	West-to-North	16.5%	45
(EB THRU)	West-to-East	46.9%	128
(EB RT)	West-to-South	36.6%	100
(WB LT)	East-to-South	4.1%	26
(WB THRU)	East-to-West	25.4%	160
(WB RT)	East-to-North	70.5%	445
(SB LT)	North-to-East	19.8%	257
(SB THRU)	North-to-South	79.0%	1024
(SB RT)	North-to-West	1.2%	15
(NB LT)	South-to-West	7.5%	123
(NB THRU)	South-to-North	92.1%	1518
(NB RT)	South-to-East	0.4%	7
Desired Closure:		0.01	

First Guess Turning % Option Used Existing Turning Movement Counts

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

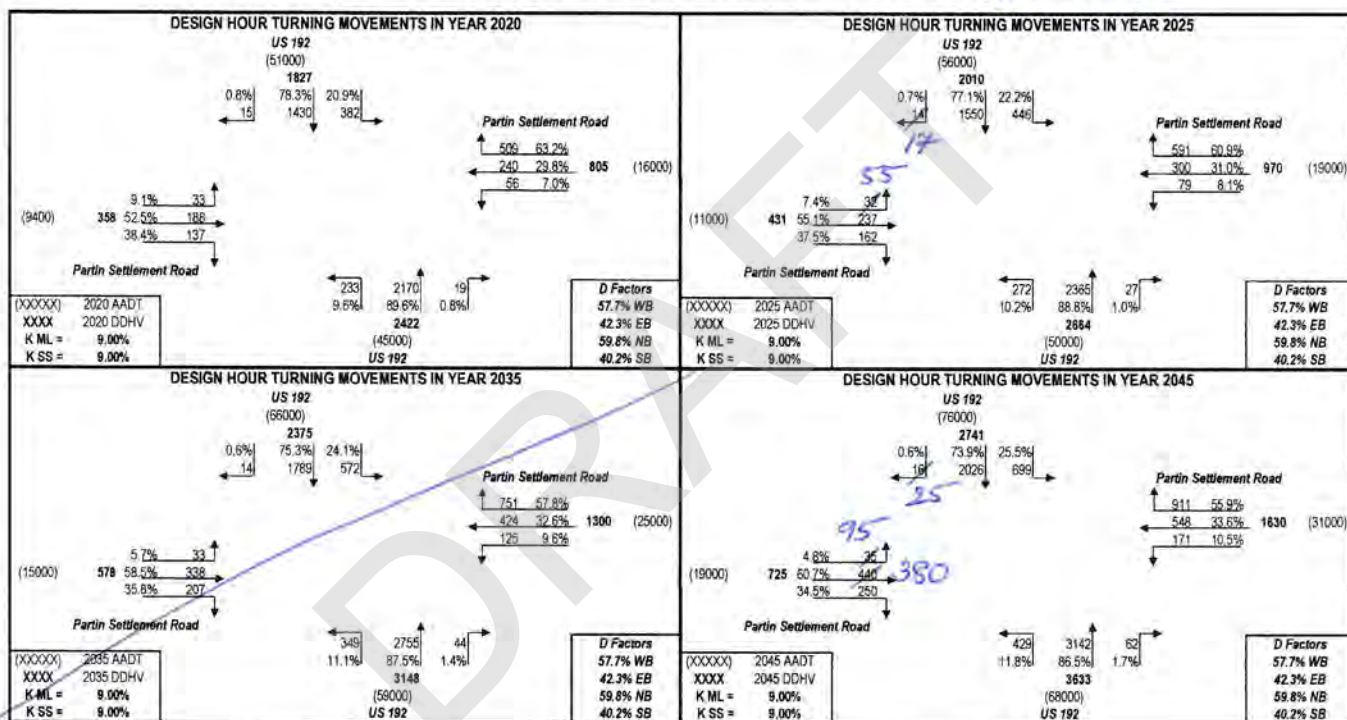
TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	US 192	Analyst:	MK/JMT
Project:	Partin Settlement Road Traffic Study AM	Date:	20-Oct-20

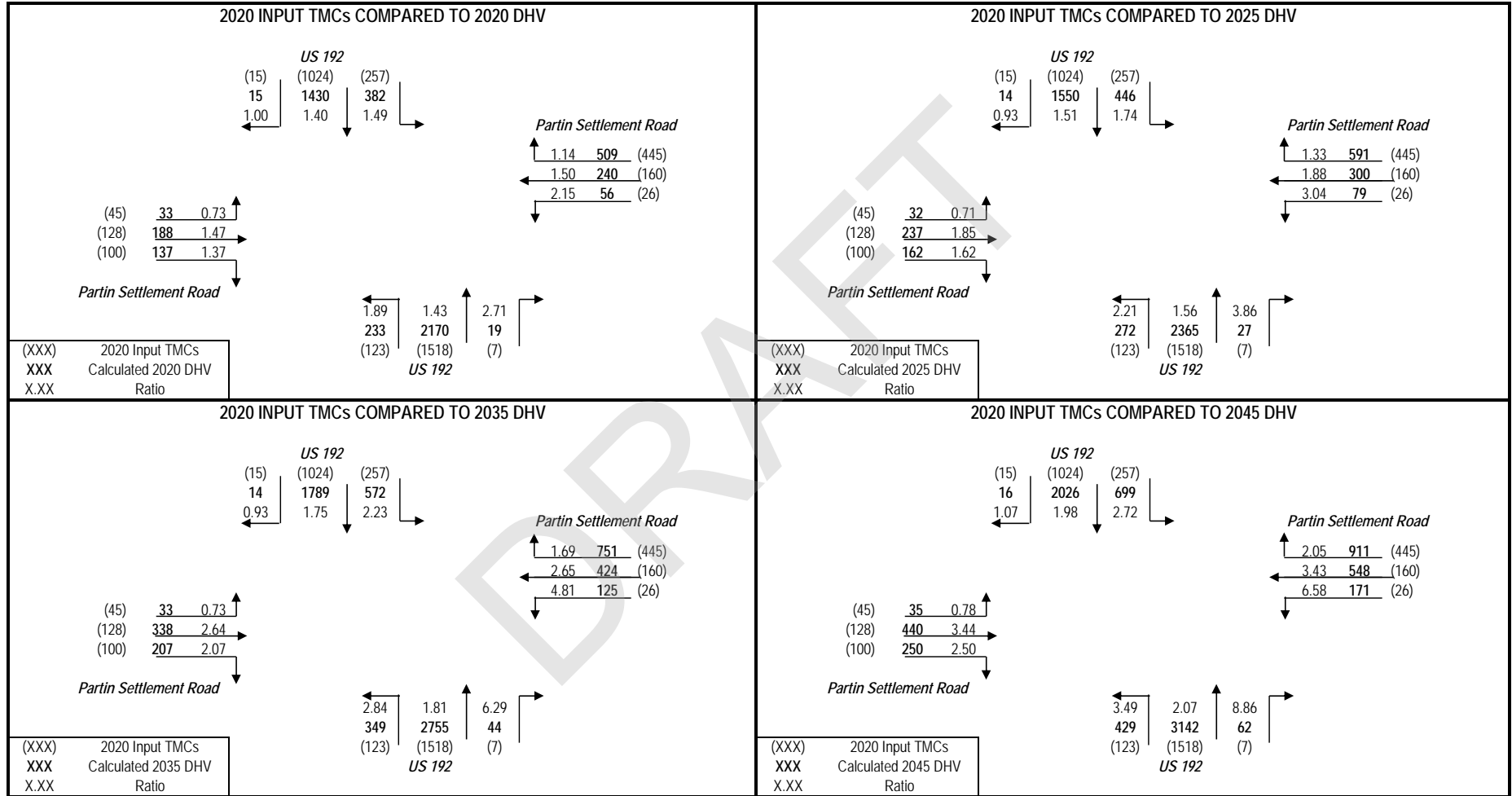
Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.165	0.091	33	0.074	32	0.057	33	0.048	35
West-To-East (Thru)	0.469	0.525	188	0.551	237	0.585	338	0.607	440
West-To-South (RT)	0.366	0.384	137	0.375	162	0.358	207	0.345	250
Total Flow From West:			358		431		578		725
East-To-South (LT)	0.041	0.070	56	0.081	79	0.096	125	0.105	171
East-To-West (Thru)	0.254	0.298	240	0.310	300	0.326	424	0.336	548
East-To-North (RT)	0.705	0.632	509	0.609	591	0.578	751	0.559	911
Total Flow From East:			805		970		1300		1630
North-To-East (LT)	0.198	0.209	382	0.222	446	0.241	572	0.255	699
North-To-South (Thru)	0.790	0.783	1430	0.771	1550	0.753	1789	0.739	2026
North-To-West (RT)	0.012	0.008	15	0.007	14	0.006	14	0.006	16
Total Flow From North:			1827		2010		2375		2741
South-To-West (LT)	0.075	0.096	233	0.102	272	0.111	349	0.118	429
South-To-North (Thru)	0.921	0.896	2170	0.888	2365	0.875	2755	0.865	3142
South-To-East (RT)	0.004	0.008	19	0.010	27	0.014	44	0.017	62
Total Flow From South:			2422		2664		3148		3633

PROJECT TRAFFIC FOR Partin Settlement Road AT US 192

AM Peak



PROJECT TRAFFIC FOR Partin Settlement Road AT US 192



URNS5 ANALYSIS SHEET - INPUT

Analyst:
 Date:
 Highway:
 Intersection:
 Project:
 County:

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Enter Yes or No
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="42.3%"/>
	<input type="text" value="9.00%"/>	Eastbound (EB)	<input type="text" value="57.7%"/>
		Northbound (NB)	<input type="text" value="44.8%"/>
		Southbound (SB)	<input type="text" value="55.2%"/>

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)
 Enter Yes or No
 Yes
 No
 If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)
Base 2020	Mainline Side Street
Opening 2025	4.10% 2.00%
Mid 2035	
Design 2045	

Mainline Growth Function
 Linear
 Exponential
 Decaying
 Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
9400	15500	50500	45000	120400

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

		1st Guess	Actual/Counted
		Turning %'s for Traffic AADT Balancing for 2020	
(EB LT)	West-to-North	10.4%	43
(EB THRU)	West-to-East	44.1%	182
(EB RT)	West-to-South	45.5%	188
(WB LT)	East-to-South	11.3%	61
(WB THRU)	East-to-West	20.7%	112
(WB RT)	East-to-North	68.0%	367
(SB LT)	North-to-East	22.7%	454
(SB THRU)	North-to-South	76.6%	1529
(SB RT)	North-to-West	0.7%	13
(NB LT)	South-to-West	11.9%	169
(NB THRU)	South-to-North	87.0%	1239
(NB RT)	South-to-East	1.1%	16

Desired Closure:

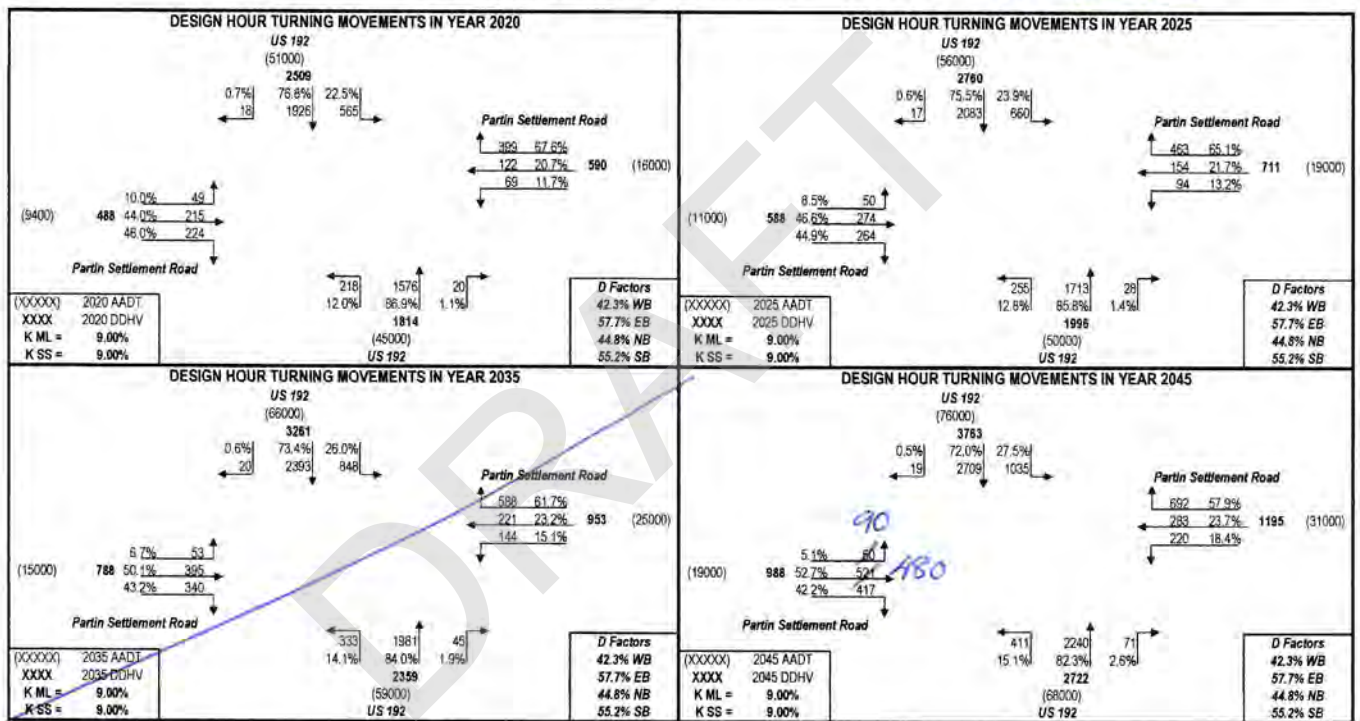
Existing Year AADTs	First Guess Turning % Option Used Existing Turning Movement Counts
Existing Turning Movement Counts	Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
FSUTMS Model Year AADTs	The turning percentages first guess is the same as the <u>actual distribution of turning volumes entered</u> . No balancing technique is used.
	Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

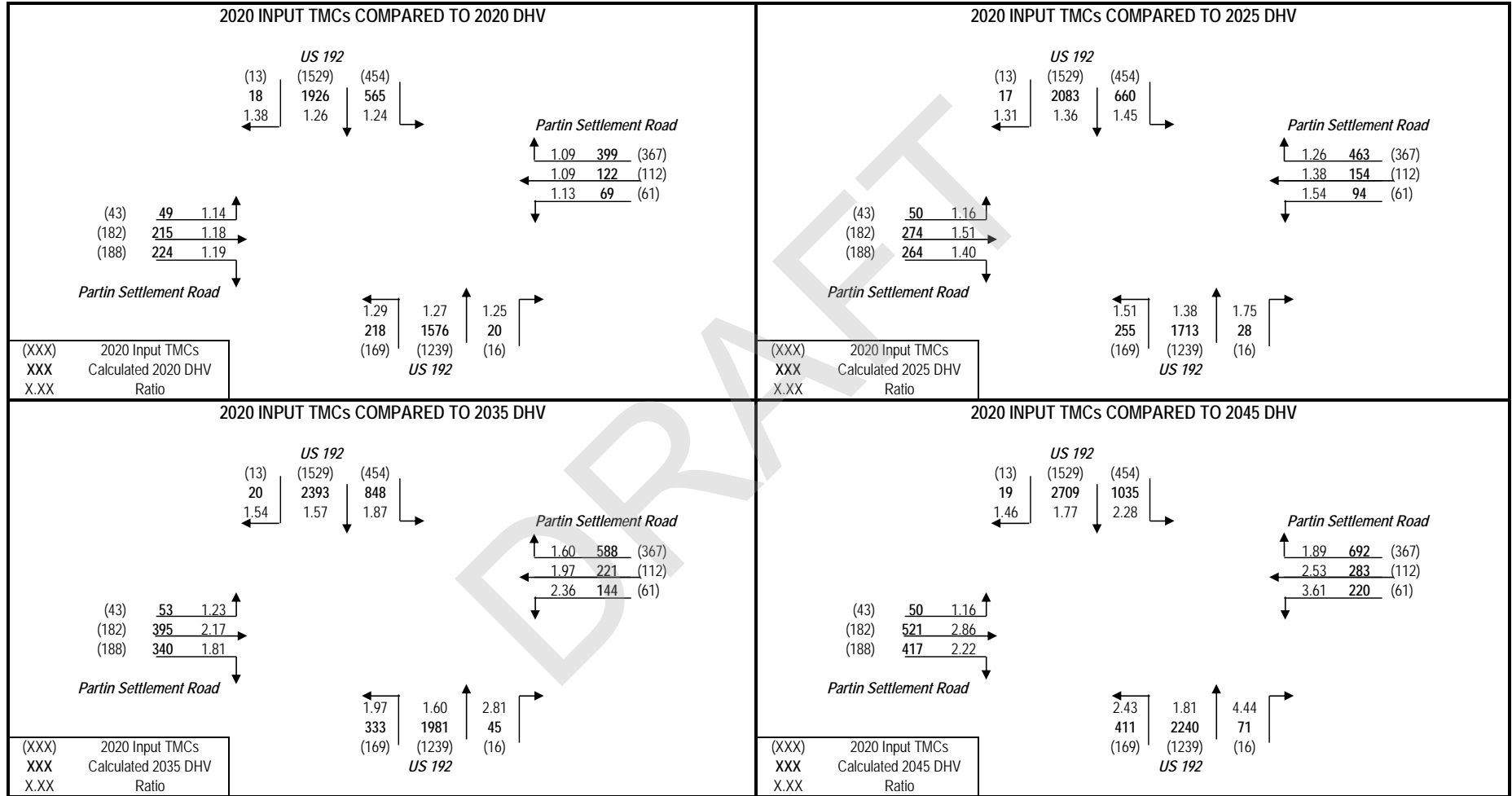
Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	US 192	Analyst:	MK/JMT
Project:	Partin Settlement Road Traffic Study PM	Date:	20-Oct-20

Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.104	0.100	49	0.085	50	0.067	53	0.051	50
West-To-East (Thru)	0.441	0.440	215	0.466	274	0.501	395	0.527	521
West-To-South (RT)	0.455	0.460	224	0.449	264	0.432	340	0.422	417
Total Flow From West:			488		588		788		988
East-To-South (LT)	0.113	0.117	69	0.132	94	0.151	144	0.184	220
East-To-West (Thru)	0.207	0.207	122	0.217	154	0.232	221	0.237	283
East-To-North (RT)	0.680	0.676	399	0.651	463	0.617	588	0.579	692
Total Flow From East:			590		711		953		1195
North-To-East (LT)	0.227	0.225	565	0.239	660	0.260	848	0.275	1035
North-To-South (Thru)	0.766	0.768	1926	0.755	2083	0.734	2393	0.720	2709
North-To-West (RT)	0.007	0.007	18	0.006	17	0.006	20	0.005	19
Total Flow From North:			2509		2760		3261		3763
South-To-West (LT)	0.119	0.120	218	0.128	255	0.141	333	0.151	411
South-To-North (Thru)	0.870	0.869	1576	0.858	1713	0.840	1981	0.823	2240
South-To-East (RT)	0.011	0.011	20	0.014	28	0.019	45	0.026	71
Total Flow From South:			1814		1996		2359		2722

PROJECT TRAFFIC FOR Partin Settlement Road AT US 192 *PM Peak*



PROJECT TRAFFIC FOR Partin Settlement Road AT US 192



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date:
Highway:
Intersection:
Project:
County:

Is this a 4 way intersection?

Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?

Enter Yes or No

Yes
 No

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="64.4%"/>
	<input type="text" value="9.00%"/>	Eastbound (EB)	<input type="text" value="35.6%"/>
			<i>Side street</i>
		Northbound (NB)	<input type="text" value="38.6%"/>
		Southbound (SB)	<input type="text" value="61.4%"/>

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base	2020		
Opening	2025	4.10%	2.00%
Mid	2035		
Design	2045		

Mainline Growth Function

Linear
 Exponential
 Decaying

Side Street Growth Function

Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
14000	10000	9000	40	33040

Enter Project and Model Years

	Year
Base	<input type="text"/>
Opening	<input type="text"/>
Mid	<input type="text"/>
Design	<input type="text"/>
Model	<input type="text"/>

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	42.1%	122
(EB THRU)	West-to-East	57.9%	168
(EB RT)	West-to-South	0.0%	0
(WB LT)	East-to-South	0.0%	0
(WB THRU)	East-to-West	79.2%	400
(WB RT)	East-to-North	20.8%	105
(SB LT)	North-to-East	24.1%	87
(SB THRU)	North-to-South	0.0%	0
(SB RT)	North-to-West	75.9%	274
(NB LT)	South-to-West	0.0%	0
(NB THRU)	South-to-North	0.0%	0
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

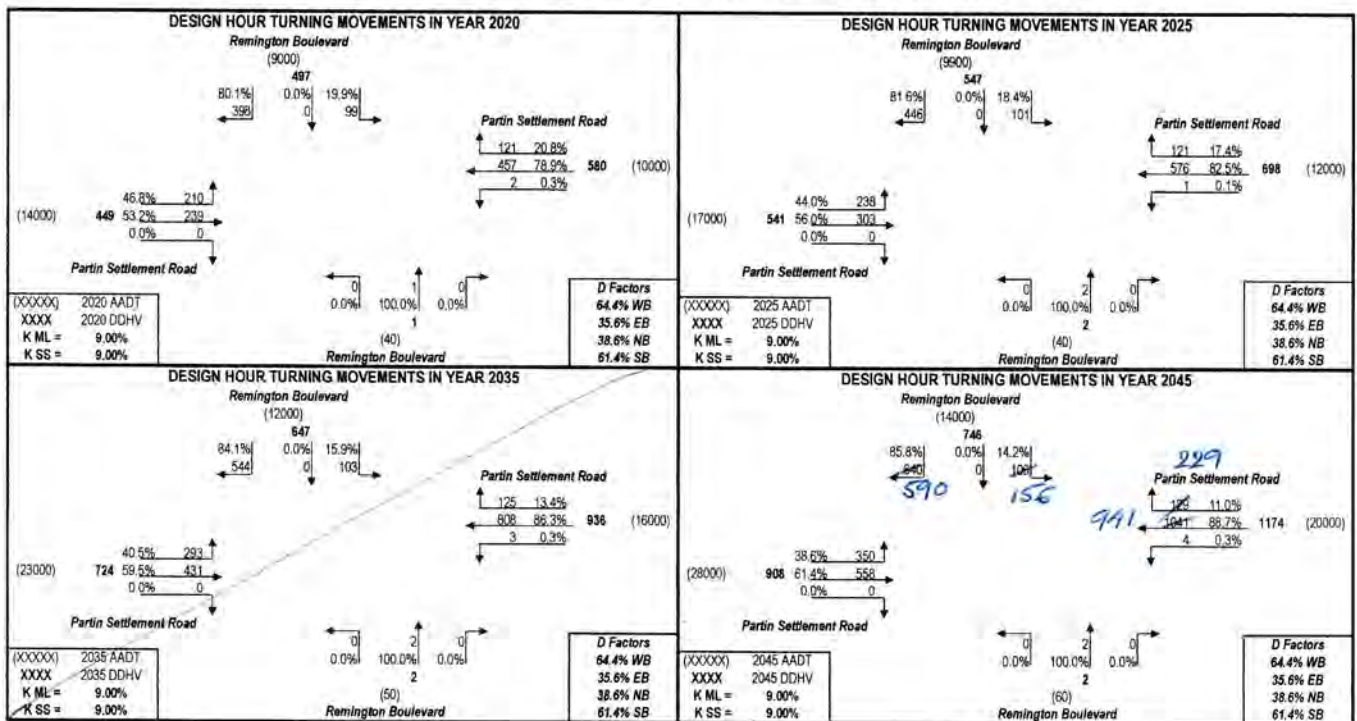
Desired Closure:

TURNS5 INITIAL TURNING VOLUME SUMMARY

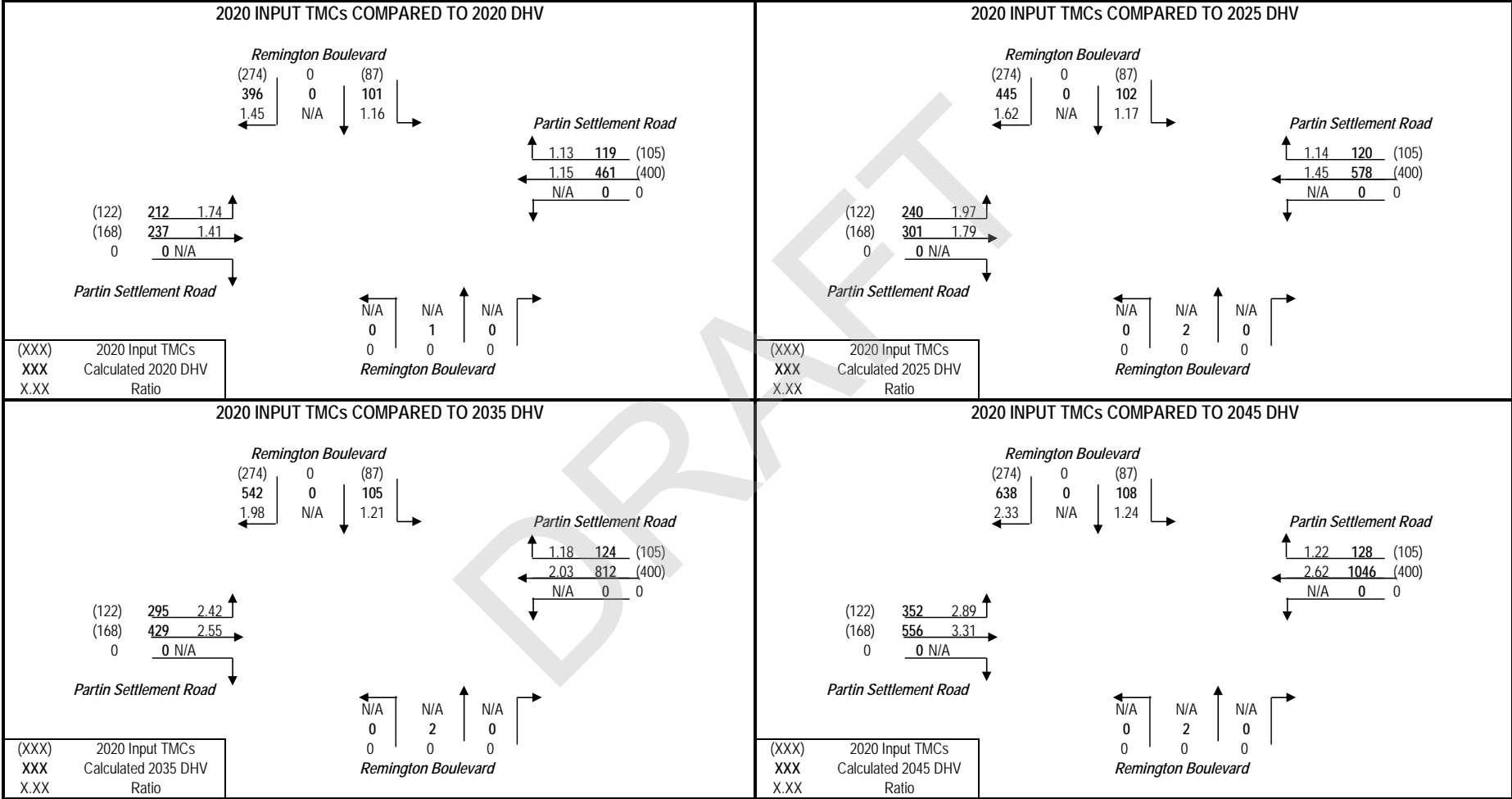
Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Remington Boulevard	Analyst:	MK/JMT
Project:	Partin Settlement Road Traffic Study AM	Date:	21-Oct-20

Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.421	0.472	212	0.443	240	0.408	295	0.388	352
West-To-East (Thru)	0.579	0.528	237	0.557	301	0.592	429	0.612	556
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			449		541		724		908
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.792	0.794	461	0.828	578	0.868	812	0.891	1046
East-To-North (RT)	0.208	0.206	119	0.172	120	0.132	124	0.109	128
Total Flow From East:			580		698		936		1174
North-To-East (LT)	0.241	0.203	101	0.187	102	0.163	105	0.145	108
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.759	0.797	396	0.813	445	0.837	542	0.855	638
Total Flow From North:			497		547		647		746
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	1.000	1	1.000	2	1.000	2	1.000	2
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			1		2		2		2

PROJECT TRAFFIC FOR Partin Settlement Road AT Remington Boulevard *AM*



PROJECT TRAFFIC FOR Partin Settlement Road AT Remington Boulevard



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date:
Highway:
Intersection:
Project:
County:

Is this a 4 way intersection?

Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?

Enter Yes or No

Yes
 No

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="35.6%"/>
	Side street	Eastbound (EB)	<input type="text" value="64.4%"/>
	<input type="text" value="9.00%"/>		Side street
		Northbound (NB)	<input type="text" value="59.2%"/>
		Southbound (SB)	<input type="text" value="40.8%"/>

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base	2020		
Opening	2025		
Mid	2035	4.10%	2.00%
Design	2045		

Mainline Growth Function

Linear
 Exponential
 Decaying

Side Street Growth Function

Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
14000	10000	9000	40	33040

Enter Project and Model Years

	Year
Base	<input type="text"/>
Opening	<input type="text"/>
Mid	<input type="text"/>
Design	<input type="text"/>
Model	<input type="text"/>

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	36.7%	259
(EB THRU)	West-to-East	63.2%	446
(EB RT)	West-to-South	0.1%	1
(WB LT)	East-to-South	0.3%	1
(WB THRU)	East-to-West	67.0%	234
(WB RT)	East-to-North	32.7%	114
(SB LT)	North-to-East	27.2%	72
(SB THRU)	North-to-South	0.0%	0
(SB RT)	North-to-West	72.8%	193
(NB LT)	South-to-West	100.0%	3
(NB THRU)	South-to-North	0.0%	0
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure:

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

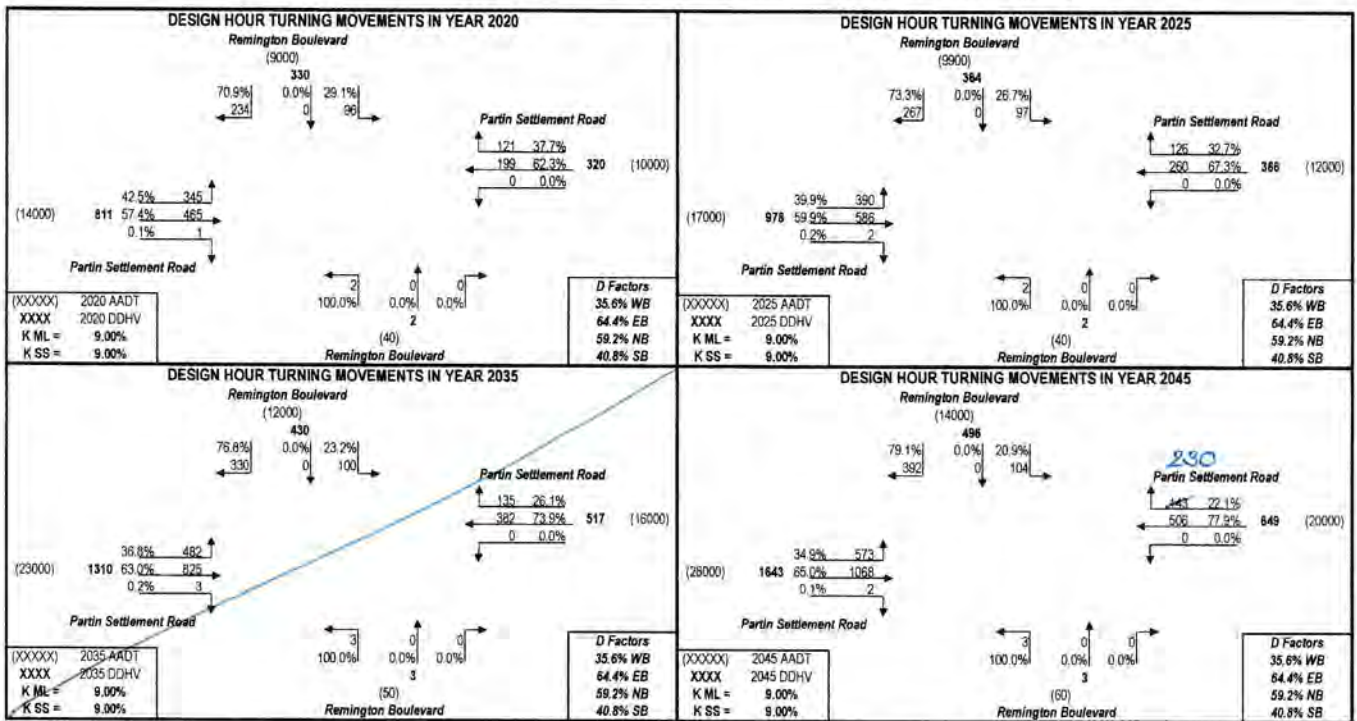
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

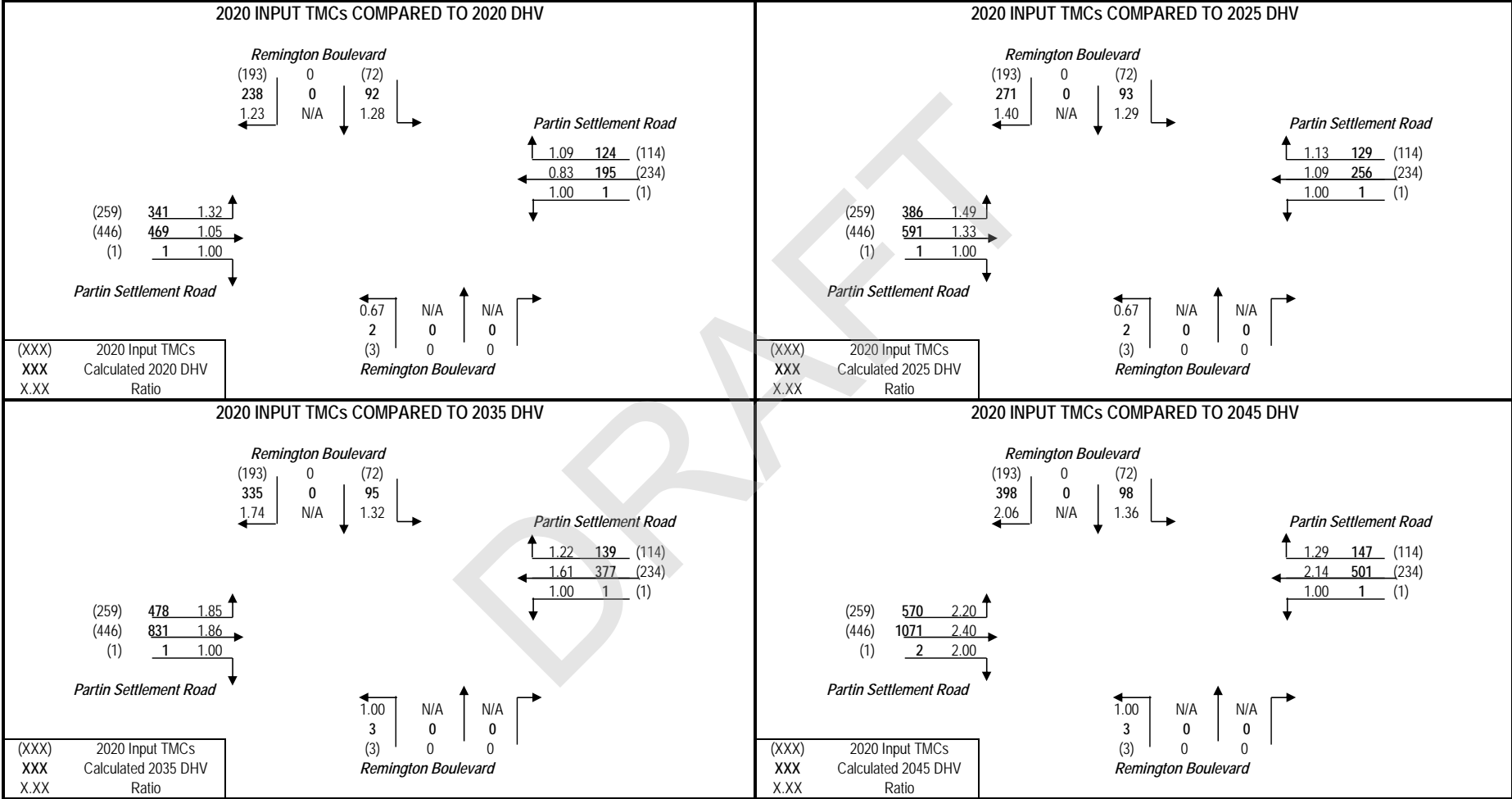
Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Remington Boulevard	Analyst:	MK/JMT
Project:	Partin Settlement Road Traffic Study PM	Date:	21-Oct-20

Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.367	0.421	341	0.395	386	0.365	478	0.347	570
West-To-East (Thru)	0.632	0.578	469	0.604	591	0.634	831	0.652	1071
West-To-South (RT)	0.001	0.001	1	0.001	1	0.001	1	0.001	2
Total Flow From West:			811		978		1310		1643
East-To-South (LT)	0.003	0.002	1	0.003	1	0.002	1	0.001	1
East-To-West (Thru)	0.670	0.611	195	0.662	256	0.730	377	0.772	501
East-To-North (RT)	0.327	0.387	124	0.335	129	0.268	139	0.227	147
Total Flow From East:			320		386		517		649
North-To-East (LT)	0.272	0.280	92	0.256	93	0.221	95	0.198	98
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.728	0.720	238	0.744	271	0.779	335	0.802	398
Total Flow From North:			330		364		430		496
South-To-West (LT)	1.000	1.000	2	1.000	2	1.000	3	1.000	3
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			2		2		3		3

PROJECT TRAFFIC FOR Partin Settlement Road AT Remington Boulevard *PM*



PROJECT TRAFFIC FOR Partin Settlement Road AT Remington Boulevard



TURNS5 ANALYSIS SHEET - INPUT

Analyst: AG/JMT
Date: 21-Oct-20
Highway: Partin Settlement Road
Intersection: Lakeshore Boulevard
Project: Partin Settlement Road Traffic Study AM
County: Osceola County

Is this a 4 way intersection?

Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?

Enter Yes or No

Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Westbound (WB)	64.4%
	Side street	Eastbound (EB)	35.6%
	9.00%		Side street
		Northbound (NB)	55.6%
		Southbound (SB)	44.4%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base 2020		
Opening 2025	4.10%	4.00%
Mid 2035		
Design 2045		

Mainline Growth Function

Linear
 Exponential
 Decaying

Side Street Growth Function

Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
8200	0	11500	8000	27700

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	44.0%	85
(EB THRU)	West-to-East	0.0%	0
(EB RT)	West-to-South	56.0%	108
(WB LT)	East-to-South	0.0%	0
(WB THRU)	East-to-West	0.0%	0
(WB RT)	East-to-North	0.0%	0
(SB LT)	North-to-East	0.0%	0
(SB THRU)	North-to-South	76.2%	310
(SB RT)	North-to-West	23.8%	97
(NB LT)	South-to-West	44.7%	278
(NB THRU)	South-to-North	55.3%	344
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure: 0.01

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

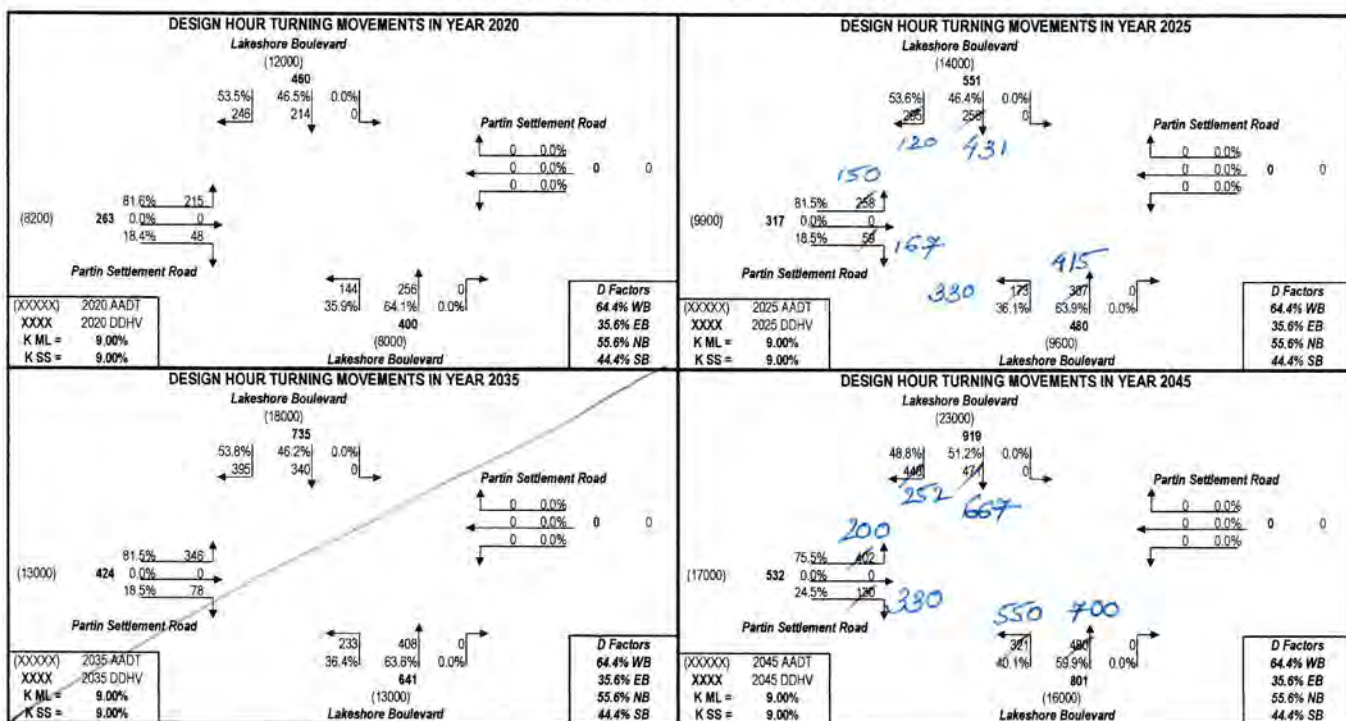
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

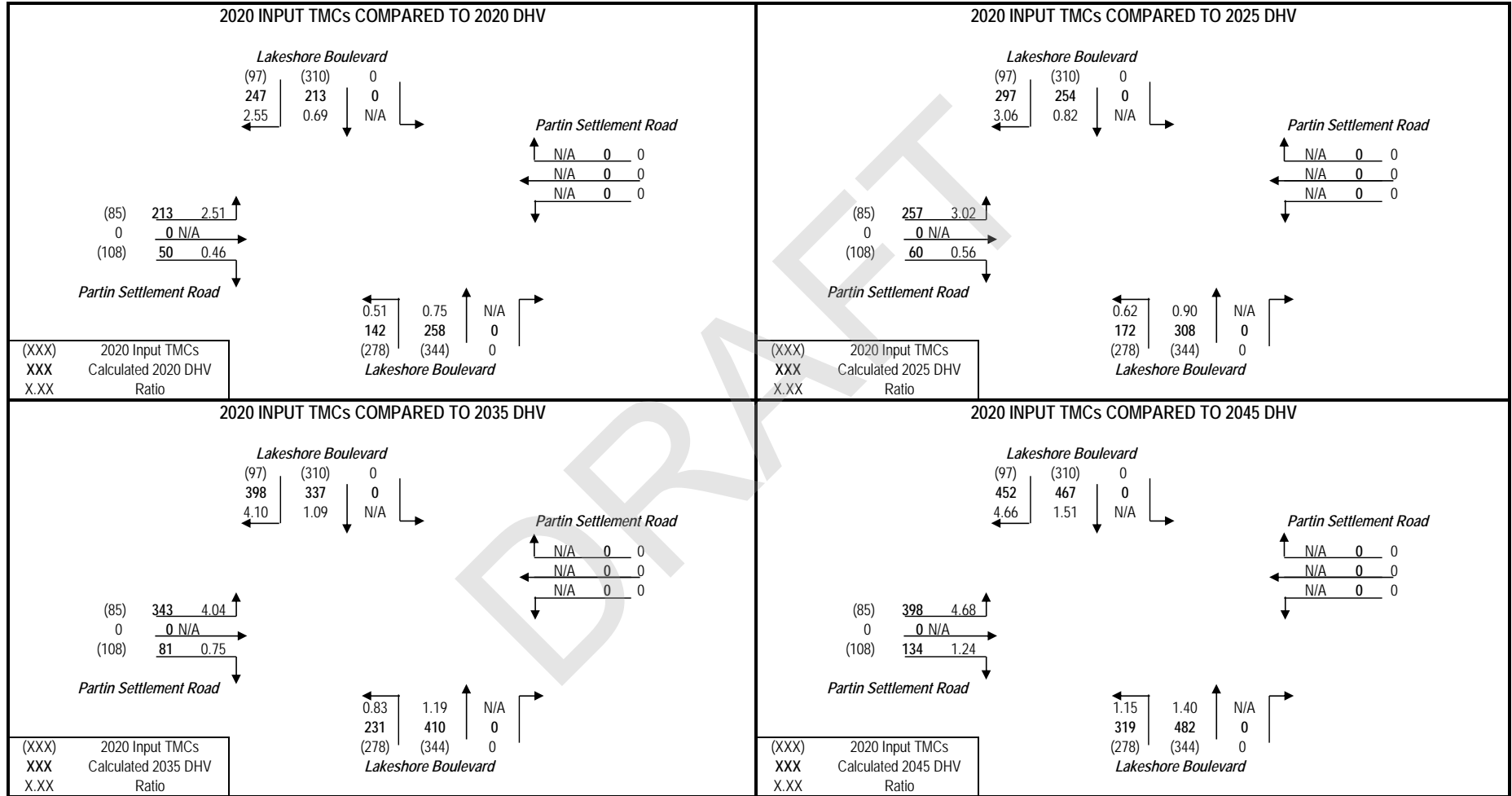
Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Lakeshore Boulevard	Analyst:	AG/JMT
Project:	Partin Settlement Road Traffic Study AM	Date:	21-Oct-20

Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.440	0.811	213	0.810	257	0.810	343	0.749	398
West-To-East (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-South (RT)	0.560	0.189	50	0.190	60	0.190	81	0.251	134
Total Flow From West:			263		317		424		532
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			0		0		0		0
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.762	0.462	213	0.461	254	0.459	337	0.508	467
North-To-West (RT)	0.238	0.538	247	0.539	297	0.541	398	0.492	452
Total Flow From North:			460		551		735		919
South-To-West (LT)	0.447	0.355	142	0.358	172	0.360	231	0.398	319
South-To-North (Thru)	0.553	0.645	258	0.642	308	0.640	410	0.602	482
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			400		480		641		801

PROJECT TRAFFIC FOR Partin Settlement Road AT Lakeshore Boulevard *AM*



PROJECT TRAFFIC FOR Partin Settlement Road AT Lakeshore Boulevard



TURNS5 ANALYSIS SHEET - INPUT

Analyst:
Date:
Highway:
Intersection:
Project:
County:

Is this a 4 way intersection?

Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?

Enter Yes or No

Yes
 No

K Factors	Mainline	D Factors	Mainline
	<input type="text" value="9.00%"/>	Westbound (WB)	<input type="text" value="35.6%"/>
	Side street	Eastbound (EB)	<input type="text" value="64.4%"/>
	<input type="text" value="9.00%"/>		Side street
		Northbound (NB)	<input type="text" value="46.2%"/>
		Southbound (SB)	<input type="text" value="53.8%"/>

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01)	
		Mainline	Side Street
Base	2020		
Opening	2025		
Mid	2035	4.10%	4.00%
Design	2045		

Mainline Growth Function

Linear
 Exponential
 Decaying

Side Street Growth Function

Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
8200	0	11500	8000	27700

Enter Project and Model Years

	Year
Base	<input type="text"/>
Opening	<input type="text"/>
Mid	<input type="text"/>
Design	<input type="text"/>
Model	<input type="text"/>

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0
0	0	0	0	0

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2020

(EB LT)	West-to-North	21.2%	90
(EB THRU)	West-to-East	0.0%	0
(EB RT)	West-to-South	78.8%	335
(WB LT)	East-to-South	0.0%	0
(WB THRU)	East-to-West	0.0%	0
(WB RT)	East-to-North	0.0%	0
(SB LT)	North-to-East	0.0%	0
(SB THRU)	North-to-South	68.4%	242
(SB RT)	North-to-West	31.6%	112
(NB LT)	South-to-West	34.8%	177
(NB THRU)	South-to-North	65.2%	332
(NB RT)	South-to-East	0.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure:

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the actual distribution of turning volumes entered. No balancing technique is used.

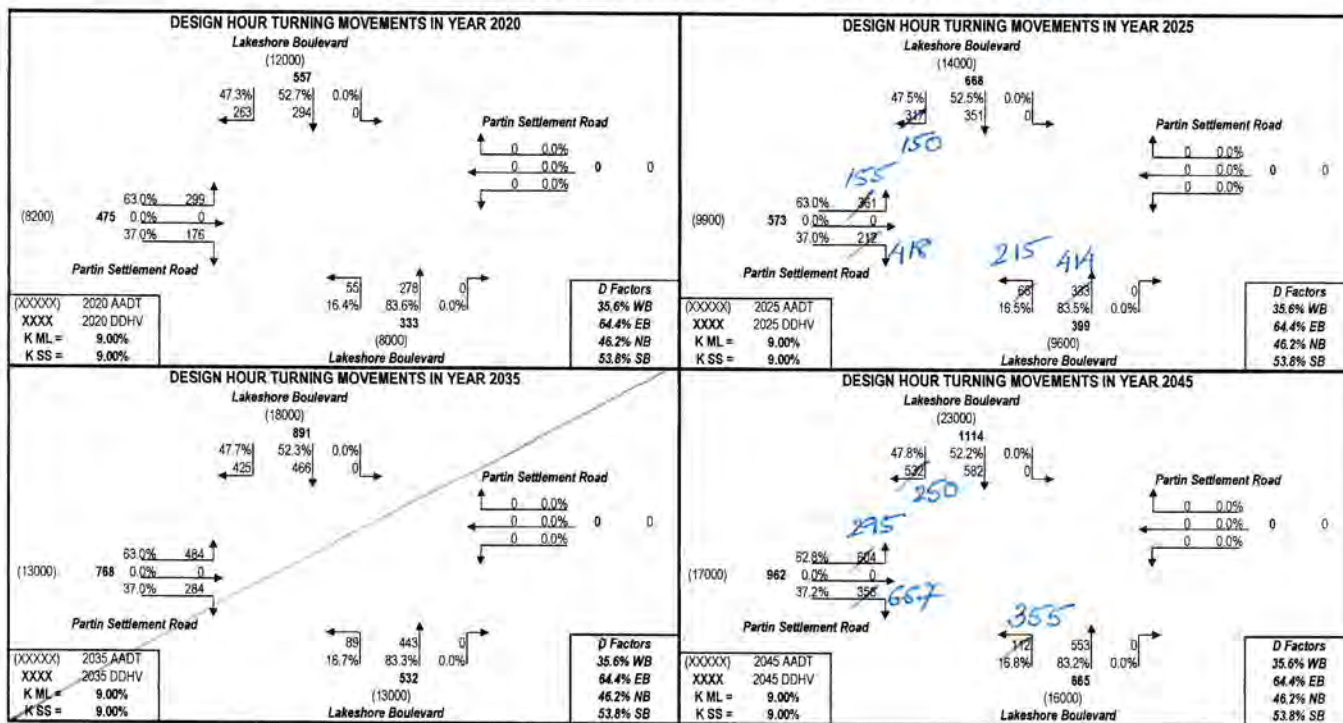
Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

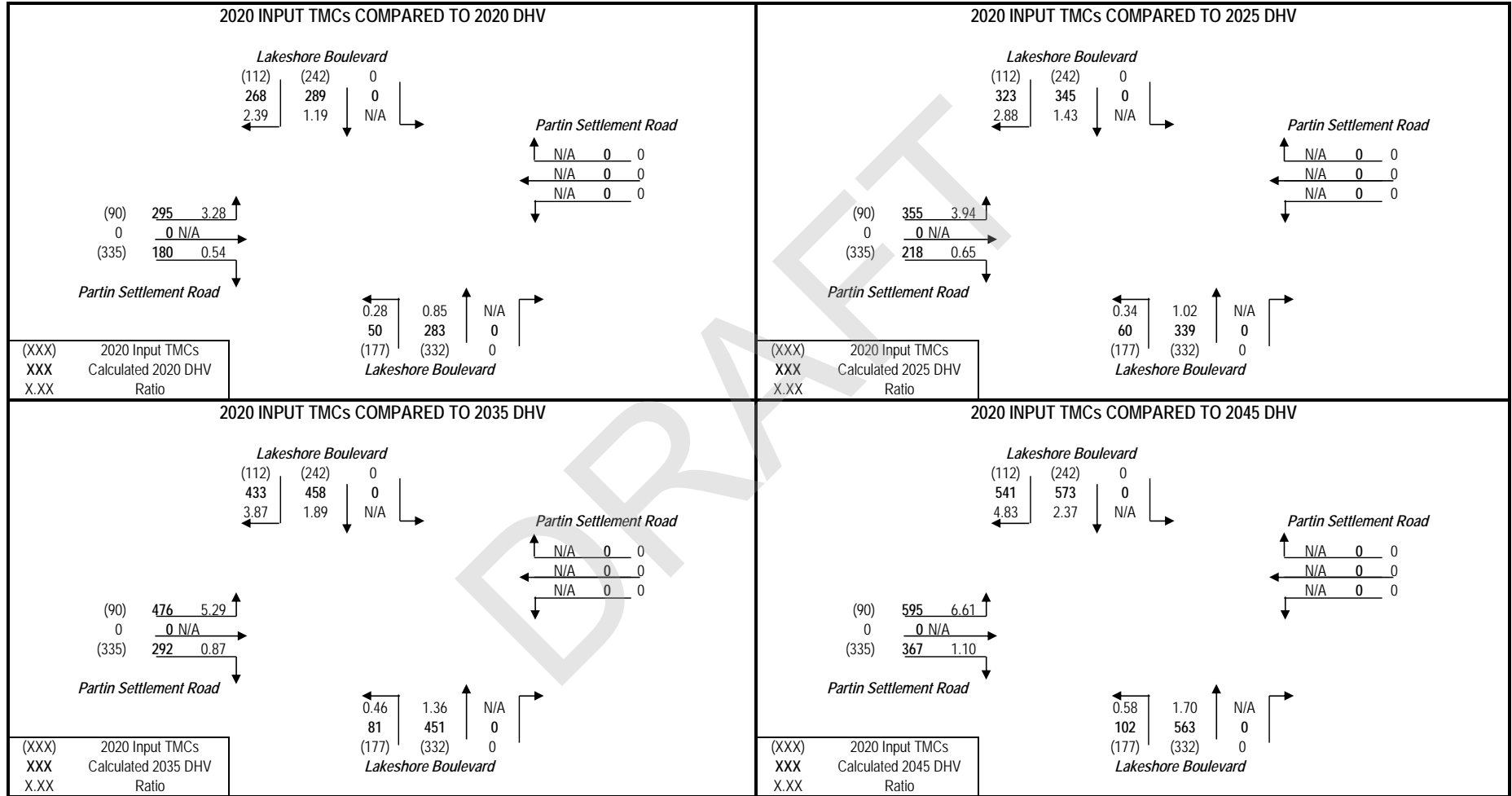
Highway:	Partin Settlement Road	County:	Osceola County
Intersection:	Lakeshore Boulevard	Analyst:	AG/JMT
Project:	Partin Settlement Road Traffic Study PM	Date:	21-Oct-20

Approach-To-Approach	2020	2020		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.212	0.621	295	0.620	355	0.620	476	0.619	595
West-To-East (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-South (RT)	0.788	0.379	180	0.380	218	0.380	292	0.381	367
Total Flow From West:			475		573		768		962
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			0		0		0		0
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.684	0.519	289	0.517	345	0.514	458	0.514	573
North-To-West (RT)	0.316	0.481	268	0.483	323	0.486	433	0.486	541
Total Flow From North:			557		668		891		1114
South-To-West (LT)	0.348	0.150	50	0.151	60	0.153	81	0.154	102
South-To-North (Thru)	0.652	0.850	283	0.849	339	0.847	451	0.846	563
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			333		399		532		665

PROJECT TRAFFIC FOR Partin Settlement Road AT Lakeshore Boulevard *PM*



PROJECT TRAFFIC FOR Partin Settlement Road AT Lakeshore Boulevard



Partin Settlement Road

Estimation of Interim Year 2035 Design Hour Volumes by Interpolation

Intersection	Movement	2025 AM	2045 AM	2035 AM	2025 PM	2045 PM	2035 PM
Partin Settlement Road at Neptune Road	EBL	23	39	31	13	17	15
	EBT	20	33	27	15	19	17
	EBR	6	11	9	7	11	9
	WBL	131	228	180	108	176	142
	WBT	35	49	42	3	5	4
	WBR	476	795	636	527	897	712
	NBL	13	18	16	6	11	9
	NBT	1336	1825	1581	900	1235	1068
	NBR	223	362	293	203	312	258
	SBL	350	450	400	632	1003	818
	SBT	1034	1492	1263	1362	1797	1580
SBR	12	16	14	18	25	22	
Partin Settlement Road at Shady Lane/Cross Prairie Parkway	EBL	525	697	611	314	417	366
	EBT	280	372	326	342	454	398
	EBR	53	222	138	93	426	260
	WBL	166	378	272	170	463	317
	WBT	470	624	547	294	390	342
	WBR	89	118	104	75	100	88
	NBL	82	314	198	50	288	169
	NBT	30	115	73	19	106	63
	NBR	186	440	313	142	370	256
	SBL	19	25	22	51	68	60
	SBT	19	82	51	34	156	95
SBR	259	344	302	407	540	474	
Partin Settlement Road at US 192	EBL	55	95	75	50	90	70
	EBT	237	380	309	274	480	377
	EBR	162	250	206	264	417	341
	WBL	79	171	125	94	220	157
	WBT	300	548	424	154	283	219
	WBR	591	911	751	463	692	578
	NBL	272	429	351	255	411	333
	NBT	2365	3142	2754	1713	2240	1977
	NBR	27	62	45	28	71	50
	SBL	446	699	573	660	1035	848
	SBT	1550	2026	1788	2083	2709	2396
SBR	17	25	21	17	19	18	
Partin Settlement Road at Remington Boulevard	EBL	238	350	294	390	573	482
	EBT	303	558	431	586	1068	827
	EBR	0	0	0	2	2	2
	WBL	1	0	1	0	0	0
	WBT	576	941	759	260	506	383
	WBR	121	229	175	126	230	178
	NBL	0	0	0	2	3	3
	NBT	2	2	2	0	0	0
	NBR	0	0	0	0	0	0
	SBL	101	156	129	97	104	101
	SBT	0	0	0	0	0	0
SBR	446	590	518	267	392	330	
Partin Settlement Road at Lakeshore Boulevard	EBL	150	200	175	155	295	225
	EBR	167	330	249	418	667	543
	NBL	330	550	440	215	355	285
	NBT	415	700	558	414	553	484
	SBT	431	667	549	351	582	467
SBR	120	252	186	150	250	200	

APPENDIX G

Design Year 2045 No-Build and Build

Level of Service Analysis

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	35	35.7	21.5	57.2	0.33	20.8	D
Irlo Bronson Memoria	II	40	78.1	141.3	219.4	0.87	14.3	E
Driveway to Church	II	40	58.6	12.8	71.4	0.65	32.9	B
Lakeshore Boulevard	II	35	88.4	16.0	104.4	0.86	29.6	B
Total	II		260.8	191.6	452.4	2.71	21.6	D

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	101.3	189.7	0.86	16.3	E
Irlo Bronson Memoria	II	40	58.6	190.7	249.3	0.65	9.4	F
Shady Lane	II	40	78.1	104.5	182.6	0.87	17.2	D
CR 525/Neptune Road	II	35	35.7	86.4	122.1	0.33	9.7	F
Total	II		260.8	482.9	743.7	2.71	13.1	E

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	35	35.7	14.8	50.5	0.33	23.5	C
Irlo Bronson Memoria	II	40	78.1	227.9	306.0	0.87	10.2	F
Driveway to Church	II	40	58.6	26.9	85.5	0.65	27.4	C
Lakeshore Boulevard	II	35	88.4	21.7	110.1	0.86	28.1	B
Total	II		260.8	291.3	552.1	2.71	17.7	D

Arterial Level of Service: WB Partin Settlement Road

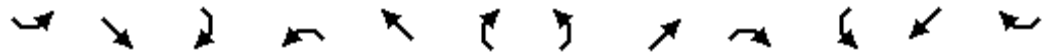
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	61.7	150.1	0.86	20.6	D
Irlo Bronson Memoria	II	40	58.6	83.5	142.1	0.65	16.5	E
Shady Lane	II	40	78.1	7.7	85.8	0.87	36.5	A
CR 525/Neptune Road	II	35	35.7	70.0	105.7	0.33	11.2	F
Total	II		260.8	222.9	483.7	2.71	20.2	D

Lanes, Volumes, Timings

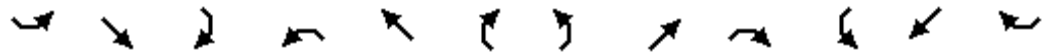
Design Year 2045 No-Build AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/04/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	450	1492	16	18	1825	362	39	33	11	228	49	795
Future Volume (vph)	450	1492	16	18	1825	362	39	33	11	228	49	795
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	0		190
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3567	0	1805	3468	0	1556	1668	0	0	1615	1583
Flt Permitted	0.043			0.046			0.950				0.732	
Satd. Flow (perm)	81	3567	0	87	3468	0	1556	1668	0	0	1230	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13			7				295
Link Speed (mph)		40			30			25				35
Link Distance (ft)		1745			443			197				1744
Travel Time (s)		29.7			10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	15%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	474	1588	0	19	2302	0	41	47	0	0	292	837
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		4	4				8
Permitted Phases	2			6						8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.4	33.4		33.4	33.4	33.4
Total Split (s)	29.0	108.6		14.4	94.0		35.0	35.0		52.0	52.0	52.0
Total Split (%)	13.8%	51.7%		6.9%	44.8%		16.7%	16.7%		24.8%	24.8%	24.8%
Maximum Green (s)	22.6	102.2		8.0	87.6		28.6	28.6		45.6	45.6	45.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

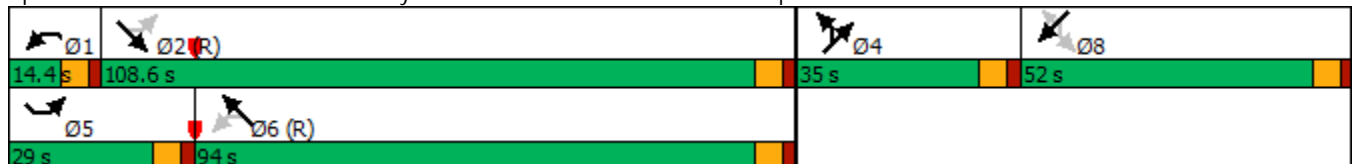


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	116.6	108.0		95.6	87.6		12.4	12.4			61.8	61.8
Actuated g/C Ratio	0.56	0.51		0.46	0.42		0.06	0.06			0.29	0.29
v/c Ratio	2.08	0.87		0.18	1.58		0.45	0.45			0.81	1.24
Control Delay	531.4	51.6		26.6	303.9		109.8	93.6			86.4	157.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	531.4	51.6		26.6	303.9		109.8	93.6			86.4	157.5
LOS	F	D		C	F		F	F			F	F
Approach Delay		161.9			301.6			101.1			139.1	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~983	1064		12	~2378		56	55			378	~1132
Queue Length 95th (ft)	#1232	1171		27	#2475		105	107			#570	#1434
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210								190
Base Capacity (vph)	228	1834		105	1454		211	233			362	674
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	2.08	0.87		0.18	1.58		0.19	0.20			0.81	1.24

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.08
 Intersection Signal Delay: 214.3 Intersection LOS: F
 Intersection Capacity Utilization 131.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

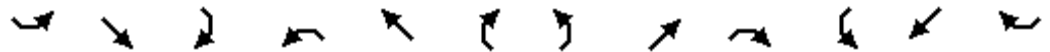


Lanes, Volumes, Timings

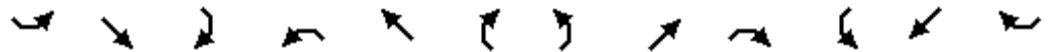
Design Year 2045 No-Build PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/04/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1003	1797	25	11	1235	312	17	19	11	176	5	897
Future Volume (vph)	1003	1797	25	11	1235	312	17	19	11	176	5	897
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	0		190
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3603	0	1805	3474	0	1805	1794	0	0	1795	1583
Flt Permitted	0.057			0.062			0.950				0.708	
Satd. Flow (perm)	107	3603	0	118	3474	0	1805	1794	0	0	1332	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			17			12				525
Link Speed (mph)		40			30			25				35
Link Distance (ft)		1745			443			197				1744
Travel Time (s)		29.7			10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1056	1918	0	12	1628	0	18	32	0	0	190	944
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		3	3				4
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.8	33.8		33.4	33.4	33.4
Total Split (s)	54.0	111.6		14.4	72.0		34.0	34.0		40.0	40.0	40.0
Total Split (%)	27.0%	55.8%		7.2%	36.0%		17.0%	17.0%		20.0%	20.0%	20.0%
Maximum Green (s)	47.6	105.2		8.0	65.6		27.2	27.2		33.6	33.6	33.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.8	4.8		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.8			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	119.6	113.8		73.6	65.6		9.4	9.4			54.1	54.1
Actuated g/C Ratio	0.60	0.57		0.37	0.33		0.05	0.05			0.27	0.27
v/c Ratio	2.28	0.94		0.11	1.42		0.21	0.33			0.53	1.16
Control Delay	610.4	49.1		25.0	237.7		96.5	72.4			70.0	113.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	610.4	49.1		25.0	237.7		96.5	72.4			70.0	113.0
LOS	F	D		C	F		F	E			E	F
Approach Delay		248.4			236.1			81.0			105.8	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~2207	1114		6	~1506		23	26			219	~947
Queue Length 95th (ft)	#2479	#1512		17	#1638		55	68			322	#1229
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210								190
Base Capacity (vph)	463	2050		110	1150		245	254			360	811
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	2.28	0.94		0.11	1.42		0.07	0.13			0.53	1.16

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.28
 Intersection Signal Delay: 215.6 Intersection LOS: F
 Intersection Capacity Utilization 132.3% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings

Design Year 2045 No-Build AM

2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	697	372	222	378	624	118	314	115	440	25	82	344
Future Volume (vph)	697	372	222	378	624	118	314	115	440	25	82	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	250		215	150		0	110		250
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1758	0	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.075			0.427			0.453			0.679		
Satd. Flow (perm)	140	1758	0	795	1863	1583	844	1863	1583	1265	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				153			463			362
Link Speed (mph)		35			35			30				35
Link Distance (ft)		1744			1944			1939				1848
Travel Time (s)		34.0			37.9			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	734	626	0	398	657	124	331	121	463	26	86	362
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	53.0	90.0		16.0	53.0	53.0	19.0	44.0	44.0	25.0	25.0	25.0
Total Split (%)	35.3%	60.0%		10.7%	35.3%	35.3%	12.7%	29.3%	29.3%	16.7%	16.7%	16.7%
Maximum Green (s)	47.0	84.0		10.0	47.0	47.0	13.0	38.0	38.0	19.0	19.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min	Min	Min	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0	7.0	7.0	7.0

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 No-Build AM

12/04/2020

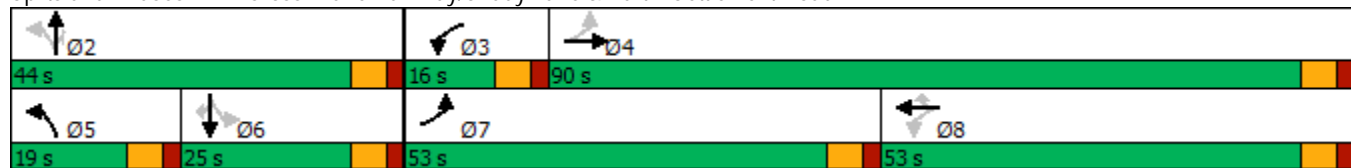


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0	0	0	0
Act Effct Green (s)	100.0	84.0		57.0	47.0	47.0	31.5	31.5	31.5	12.5	12.5	12.5
Actuated g/C Ratio	0.70	0.58		0.40	0.33	0.33	0.22	0.22	0.22	0.09	0.09	0.09
v/c Ratio	1.16	0.60		1.04	1.08	0.20	1.23	0.30	0.65	0.24	0.53	0.77
Control Delay	127.1	21.5		83.2	104.5	3.1	176.2	48.6	8.5	65.5	74.4	17.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.1	21.5		83.2	104.5	3.1	176.2	48.6	8.5	65.5	74.4	17.7
LOS	F	C		F	F	A	F	D	A	E	E	B
Approach Delay		78.5			86.7			74.5			30.6	
Approach LOS		E			F			E			C	
Queue Length 50th (ft)	~756	336		~172	~677	0	~381	95	0	23	78	0
Queue Length 95th (ft)	#1081	513		#456	#986	28	#574	155	96	55	137	104
Internal Link Dist (ft)		1664			1864			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	631	1042		383	610	621	269	493	759	167	246	523
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.60		1.04	1.08	0.20	1.23	0.25	0.61	0.16	0.35	0.69

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 143.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 74.2
 Intersection LOS: E
 Intersection Capacity Utilization 110.5%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 No-Build PM

12/04/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	454	426	463	390	100	288	106	370	68	156	540
Future Volume (vph)	417	454	426	463	390	100	288	106	370	68	156	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	250		215	150		0	110		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1727	0	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.492			0.199			0.555			0.674		
Satd. Flow (perm)	916	1727	0	371	1863	1583	1034	1863	1583	1255	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94				105			389			513
Link Speed (mph)		35			35			30				35
Link Distance (ft)		1744			1944			1939				1848
Travel Time (s)		34.0			37.9			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	439	926	0	487	411	105	303	112	389	72	164	568
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	90.0	90.0		90.0	90.0	90.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	75.0%	75.0%		75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	84.0	84.0		84.0	84.0	84.0	24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 No-Build PM

12/04/2020



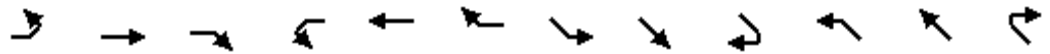
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effct Green (s)	84.0	84.0		84.0	84.0	84.0	24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.70	0.70		0.70	0.70	0.70	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.68	0.75		1.88	0.32	0.09	1.47	0.30	0.62	0.29	0.44	0.78
Control Delay	17.3	14.8		430.5	7.7	1.2	271.6	43.5	8.8	44.4	46.5	14.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	14.8		430.5	7.7	1.2	271.6	43.5	8.8	44.4	46.5	14.6
LOS	B	B		F	A	A	F	D	A	D	D	B
Approach Delay		15.6			212.3			112.7			23.8	
Approach LOS		B			F			F			C	
Queue Length 50th (ft)	176	365		~376	110	0	~322	74	0	48	112	36
Queue Length 95th (ft)	308	538		#589	157	16	#501	129	88	93	181	178
Internal Link Dist (ft)		1664			1864			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		
Base Capacity (vph)	641	1237		259	1304	1139	206	372	627	251	372	727
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.75		1.88	0.32	0.09	1.47	0.30	0.62	0.29	0.44	0.78

Intersection Summary

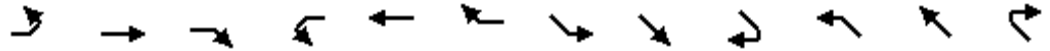
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.88
 Intersection Signal Delay: 86.5
 Intersection LOS: F
 Intersection Capacity Utilization 119.8%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1687	1900	1524	1736	1900	1568	3433	4838	0	1770	4930	0
Flt Permitted	0.091			0.078			0.950			0.950		
Satd. Flow (perm)	162	1900	1524	142	1900	1568	3433	4838	0	1770	4930	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			2	
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	6%	4%	0%	3%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	14.0	51.8	43.0	24.2	62.0	39.0	39.0	101.0		43.0	105.0	
Total Split (%)	6.4%	23.5%	19.5%	11.0%	28.2%	17.7%	17.7%	45.9%		19.5%	47.7%	
Maximum Green (s)	6.2	43.9	34.2	16.4	53.7	30.2	30.2	93.4		34.2	97.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	

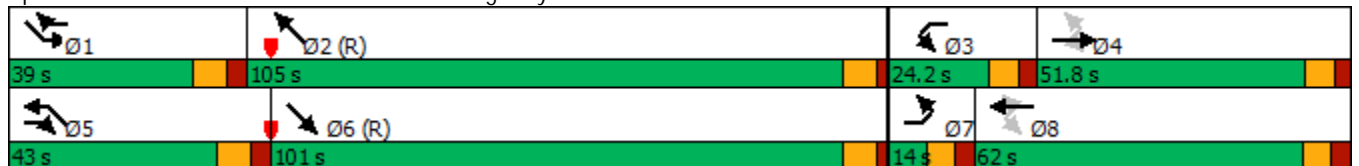


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	50.2	43.9	86.0	68.2	53.7	92.2	30.2	93.4		34.2	97.4	
Actuated g/C Ratio	0.23	0.20	0.39	0.31	0.24	0.42	0.14	0.42		0.16	0.44	
v/c Ratio	1.27	1.06	0.40	1.11	1.25	1.39	1.56	1.05		1.64	1.54	
Control Delay	236.4	141.3	30.9	158.8	190.7	224.9	316.1	94.4		354.2	286.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	236.4	141.3	30.9	158.8	190.7	224.9	316.1	94.4		354.2	286.8	
LOS	F	F	C	F	F	F	F	F		F	F	
Approach Delay		115.7			206.5			150.7			294.7	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~131	~631	170	~245	~1036	~1792	~773	~1244		~944	~2517	
Queue Length 95th (ft)	#280	#872	261	#433	#1294	#2064	#911	#1313		#1190	#2528	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	79	379	656	162	463	692	471	2054		275	2183	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.27	1.06	0.40	1.11	1.25	1.39	1.56	1.05		1.64	1.54	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 218.1 Intersection LOS: F
 Intersection Capacity Utilization 143.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

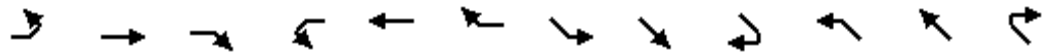


Lanes, Volumes, Timings

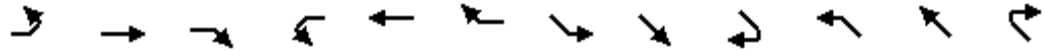
Design Year 2045 No-Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	1881	1599	1752	1900	1583	3467	5081	0	1787	4968	0
Flt Permitted	0.339			0.083			0.950			0.950		
Satd. Flow (perm)	613	1881	1599	153	1900	1583	3467	5081	0	1787	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			64		1			2	
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	1%	3%	0%	2%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	19.2	50.0	44.0	25.0	55.8	53.0	53.0	91.0		44.0	82.0	
Total Split (%)	9.1%	23.8%	21.0%	11.9%	26.6%	25.2%	25.2%	43.3%		21.0%	39.0%	
Maximum Green (s)	11.4	42.1	35.2	17.2	47.5	44.2	44.2	83.4		35.2	74.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None	None	None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

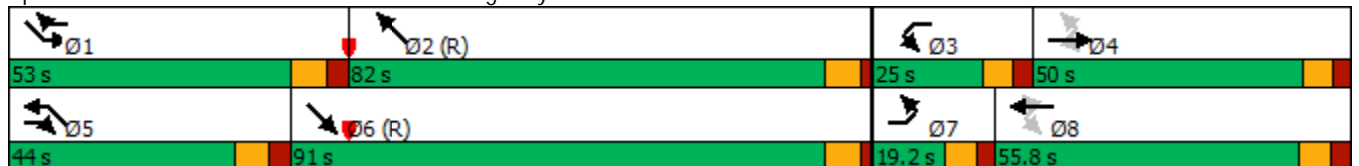


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	53.0	42.1	85.2	65.6	48.1	100.6	44.2	83.4		35.2	74.4	
Actuated g/C Ratio	0.25	0.20	0.41	0.31	0.23	0.48	0.21	0.40		0.17	0.35	
v/c Ratio	0.45	1.34	0.61	1.30	0.69	0.92	1.49	1.42		1.45	1.38	
Control Delay	59.8	227.9	40.3	216.8	83.5	64.1	279.9	237.1		274.0	222.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	59.8	227.9	40.3	216.8	83.5	64.1	279.9	237.1		274.0	222.8	
LOS	E	F	D	F	F	E	F	F		F	F	
Approach Delay		133.2			96.9			248.9			230.5	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	96	-906	368	-359	384	883	-1068	-1960		-811	-1633	
Queue Length 95th (ft)	151	#1155	501	#561	506	#1175	#1206	#2004		#1054	#1695	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	216	377	714	178	434	791	729	2018		299	1761	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.44	1.34	0.61	1.30	0.69	0.92	1.49	1.42		1.45	1.38	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 209.0 Intersection LOS: F
 Intersection Capacity Utilization 139.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

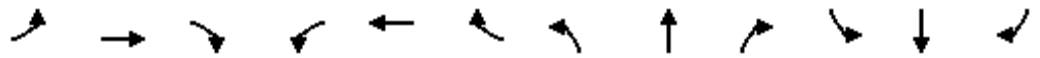


Lanes, Volumes, Timings

Design Year 2045 No-Build AM

4: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	558	0	0	941	229	0	2	0	156	0	590
Future Volume (vph)	350	558	0	0	941	229	0	2	0	156	0	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1656	1863	0	1900	1900	1553	0	1900	0	0	1770	1568
Flt Permitted	0.056										0.757	
Satd. Flow (perm)	98	1863	0	1900	1900	1553	0	1900	0	0	1410	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						153						326
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	2%	0%	0%	0%	4%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	587	0	0	991	241	0	2	0	0	164	621
Turn Type	pm+pt	NA		pm+pt	NA	Perm		NA		pm+pt	NA	custom
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		6
Detector Phase	7	4		3	8	8	1	6		5	2	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	28.0	84.0		16.0	72.0	72.0	14.4	40.6		14.4	40.6	40.6
Total Split (%)	18.1%	54.2%		10.3%	46.5%	46.5%	9.3%	26.2%		9.3%	26.2%	26.2%
Maximum Green (s)	22.0	78.0		10.0	66.0	66.0	8.0	34.2		8.0	34.2	34.2
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0

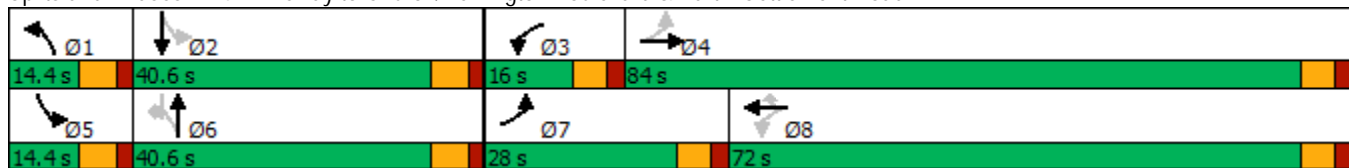


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effct Green (s)	94.0	94.0			66.0	66.0		34.2			34.2	34.2
Actuated g/C Ratio	0.67	0.67			0.47	0.47		0.24			0.24	0.24
v/c Ratio	1.19	0.47			1.11	0.30		0.00			0.48	0.99
Control Delay	152.4	12.8			101.3	9.2		40.5			51.1	58.4
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	152.4	12.8			101.3	9.2		40.5			51.1	58.4
LOS	F	B			F	A		D			D	E
Approach Delay		66.6			83.3			40.5			56.8	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	~358	242			~1035	45		1			129	318
Queue Length 95th (ft)	#564	324			#1295	101		9			206	#580
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						250
Base Capacity (vph)	309	1245			891	810		462			342	628
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.19	0.47			1.11	0.30		0.00			0.48	0.99

Intersection Summary

Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 140.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 70.9
 Intersection LOS: E
 Intersection Capacity Utilization 115.1%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings

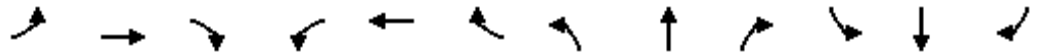
Design Year 2045 No-Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	573	1068	2	0	506	230	3	0	0	104	0	392
Future Volume (vph)	573	1068	2	0	506	230	3	0	0	104	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1900	0	1900	1900	1599	0	1805	0	0	1805	1524
Flt Permitted	0.092							0.685			0.756	
Satd. Flow (perm)	171	1900	0	1900	1900	1599	0	1302	0	0	1436	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204						413
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	603	1126	0	0	533	242	0	3	0	0	109	413
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Detector Phase	7	4		3	8	8	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	47.0	78.0		16.0	47.0	47.0	14.4	36.6		14.4	36.6	36.6
Total Split (%)	32.4%	53.8%		11.0%	32.4%	32.4%	9.9%	25.2%		9.9%	25.2%	25.2%
Maximum Green (s)	41.0	72.0		10.0	41.0	41.0	8.0	30.2		8.0	30.2	30.2
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0

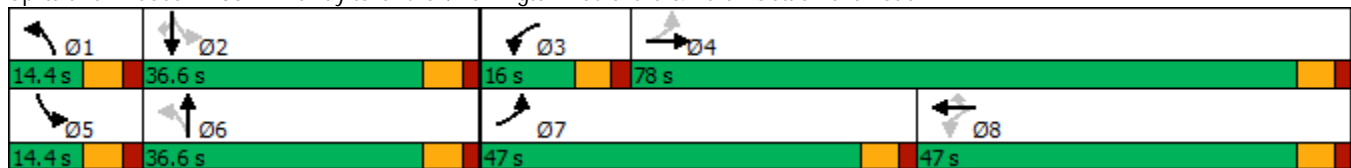


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effct Green (s)	88.0	88.0			41.0	41.0		30.2			30.2	30.2
Actuated g/C Ratio	0.67	0.67			0.31	0.31		0.23			0.23	0.23
v/c Ratio	0.98	0.88			0.89	0.38		0.01			0.33	0.62
Control Delay	66.8	26.9			61.7	8.9		39.0			45.1	8.3
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	66.8	26.9			61.7	8.9		39.0			45.1	8.3
LOS	E	C			E	A		D			D	A
Approach Delay		40.9			45.2			39.0			15.9	
Approach LOS		D			D			D			B	
Queue Length 50th (ft)	447	703			430	23		2			77	0
Queue Length 95th (ft)	#696	984			#635	88		11			134	92
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						250
Base Capacity (vph)	617	1280			596	641		301			332	669
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.98	0.88			0.89	0.38		0.01			0.33	0.62

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 130.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 37.7 Intersection LOS: D
 Intersection Capacity Utilization 93.3% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 No-Build AM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	330	550	700	667	252
Future Volume (vph)	200	330	550	700	667	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1687	1900	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1687	1900	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				342		142
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	347	579	737	702	265
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	18.0	57.0	39.0	39.0	43.0	43.0
Total Split (%)	18.0%	57.0%	39.0%	39.0%	43.0%	43.0%
Maximum Green (s)	12.0	51.0	33.0	33.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 No-Build AM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.0	51.0	33.0	33.0	37.0	37.0
Actuated g/C Ratio	0.12	0.51	0.33	0.33	0.37	0.37
v/c Ratio	1.04	0.36	0.92	0.97	1.05	0.39
Control Delay	119.9	16.0	54.9	46.2	81.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.9	16.0	54.9	46.2	81.6	12.2
LOS	F	B	D	D	F	B
Approach Delay		55.3	50.0		62.6	
Approach LOS		E	D		E	
Queue Length 50th (ft)	~146	127	353	284	-491	53
Queue Length 95th (ft)	#291	191	#561	#547	#713	117
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	202	969	627	756	667	687
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.36	0.92	0.97	1.05	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 55.3
 Intersection LOS: E
 Intersection Capacity Utilization 92.0%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 No-Build PM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	295	667	355	553	582	250
Future Volume (vph)	295	667	355	553	582	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1787	1900	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	1900	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				459		196
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	702	374	582	613	263
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	21.0	46.0	25.0	25.0	34.0	34.0
Total Split (%)	26.3%	57.5%	31.3%	31.3%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 No-Build PM

12/04/2020

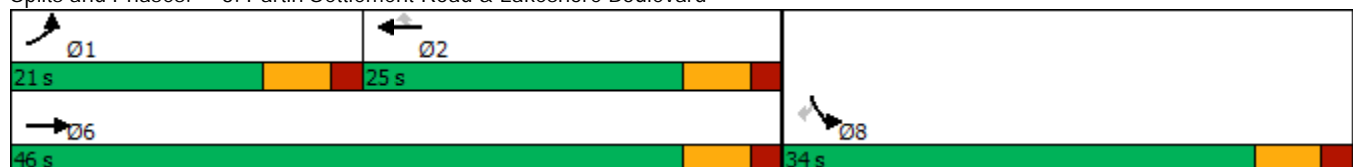


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effect Green (s)	14.9	40.0	19.1	19.1	28.0	28.0
Actuated g/C Ratio	0.19	0.50	0.24	0.24	0.35	0.35
v/c Ratio	0.93	0.74	0.83	0.80	0.97	0.39
Control Delay	69.6	21.7	46.3	16.6	57.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	21.7	46.3	16.6	57.4	7.6
LOS	E	C	D	B	E	A
Approach Delay		36.4	28.2		42.4	
Approach LOS		D	C		D	
Queue Length 50th (ft)	154	263	178	51	297	22
Queue Length 95th (ft)	#304	400	#319	#229	#508	76
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	335	950	453	726	631	676
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.74	0.83	0.80	0.97	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 35.5
 Intersection LOS: D
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	18.7	51.4	0.33	23.1	C
Irlo Bronson Memoria	II	40	78.3	87.4	165.7	0.87	18.9	D
Driveway to Church	II	45	52.2	19.8	72.0	0.65	32.6	B
Lakeshore Boulevard	II	40	77.4	19.7	97.1	0.86	31.9	B
Total	II		240.6	145.6	386.2	2.71	25.3	C

Arterial Level of Service: WB Partin Settlement Road





























Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	62.7	131.5	0.86	23.5	C
Irlo Bronson Memoria	II	45	52.2	80.2	132.4	0.65	17.7	D
Shady Lane	II	40	78.3	33.0	111.3	0.87	28.1	B
CR 525/Neptune Road	II	40	32.7	35.8	68.5	0.33	17.4	D
Total	II		232.0	211.7	443.7	2.71	22.0	C

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	35.6	68.3	0.33	17.4	D
Irlo Bronson Memoria	II	40	78.3	104.7	183.0	0.87	17.1	D
Driveway to Church	II	45	52.2	24.8	77.0	0.65	30.5	B
Lakeshore Boulevard	II	40	77.4	25.3	102.7	0.86	30.1	B
Total	II		240.6	190.4	431.0	2.71	22.7	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	49.5	118.3	0.86	26.2	C
Irlo Bronson Memoria	II	45	52.2	75.2	127.4	0.65	18.4	D
Shady Lane	II	40	78.3	31.5	109.8	0.87	28.5	B
CR 525/Neptune Road	II	40	32.7	13.5	46.2	0.33	25.7	C
Total	II		232.0	169.7	401.7	2.71	24.3	C

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	 	 			 			 		 	 		
Traffic Volume (vph)	450	1492	16	18	1825	362	39	33	11	228	49	795	
Future Volume (vph)	450	1492	16	18	1825	362	39	33	11	228	49	795	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	200		0	210		0	0		0	500		190	
Storage Lanes	2		0	1		0	1		0	0		1	
Taper Length (ft)	25			25			25			25			
Satd. Flow (prot)	3467	3567	0	1805	3468	0	1556	1668	0	1671	1451	1421	
Flt Permitted	0.950			0.092			0.950			0.510			
Satd. Flow (perm)	3467	3567	0	175	3468	0	1556	1668	0	897	1451	1421	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		1			16			10			275	297	
Link Speed (mph)		40			30			25			40		
Link Distance (ft)		1745			443			197			1744		
Travel Time (s)		29.7			10.1			5.4			29.7		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
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	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	8%	8%	8%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)												47%	
Lane Group Flow (vph)	474	1588	0	19	2302	0	41	47	0	240	445	444	
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot	
Protected Phases	5	2		1	6		4	7		3	8	8	
Permitted Phases				6						8			
Detector Phase	5	2		1	6		4	7		3	8	8	
Switch Phase													
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0	
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.4		33.4	33.4	33.4	
Total Split (s)	17.0	55.0		14.4	52.4		23.0	33.4		47.2	57.6	57.6	
Total Split (%)	11.3%	36.7%		9.6%	34.9%		15.3%	22.3%		31.5%	38.4%	38.4%	
Maximum Green (s)	10.6	48.6		8.0	46.0		18.0	29.4		40.8	51.2	51.2	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	2.0		4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	4.0		6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5	
Minimum Gap (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0	

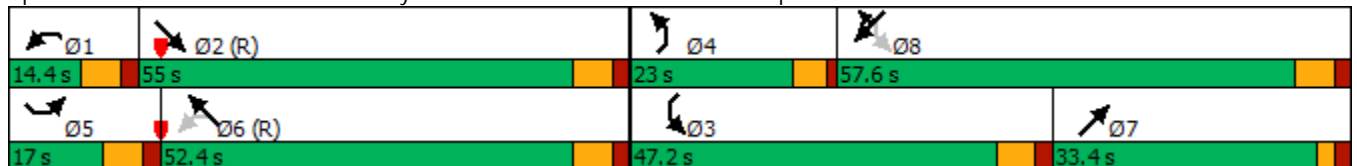


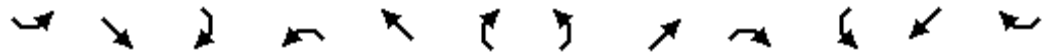
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	38.0	84.7		57.0	49.0		9.3	18.8		43.8	31.6	31.6
Actuated g/C Ratio	0.25	0.56		0.38	0.33		0.06	0.13		0.29	0.21	0.21
v/c Ratio	0.54	0.79		0.12	2.01		0.43	0.22		0.63	0.85	0.83
Control Delay	53.3	33.2		21.1	486.8		80.2	45.5		48.9	35.8	31.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.3	33.2		21.1	486.8		80.2	45.5		48.9	35.8	31.0
LOS	D	C		C	F		F	D		D	D	C
Approach Delay		37.8			483.0			61.7			36.7	
Approach LOS		D			F			E			D	
Queue Length 50th (ft)	215	687		7	~1821		39	33		193	186	158
Queue Length 95th (ft)	#389	#1124		26	#2023		81	65		220	295	271
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	878	2015		153	1143		186	348		505	676	680
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.79		0.12	2.01		0.22	0.14		0.48	0.66	0.65

Intersection Summary

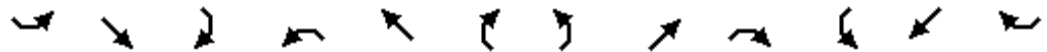
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.01
 Intersection Signal Delay: 222.5 Intersection LOS: F
 Intersection Capacity Utilization 117.3% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road





Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1003	1797	25	11	1235	312	17	19	11	176	5	897
Future Volume (vph)	1003	1797	25	11	1235	312	17	19	11	176	5	897
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3603	0	1805	3474	0	1805	1794	0	1671	1424	1421
Flt Permitted	0.950			0.099			0.950			0.440		
Satd. Flow (perm)	3467	3603	0	188	3474	0	1805	1794	0	774	1424	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			18			12			472	472
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	1056	1918	0	12	1628	0	18	32	0	185	477	472
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.8		11.0	33.4	33.4
Total Split (s)	43.0	80.0		14.4	51.4		23.6	37.4		38.2	52.0	52.0
Total Split (%)	25.3%	47.1%		8.5%	30.2%		13.9%	22.0%		22.5%	30.6%	30.6%
Maximum Green (s)	36.6	73.6		8.0	45.0		18.6	30.6		32.2	45.6	45.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	6.8		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0			7.0	7.0

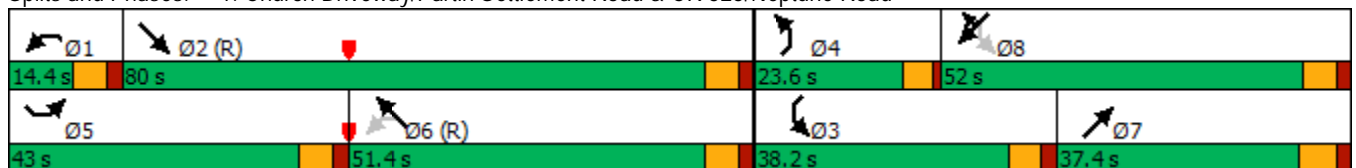


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0			20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0			0	0
Act Effct Green (s)	68.5	115.3		54.2	46.2		7.2	9.3		36.5	28.2	28.2
Actuated g/C Ratio	0.40	0.68		0.32	0.27		0.04	0.05		0.21	0.17	0.17
v/c Ratio	0.76	0.78		0.09	1.70		0.24	0.29		0.64	0.76	0.75
Control Delay	49.1	25.1		23.1	356.0		85.4	59.9		67.5	13.5	12.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.1	25.1		23.1	356.0		85.4	59.9		67.5	13.5	12.8
LOS	D	C		C	F		F	E		E	B	B
Approach Delay		33.7			353.5			69.1			22.0	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	528	687		5	~1411		20	22		180	5	0
Queue Length 95th (ft)	672	#1191		13	#1549		50	61		246	134	125
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	1396	2444		135	956		197	332		350	727	726
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.76	0.78		0.09	1.70		0.09	0.10		0.53	0.66	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.70
 Intersection Signal Delay: 122.2 Intersection LOS: F
 Intersection Capacity Utilization 107.5% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings
2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 Build AM

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	697	372	222	378	624	118	314	115	440	25	82	344
Future Volume (vph)	697	372	222	378	624	118	314	115	440	25	82	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3155	0	3242	3343	1495	1770	3118	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.399			0.500		
Satd. Flow (perm)	3242	3155	0	3242	3343	1495	743	3118	0	931	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		150				205		463				123
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	734	626	0	398	657	124	331	584	0	26	86	362
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	11.0	24.0		24.0	24.0	11.0
Total Split (s)	21.0	27.0		18.0	24.0	24.0	11.0	35.0		24.0	24.0	21.0
Total Split (%)	26.3%	33.8%		22.5%	30.0%	30.0%	13.8%	43.8%		30.0%	30.0%	26.3%
Maximum Green (s)	15.0	21.0		12.0	18.0	18.0	5.0	29.0		18.0	18.0	15.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 Build AM

12/04/2020

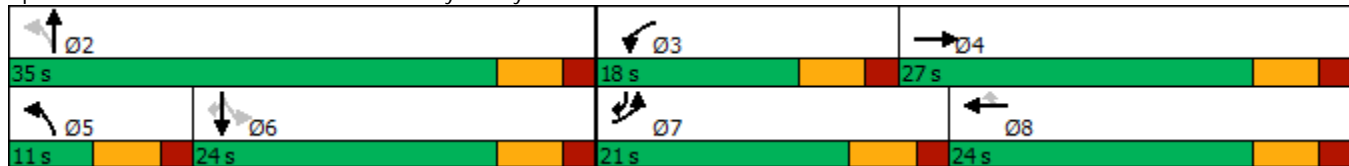


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effct Green (s)	15.0	20.6		11.7	17.3	17.3	19.0	19.0		8.0	8.0	29.1
Actuated g/C Ratio	0.22	0.30		0.17	0.25	0.25	0.27	0.27		0.12	0.12	0.42
v/c Ratio	1.05	0.60		0.73	0.79	0.24	1.19	0.49		0.24	0.21	0.49
Control Delay	76.5	18.7		37.2	33.0	1.7	143.1	6.3		33.6	29.0	12.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	76.5	18.7		37.2	33.0	1.7	143.1	6.3		33.6	29.0	12.1
LOS	E	B		D	C	A	F	A		C	C	B
Approach Delay		49.9			31.1			55.8			16.4	
Approach LOS		D			C			E			B	
Queue Length 50th (ft)	~180	88		84	136	0	~158	20		10	17	69
Queue Length 95th (ft)	#304	150		#150	#228	8	#326	57		33	37	138
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	702	1061		561	869	540	277	1575		242	920	734
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.05	0.59		0.71	0.76	0.23	1.19	0.37		0.11	0.09	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 69.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings
2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 Build PM

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	454	426	463	390	100	288	106	370	68	156	540
Future Volume (vph)	417	454	426	463	390	100	288	106	370	68	156	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3099	0	3242	3343	1495	1770	3129	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.527			0.468		
Satd. Flow (perm)	3242	3099	0	3242	3343	1495	982	3129	0	872	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		261				164		389				107
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	439	926	0	487	411	105	303	501	0	72	164	568
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	9.5	24.0		24.0	24.0	11.0
Total Split (s)	29.0	31.0		23.0	25.0	25.0	10.6	36.0		25.4	25.4	29.0
Total Split (%)	32.2%	34.4%		25.6%	27.8%	27.8%	11.8%	40.0%		28.2%	28.2%	32.2%
Maximum Green (s)	23.0	25.0		17.0	19.0	19.0	6.1	30.0		19.4	19.4	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.5	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		Max	Max	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Design Year 2045 Build PM

12/04/2020

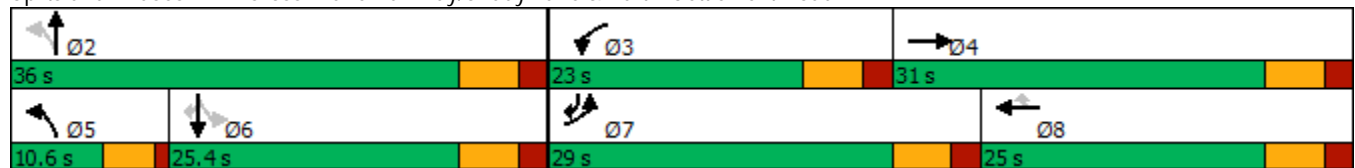


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effect Green (s)	18.0	23.7		16.2	21.9	21.9	31.6	30.1		19.4	19.4	43.4
Actuated g/C Ratio	0.20	0.27		0.18	0.25	0.25	0.36	0.34		0.22	0.22	0.49
v/c Ratio	0.66	0.90		0.82	0.49	0.21	0.74	0.38		0.38	0.21	0.68
Control Delay	37.2	35.6		47.2	31.5	2.3	37.2	6.3		37.0	29.6	18.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.2	35.6		47.2	31.5	2.3	37.2	6.3		37.0	29.6	18.1
LOS	D	D		D	C	A	D	A		D	C	B
Approach Delay		36.1			36.0			17.9			22.1	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	119	196		137	103	0	133	23		35	40	195
Queue Length 95th (ft)	157	#312		#208	160	12	#240	58		77	68	281
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	849	1069		627	832	495	407	1325		192	781	920
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.52	0.87		0.78	0.49	0.21	0.74	0.38		0.38	0.21	0.62

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 88
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 29.6
 Intersection LOS: C
 Intersection Capacity Utilization 78.5%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

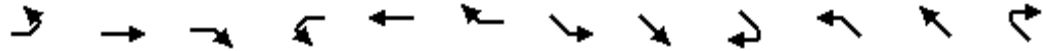


Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020



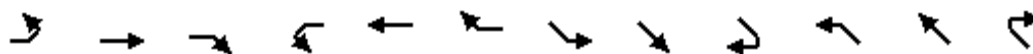
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	4838	0	1770	4930	0
Flt Permitted	0.310			0.270			0.950			0.950		
Satd. Flow (perm)	545	3343	1495	475	3343	2632	3433	4838	0	1770	4930	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	81	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	81	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	49.2	41.9	78.8	70.2	54.7	85.7	22.2	96.6		29.0	103.4	
Actuated g/C Ratio	0.22	0.19	0.36	0.32	0.25	0.39	0.10	0.44		0.13	0.47	
v/c Ratio	0.63	0.63	0.44	0.69	0.69	0.90	2.13	1.02		1.94	1.45	
Control Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	83.3		478.7	247.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	83.3		478.7	247.5	
LOS	F	F	D	E	F	E	F	F		F	F	
Approach Delay		68.6			74.4			202.9			274.8	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	106	288	183	201	406	713	-870	-1205		-1006	-2442	
Queue Length 95th (ft)	165	356	281	283	481	828	#1008	#1273		#1252	#2453	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	158	636	599	272	831	1062	346	2124		233	2318	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.63	0.44	0.66	0.69	0.90	2.13	1.02		1.94	1.45	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.13
 Intersection Signal Delay: 197.7 Intersection LOS: F
 Intersection Capacity Utilization 129.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

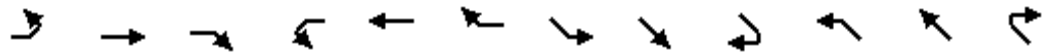


Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020



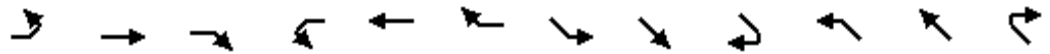
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	5081	0	1787	4968	0
Flt Permitted	0.570			0.138			0.950			0.950		
Satd. Flow (perm)	1003	3343	1495	243	3343	2632	3467	5081	0	1787	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			181		1			3	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/04/2020

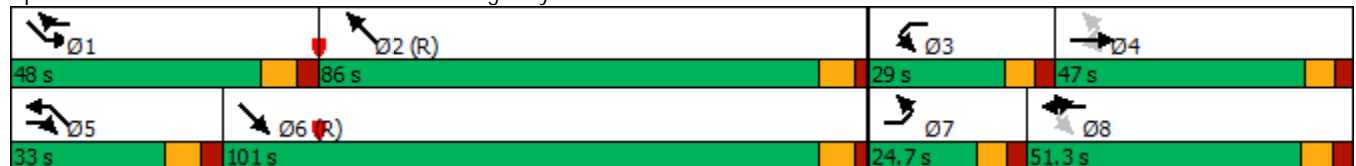


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	48.9	35.4	71.2	63.3	42.8	94.5	42.9	93.4		27.9	78.4	
Actuated g/C Ratio	0.23	0.17	0.34	0.30	0.20	0.45	0.20	0.44		0.13	0.37	
v/c Ratio	0.34	0.90	0.76	1.07	0.44	0.57	1.54	1.27		1.83	1.31	
Control Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	171.6		431.6	192.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	171.6		431.6	192.9	
LOS	E	F	E	F	E	C	F	F		F	F	
Approach Delay		79.4			61.9			206.5			229.0	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	97	364	423	~275	192	321	~1096	~1831		~912	~1582	
Queue Length 95th (ft)	150	433	581	#480	247	408	#1268	#1875		#1188	#1644	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	303	622	579	217	690	1251	708	2260		237	1856	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.81	0.76	1.07	0.43	0.58	1.54	1.27		1.83	1.31	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.83
 Intersection Signal Delay: 179.1 Intersection LOS: F
 Intersection Capacity Utilization 127.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

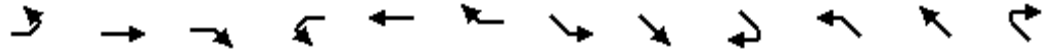


Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



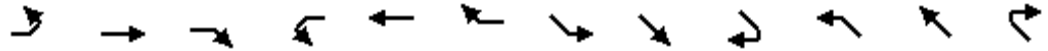
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	3		0	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	4990	6096	0	3433	6212	0
Flt Permitted	0.310			0.270			0.950			0.950		
Satd. Flow (perm)	545	3343	1495	475	3343	2632	4990	6096	0	3433	6212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	81	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	81	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021

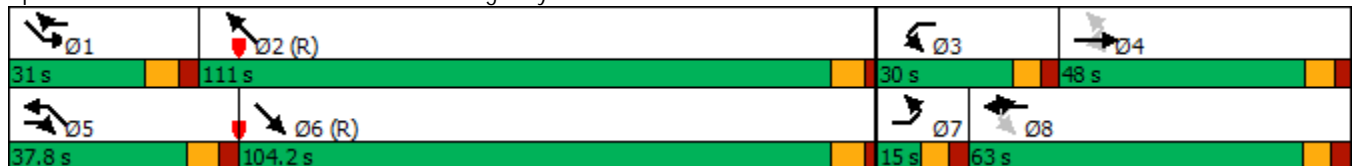


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	49.2	41.9	78.8	70.2	54.7	85.7	22.2	96.6		29.0	103.4	
Actuated g/C Ratio	0.22	0.19	0.36	0.32	0.25	0.39	0.10	0.44		0.13	0.47	
v/c Ratio	0.63	0.63	0.44	0.69	0.69	0.90	1.46	0.81		1.00	1.15	
Control Delay	81.7	87.4	35.1	71.7	80.2	71.4	278.4	56.5		134.6	124.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.7	87.4	35.1	71.7	80.2	71.4	278.4	56.5		134.6	124.6	
LOS	F	F	D	E	F	E	F	E		F	F	
Approach Delay		68.6			74.4			112.9			125.8	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	106	288	183	201	406	713	~515	792		344	~1670	
Queue Length 95th (ft)	165	356	281	283	481	828	#609	827		#475	#1679	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	158	636	599	272	831	1062	503	2677		452	2920	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.63	0.44	0.66	0.69	0.90	1.46	0.81		1.00	1.15	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 107.4 Intersection LOS: F
 Intersection Capacity Utilization 107.4% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

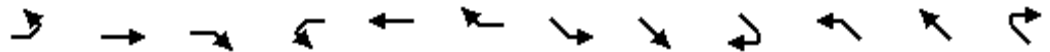


Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



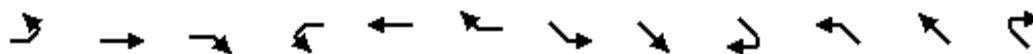
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	3		0	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	5040	6402	0	3467	6261	0
Flt Permitted	0.570			0.138			0.950			0.950		
Satd. Flow (perm)	1003	3343	1495	243	3343	2632	5040	6402	0	3467	6261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			181		1				3
Link Speed (mph)		40			45			50				50
Link Distance (ft)		4595			1264			2612				2342
Travel Time (s)		78.3			19.2			35.6				31.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021

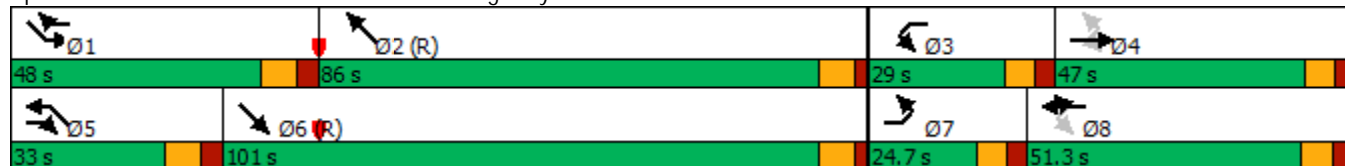


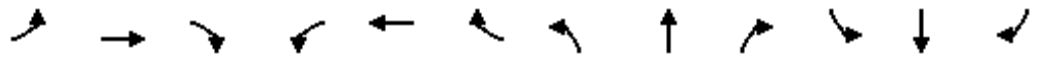
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	48.9	35.4	71.2	63.3	42.8	94.5	42.9	93.4		27.9	78.4	
Actuated g/C Ratio	0.23	0.17	0.34	0.30	0.20	0.45	0.20	0.44		0.13	0.37	
v/c Ratio	0.34	0.90	0.76	1.07	0.44	0.57	1.06	1.01		0.94	1.04	
Control Delay	56.8	104.7	55.1	134.6	75.2	33.2	120.3	75.9		116.0	92.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	104.7	55.1	134.6	75.2	33.2	120.3	75.9		116.0	92.4	
LOS	E	F	E	F	E	C	F	E		F	F	
Approach Delay		79.4			61.9			88.1			96.0	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	97	364	423	~275	192	321	~595	~1181		313	~1050	
Queue Length 95th (ft)	150	433	581	#480	247	408	#723	#1238		#469	#1100	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	303	622	579	217	690	1251	1028	2847		460	2339	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.81	0.76	1.07	0.43	0.58	1.06	1.01		0.94	1.04	

Intersection Summary

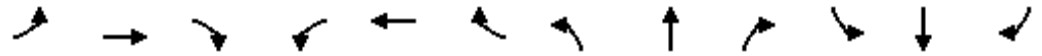
Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 86.0 Intersection LOS: F
 Intersection Capacity Utilization 105.5% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	558	0	0	941	229	0	2	0	156	0	590
Future Volume (vph)	350	558	0	0	941	229	0	2	0	156	0	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1759	3343	1495	0	1900	0	1770	1568	0
Flt Permitted	0.950									0.634		
Satd. Flow (perm)	3242	3343	0	1759	3343	1495	0	1900	0	1181	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						241						379
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	587	0	0	991	241	0	2	0	164	621	0
Turn Type	Prot	NA		pm+pt	NA	pm+ov		NA		pm+pt	NA	
Protected Phases	7	4		3	8	5	1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	8.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	14.4	14.4	35.4		14.4	35.4	
Total Split (s)	20.0	45.0		16.0	41.0	14.6	14.4	39.4		14.6	39.6	
Total Split (%)	17.4%	39.1%		13.9%	35.7%	12.7%	12.5%	34.3%		12.7%	34.4%	
Maximum Green (s)	14.0	39.0		10.0	35.0	8.2	8.0	33.0		8.2	33.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.4		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0			7.0				7.0

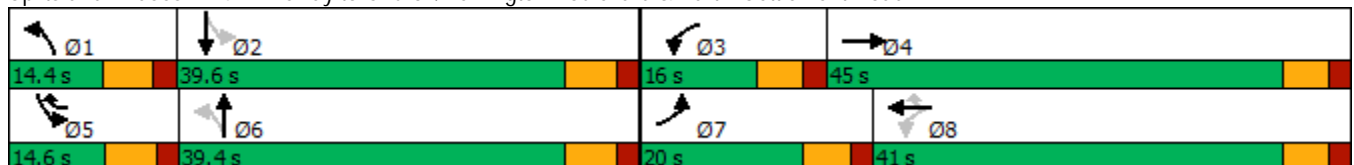


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0			22.0				22.0
Pedestrian Calls (#/hr)					0			0				0
Act Effct Green (s)	14.0	55.0			35.0	49.2		33.0		47.6	47.6	
Actuated g/C Ratio	0.12	0.48			0.30	0.43		0.29		0.41	0.41	
v/c Ratio	0.93	0.37			0.97	0.31		0.00		0.31	0.71	
Control Delay	81.9	19.8			62.7	3.7		29.5		23.7	15.4	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	81.9	19.8			62.7	3.7		29.5		23.7	15.4	
LOS	F	B			E	A		C		C	B	
Approach Delay		43.8			51.2			29.5			17.1	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	141	140			381	0		1		77	145	
Queue Length 95th (ft)	#233	184			#523	47		7		126	291	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						
Base Capacity (vph)	394	1598			1017	777		545		530	871	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.93	0.37			0.97	0.31		0.00		0.31	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 115
 Actuated Cycle Length: 115
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 39.8
 Intersection LOS: D
 Intersection Capacity Utilization 87.9%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings

Design Year 2045 Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	573	1068	2	0	506	230	3	0	0	104	0	392
Future Volume (vph)	573	1068	2	0	506	230	3	0	0	104	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1759	3343	1495	0	1805	0	1805	1524	0
Flt Permitted	0.950							0.520		0.798		
Satd. Flow (perm)	3242	3343	0	1759	3343	1495	0	988	0	1516	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						242						580
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	603	1126	0	0	533	242	0	3	0	109	413	0
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	
Total Split (s)	34.0	53.0		16.0	35.0	35.0	14.4	36.6		14.4	36.6	
Total Split (%)	28.3%	44.2%		13.3%	29.2%	29.2%	12.0%	30.5%		12.0%	30.5%	
Maximum Green (s)	28.0	47.0		10.0	29.0	29.0	8.0	30.2		8.0	30.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0	7.0		7.0				7.0

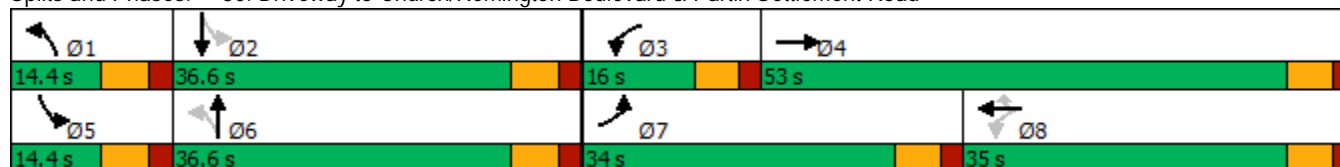


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0				22.0
Pedestrian Calls (#/hr)					0	0		0				0
Act Effct Green (s)	24.1	53.1			22.9	22.9		30.4		44.9	44.9	
Actuated g/C Ratio	0.22	0.48			0.21	0.21		0.28		0.41	0.41	
v/c Ratio	0.85	0.70			0.77	0.48		0.01		0.17	0.43	
Control Delay	54.5	24.8			49.5	8.1		33.3		23.8	1.4	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	54.5	24.8			49.5	8.1		33.3		23.8	1.4	
LOS	D	C			D	A		C		C	A	
Approach Delay		35.2			36.6			33.3			6.1	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	213	316			191	0		2		49	0	
Queue Length 95th (ft)	296	388			258	65		10		98	0	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						
Base Capacity (vph)	827	1660			883	573		271		637	963	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.73	0.68			0.60	0.42		0.01		0.17	0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	110.5
Natural Cycle:	105
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	30.5
Intersection LOS:	C
Intersection Capacity Utilization:	77.5%
ICU Level of Service:	D
Analysis Period (min):	15

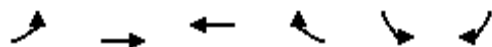
Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 Build AM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	330	550	700	667	252
Future Volume (vph)	200	330	550	700	667	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				134		123
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	347	579	737	702	265
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Detector Phase	1	6	2	8	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	16.0	16.0	16.0
Total Split (s)	22.0	67.0	45.0	53.0	53.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%	44.2%	44.2%
Maximum Green (s)	16.0	61.0	39.0	47.0	47.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	3.5	3.5	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	None	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 Build AM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.0	61.0	39.0	92.0	47.0	47.0
Actuated g/C Ratio	0.13	0.51	0.32	0.77	0.39	0.39
v/c Ratio	0.95	0.39	0.94	0.59	0.99	0.37
Control Delay	100.9	19.7	63.9	6.8	69.4	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.9	19.7	63.9	6.8	69.4	15.1
LOS	F	B	E	A	E	B
Approach Delay		50.4	31.9		54.5	
Approach LOS		D	C		D	
Queue Length 50th (ft)	164	159	434	161	535	73
Queue Length 95th (ft)	#317	232	#656	244	#796	143
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	222	894	617	1257	706	707
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.39	0.94	0.59	0.99	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 43.2
 Intersection LOS: D
 Intersection Capacity Utilization 92.0%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

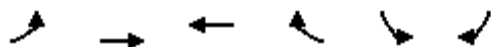
Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 Build PM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	295	667	355	553	582	250
Future Volume (vph)	295	667	355	553	582	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				459		196
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	702	374	582	613	263
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	21.0	46.0	25.0	25.0	34.0	34.0
Total Split (%)	26.3%	57.5%	31.3%	31.3%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Design Year 2045 Build PM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Actuated g/C Ratio	0.19	0.50	0.24	0.24	0.35	0.35
v/c Ratio	0.99	0.80	0.83	0.80	0.97	0.39
Control Delay	84.9	25.3	46.6	16.7	57.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	25.3	46.6	16.7	57.4	7.6
LOS	F	C	D	B	E	A
Approach Delay		43.6	28.4		42.4	
Approach LOS		D	C		D	
Queue Length 50th (ft)	157	276	178	51	297	22
Queue Length 95th (ft)	#315	#446	#319	#229	#508	76
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	313	879	451	725	631	676
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.80	0.83	0.80	0.97	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 38.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard





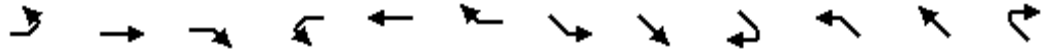
**ADDITIONAL SYNCHRO LEVEL OF
SERVICE ANALYSIS WITH
US 192 IMPROVEMENTS FOR
DESIGN YEAR 2045 BUILD**

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



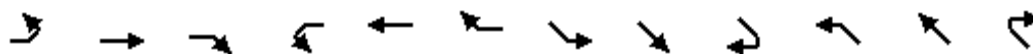
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	4838	0	3433	4930	0
Flt Permitted	0.310			0.270			0.950			0.950		
Satd. Flow (perm)	545	3343	1495	475	3343	2632	3433	4838	0	3433	4930	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	81	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	81	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	49.2	41.9	78.8	70.2	54.7	85.7	22.2	96.6		29.0	103.4	
Actuated g/C Ratio	0.22	0.19	0.36	0.32	0.25	0.39	0.10	0.44		0.13	0.47	
v/c Ratio	0.63	0.63	0.44	0.69	0.69	0.90	2.13	1.02		1.00	1.45	
Control Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	83.3		134.6	247.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	83.3		134.6	247.5	
LOS	F	F	D	E	F	E	F	F		F	F	
Approach Delay		68.6			74.4			202.9			234.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	106	288	183	201	406	713	-870	-1205		344	-2442	
Queue Length 95th (ft)	165	356	281	283	481	828	#1008	#1273		#475	#2453	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	158	636	599	272	831	1062	346	2124		452	2318	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.63	0.44	0.66	0.69	0.90	2.13	1.02		1.00	1.45	

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.13

Intersection Signal Delay: 180.8

Intersection LOS: F

Intersection Capacity Utilization 129.5%

ICU Level of Service H

Analysis Period (min) 15

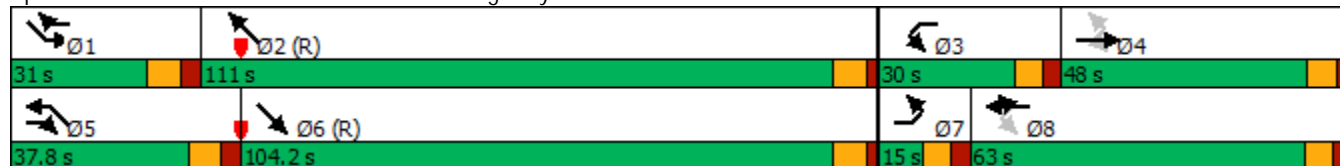
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

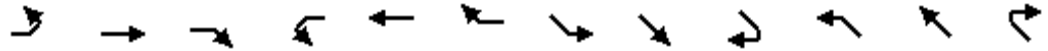


Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



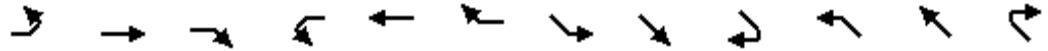
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	5081	0	3467	4968	0
Flt Permitted	0.570			0.138			0.950			0.950		
Satd. Flow (perm)	1003	3343	1495	243	3343	2632	3467	5081	0	3467	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			181		1			3	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	48.9	35.4	71.2	63.3	42.8	94.5	42.9	93.4		27.9	78.4	
Actuated g/C Ratio	0.23	0.17	0.34	0.30	0.20	0.45	0.20	0.44		0.13	0.37	
v/c Ratio	0.34	0.90	0.76	1.07	0.44	0.57	1.54	1.27		0.94	1.31	
Control Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	171.6		116.0	192.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	171.6		116.0	192.9	
LOS	E	F	E	F	E	C	F	F		F	F	
Approach Delay		79.4			61.9			206.5			181.3	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	97	364	423	~275	192	321	~1096	~1831		313	~1582	
Queue Length 95th (ft)	150	433	581	#480	247	408	#1268	#1875		#469	#1644	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	303	622	579	217	690	1251	708	2260		460	1856	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.81	0.76	1.07	0.43	0.58	1.54	1.27		0.94	1.31	

Intersection Summary

Area Type: Other

Cycle Length: 210

Actuated Cycle Length: 210

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay: 164.2

Intersection LOS: F

Intersection Capacity Utilization 126.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

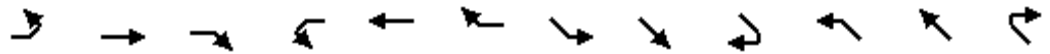


Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



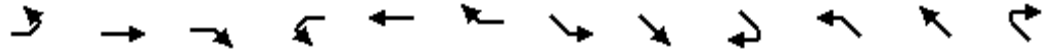
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	3		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	4990	4838	0	1770	4930	0
Flt Permitted	0.310			0.270			0.950			0.950		
Satd. Flow (perm)	545	3343	1495	475	3343	2632	4990	4838	0	1770	4930	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effect Green (s)	49.2	41.9	78.8	70.2	54.7	85.7	22.2	96.6		29.0	103.4	
Actuated g/C Ratio	0.22	0.19	0.36	0.32	0.25	0.39	0.10	0.44		0.13	0.47	
v/c Ratio	0.63	0.63	0.44	0.69	0.69	0.90	1.46	1.02		1.94	1.45	
Control Delay	81.7	87.4	35.1	71.7	80.2	71.4	278.4	83.3		478.7	247.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.7	87.4	35.1	71.7	80.2	71.4	278.4	83.3		478.7	247.5	
LOS	F	F	D	E	F	E	F	F		F	F	
Approach Delay		68.6			74.4			132.9			274.8	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	106	288	183	201	406	713	~515	~1205		~1006	~2442	
Queue Length 95th (ft)	165	356	281	283	481	828	#609	#1273		#1252	#2453	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	158	636	599	272	831	1062	503	2124		233	2318	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.63	0.44	0.66	0.69	0.90	1.46	1.02		1.94	1.45	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.94
 Intersection Signal Delay: 175.6 Intersection LOS: F
 Intersection Capacity Utilization 122.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

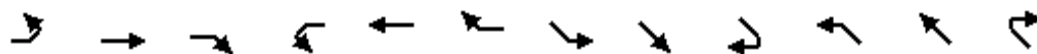


Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



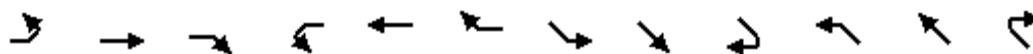
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	3		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	5040	5081	0	1787	4968	0
Flt Permitted	0.570			0.138			0.950			0.950		
Satd. Flow (perm)	1003	3343	1495	243	3343	2632	5040	5081	0	1787	4968	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			181		1			3	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021

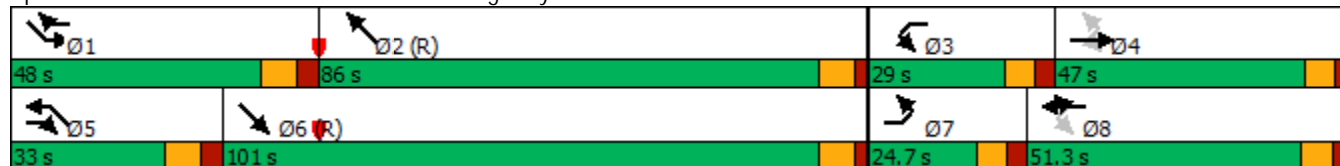


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	48.9	35.4	71.2	63.3	42.8	94.5	42.9	93.4		27.9	78.4	
Actuated g/C Ratio	0.23	0.17	0.34	0.30	0.20	0.45	0.20	0.44		0.13	0.37	
v/c Ratio	0.34	0.90	0.76	1.07	0.44	0.57	1.06	1.27		1.83	1.31	
Control Delay	56.8	104.7	55.1	134.6	75.2	33.2	120.3	171.6		431.6	192.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	104.7	55.1	134.6	75.2	33.2	120.3	171.6		431.6	192.9	
LOS	E	F	E	F	E	C	F	F		F	F	
Approach Delay		79.4			61.9			157.5				229.0
Approach LOS		E			E			F				F
Queue Length 50th (ft)	97	364	423	~275	192	321	~595	~1831		~912	~1582	
Queue Length 95th (ft)	150	433	581	#480	247	408	#723	#1875		#1188	#1644	
Internal Link Dist (ft)		4515			1184			2532				2262
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	303	622	579	217	690	1251	1028	2260		237	1856	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.81	0.76	1.07	0.43	0.58	1.06	1.27		1.83	1.31	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.83
 Intersection Signal Delay: 157.9 Intersection LOS: F
 Intersection Capacity Utilization 127.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

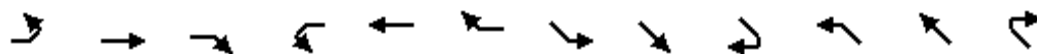


Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



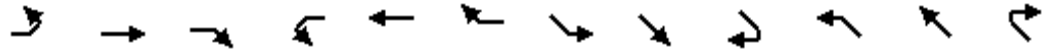
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Future Volume (vph)	95	380	250	171	548	911	699	2026	25	429	3142	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	6096	0	1770	6212	0
Flt Permitted	0.310			0.270			0.950			0.950		
Satd. Flow (perm)	545	3343	1495	475	3343	2632	3433	6096	0	1770	6212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61			1			2
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	400	263	180	577	959	736	2159	0	452	3372	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build AM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	49.2	41.9	78.8	70.2	54.7	85.7	22.2	96.6		29.0	103.4	
Actuated g/C Ratio	0.22	0.19	0.36	0.32	0.25	0.39	0.10	0.44		0.13	0.47	
v/c Ratio	0.63	0.63	0.44	0.69	0.69	0.90	2.13	0.81		1.94	1.15	
Control Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	56.5		478.7	124.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.7	87.4	35.1	71.7	80.2	71.4	553.7	56.5		478.7	124.6	
LOS	F	F	D	E	F	E	F	E		F	F	
Approach Delay		68.6			74.4			182.9			166.5	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	106	288	183	201	406	713	-870	792		~1006	~1670	
Queue Length 95th (ft)	165	356	281	283	481	828	#1008	827		#1252	#1679	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	158	636	599	272	831	1062	346	2677		233	2920	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.63	0.44	0.66	0.69	0.90	2.13	0.81		1.94	1.15	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.13
 Intersection Signal Delay: 146.3
 Intersection LOS: F
 Intersection Capacity Utilization 114.0%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

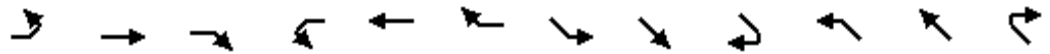


Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021



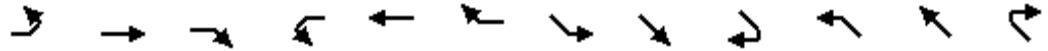
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Future Volume (vph)	90	480	417	220	283	692	1035	2709	19	411	2240	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	6402	0	1787	6261	0
Flt Permitted	0.570			0.138			0.950			0.950		
Satd. Flow (perm)	1003	3343	1495	243	3343	2632	3467	6402	0	1787	6261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			181		1			3	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	505	439	232	298	728	1089	2872	0	433	2433	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

Lanes, Volumes, Timings

Design Year 2045 Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

01/14/2021

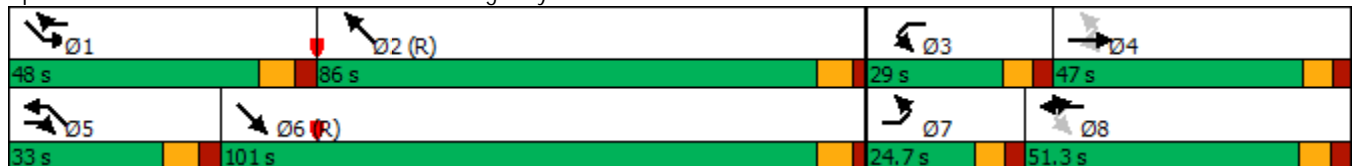


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	48.9	35.4	71.2	63.3	42.8	94.5	42.9	93.4		27.9	78.4	
Actuated g/C Ratio	0.23	0.17	0.34	0.30	0.20	0.45	0.20	0.44		0.13	0.37	
v/c Ratio	0.34	0.90	0.76	1.07	0.44	0.57	1.54	1.01		1.83	1.04	
Control Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	75.9		431.6	92.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	104.7	55.1	134.6	75.2	33.2	298.5	75.9		431.6	92.4	
LOS	E	F	E	F	E	C	F	E		F	F	
Approach Delay		79.4			61.9			137.1			143.7	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	97	364	423	~275	192	321	~1096	~1181		~912	~1050	
Queue Length 95th (ft)	150	433	581	#480	247	408	#1268	#1238		#1188	#1100	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	303	622	579	217	690	1251	708	2847		237	2339	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.81	0.76	1.07	0.43	0.58	1.54	1.01		1.83	1.04	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.83
 Intersection Signal Delay: 122.2 Intersection LOS: F
 Intersection Capacity Utilization 115.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road



APPENDIX H

Interim Year 2035 Build Level of Service

Analysis

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	18.1	50.8	0.33	23.4	C
Irlo Bronson Memoria	II	40	78.3	82.1	160.4	0.87	19.5	D
Driveway to Church	II	45	52.2	22.6	74.8	0.65	31.4	B
Lakeshore Boulevard	II	40	77.4	16.1	93.5	0.86	33.1	B
Total	II		240.6	138.9	379.5	2.71	25.7	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	48.5	117.3	0.86	26.4	C
Irlo Bronson Memoria	II	45	52.2	75.8	128.0	0.65	18.3	D
Shady Lane	II	40	78.3	29.5	107.8	0.87	29.1	B
CR 525/Neptune Road	II	40	32.7	30.0	62.7	0.33	19.0	D
Total	II		232.0	183.8	415.8	2.71	23.5	C

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	28.6	61.3	0.33	19.4	D
Irlo Bronson Memoria	II	40	78.3	103.6	181.9	0.87	17.2	D
Driveway to Church	II	45	52.2	23.5	75.7	0.65	31.0	B
Lakeshore Boulevard	II	40	77.4	17.0	94.4	0.86	32.8	B
Total	II		240.6	172.7	413.3	2.71	23.6	C

Arterial Level of Service: WB Partin Settlement Road

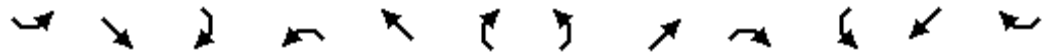
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	47.1	115.9	0.86	26.7	C
Irlo Bronson Memoria	II	45	52.2	78.1	130.3	0.65	18.0	D
Shady Lane	II	40	78.3	31.6	109.9	0.87	28.5	B
CR 525/Neptune Road	II	40	32.7	15.7	48.4	0.33	24.6	C
Total	II		232.0	172.5	404.5	2.71	24.1	C

Lanes, Volumes, Timings

Interim Year 2035 Build AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/04/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	400	1263	14	16	1581	293	31	27	9	180	42	636
Future Volume (vph)	400	1263	14	16	1581	293	31	27	9	180	42	636
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3568	0	1805	3476	0	1556	1674	0	1671	1451	1421
Flt Permitted	0.950			0.203			0.950			0.436		
Satd. Flow (perm)	3467	3568	0	386	3476	0	1556	1674	0	767	1451	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			15			9			260	313
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	421	1344	0	17	1972	0	33	37	0	189	358	355
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.4		33.4	33.4	33.4
Total Split (s)	17.0	55.0		14.4	52.4		23.0	33.4		47.2	57.6	57.6
Total Split (%)	11.3%	36.7%		9.6%	34.9%		15.3%	22.3%		31.5%	38.4%	38.4%
Maximum Green (s)	10.6	48.6		8.0	46.0		18.0	29.4		40.8	51.2	51.2
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	2.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	4.0		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

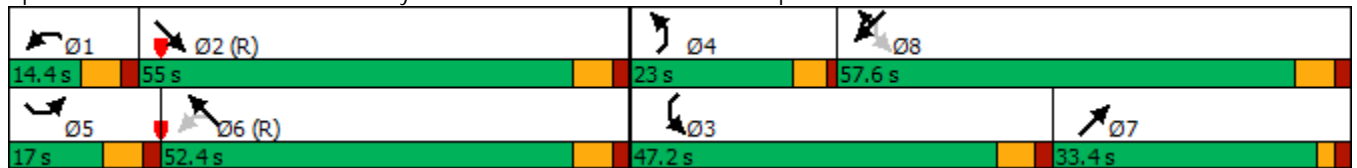


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	35.3	96.2		68.2	60.2		8.7	13.0		35.2	23.7	23.7
Actuated g/C Ratio	0.24	0.64		0.45	0.40		0.06	0.09		0.23	0.16	0.16
v/c Ratio	0.52	0.59		0.07	1.40		0.37	0.24		0.62	0.80	0.73
Control Delay	54.5	20.8		14.9	220.9		78.6	52.1		56.3	30.0	17.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.5	20.8		14.9	220.9		78.6	52.1		56.3	30.0	17.9
LOS	D	C		B	F		E	D		E	C	B
Approach Delay		28.8			219.1			64.6			30.7	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	194	322		5	~1286		32	27		162	102	38
Queue Length 95th (ft)	257	687		19	#1635		68	59		202	211	145
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	816	2289		251	1404		186	335		469	666	691
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.59		0.07	1.40		0.18	0.11		0.40	0.54	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 109.8 Intersection LOS: F
 Intersection Capacity Utilization 103.2% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

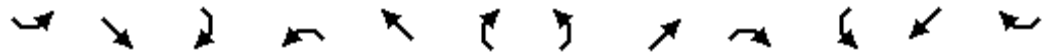


Lanes, Volumes, Timings

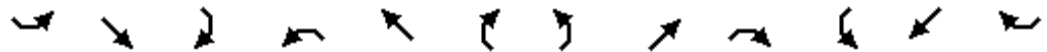
Interim Year 2035 Build PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/04/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	818	1580	22	9	1068	258	15	17	9	142	4	712
Future Volume (vph)	818	1580	22	9	1068	258	15	17	9	142	4	712
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3603	0	1805	3478	0	1805	1805	0	1671	1424	1421
Flt Permitted	0.950			0.143			0.950			0.382		
Satd. Flow (perm)	3467	3603	0	272	3478	0	1805	1805	0	672	1424	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			17			9			375	374
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	861	1686	0	9	1396	0	16	27	0	149	379	374
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.8		11.0	33.4	33.4
Total Split (s)	43.0	80.0		14.4	51.4		23.6	37.4		38.2	52.0	52.0
Total Split (%)	25.3%	47.1%		8.5%	30.2%		13.9%	22.0%		22.5%	30.6%	30.6%
Maximum Green (s)	36.6	73.6		8.0	45.0		18.6	30.6		32.2	45.6	45.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	6.8		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0			7.0	7.0

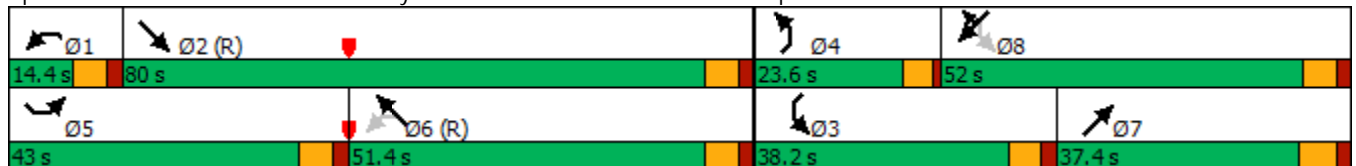


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0			20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0			0	0
Act Effct Green (s)	56.5	122.1		72.9	64.9		7.1	8.9		29.8	21.6	21.6
Actuated g/C Ratio	0.33	0.72		0.43	0.38		0.04	0.05		0.18	0.13	0.13
v/c Ratio	0.75	0.65		0.05	1.04		0.21	0.26		0.64	0.75	0.74
Control Delay	56.2	17.7		16.9	85.1		84.7	63.0		73.7	15.7	14.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	56.2	17.7		16.9	85.1		84.7	63.0		73.7	15.7	14.9
LOS	E	B		B	F		F	E		E	B	B
Approach Delay		30.7			84.7			71.0			25.0	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	453	485		3	-909		18	20		146	4	0
Queue Length 95th (ft)	541	840		10	#1137		45	55		209	121	114
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	1152	2587		188	1339		197	332		333	656	654
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.75	0.65		0.05	1.04		0.08	0.08		0.45	0.58	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 45.5
 Intersection LOS: D
 Intersection Capacity Utilization 92.0%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Interim Year 2035 Build AM

12/04/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	326	138	272	547	104	198	73	313	22	51	302
Future Volume (vph)	611	326	138	272	547	104	198	73	313	22	51	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3192	0	3242	3343	1495	1770	3107	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.398			0.541		
Satd. Flow (perm)	3242	3192	0	3242	3343	1495	741	3107	0	1008	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				205		329				123
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	643	488	0	286	576	109	208	406	0	23	54	318
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	11.0	24.0		24.0	24.0	11.0
Total Split (s)	21.0	27.0		18.0	24.0	24.0	11.0	35.0		24.0	24.0	21.0
Total Split (%)	26.3%	33.8%		22.5%	30.0%	30.0%	13.8%	43.8%		30.0%	30.0%	26.3%
Maximum Green (s)	15.0	21.0		12.0	18.0	18.0	5.0	29.0		18.0	18.0	15.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Interim Year 2035 Build AM

12/04/2020

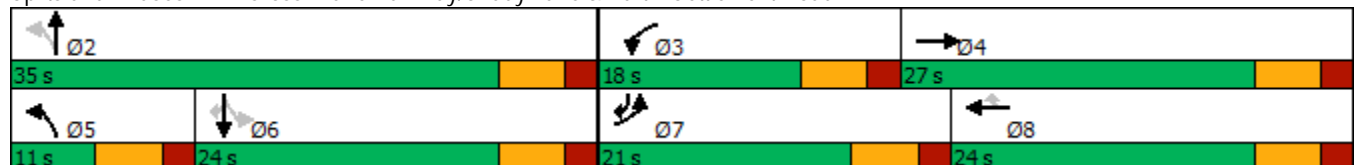


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effect Green (s)	15.0	20.7		10.6	16.2	16.2	18.4	18.4		7.3	7.3	28.4
Actuated g/C Ratio	0.22	0.31		0.16	0.24	0.24	0.27	0.27		0.11	0.11	0.42
v/c Ratio	0.89	0.47		0.57	0.72	0.21	0.75	0.38		0.21	0.14	0.43
Control Delay	44.1	18.1		31.6	29.5	0.9	40.9	5.8		32.8	28.5	10.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.1	18.1		31.6	29.5	0.9	40.9	5.8		32.8	28.5	10.6
LOS	D	B		C	C	A	D	A		C	C	B
Approach Delay		32.9			26.9			17.7			14.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	137	70		57	114	0	73	13		9	11	54
Queue Length 95th (ft)	#247	121		97	175	1	#158	44		30	26	114
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	720	1053		576	891	549	277	1522		268	943	735
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.89	0.46		0.50	0.65	0.20	0.75	0.27		0.09	0.06	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 67.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.7
 Intersection LOS: C
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Interim Year 2035 Build PM

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	398	260	317	342	88	169	63	256	60	95	474
Future Volume (vph)	366	398	260	317	342	88	169	63	256	60	95	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3145	0	3242	3343	1495	1770	3115	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.560			0.550		
Satd. Flow (perm)	3242	3145	0	3242	3343	1495	1043	3115	0	1025	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167				164		269				186
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	693	0	334	360	93	178	335	0	63	100	499
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	9.5	24.0		24.0	24.0	11.0
Total Split (s)	29.0	31.0		23.0	25.0	25.0	10.6	36.0		25.4	25.4	29.0
Total Split (%)	32.2%	34.4%		25.6%	27.8%	27.8%	11.8%	40.0%		28.2%	28.2%	32.2%
Maximum Green (s)	23.0	25.0		17.0	19.0	19.0	6.1	30.0		19.4	19.4	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.5	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		Max	Max	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Interim Year 2035 Build PM

12/04/2020

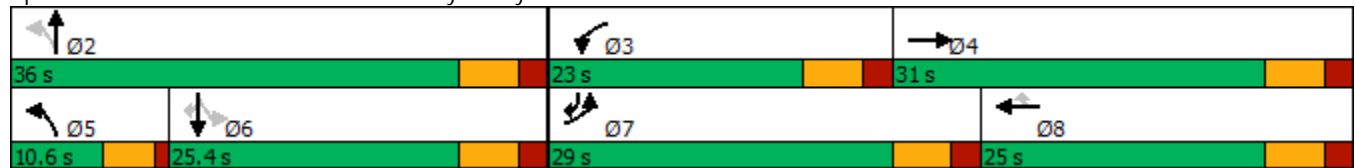


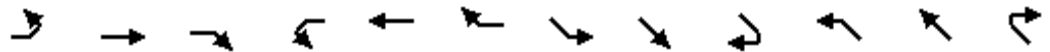
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effct Green (s)	15.9	19.7		13.4	17.2	17.2	31.8	30.3		19.6	19.6	41.5
Actuated g/C Ratio	0.20	0.24		0.16	0.21	0.21	0.39	0.37		0.24	0.24	0.51
v/c Ratio	0.61	0.78		0.63	0.51	0.21	0.39	0.25		0.26	0.12	0.56
Control Delay	34.5	28.6		38.0	31.6	1.5	21.9	5.5		31.3	27.1	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.5	28.6		38.0	31.6	1.5	21.9	5.5		31.3	27.1	11.1
LOS	C	C		D	C	A	C	A		C	C	B
Approach Delay		30.7			30.8			11.2			15.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	94	132		82	85	0	61	11		26	21	99
Queue Length 95th (ft)	141	204		132	137	4	124	43		67	45	194
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	922	1088		682	812	487	461	1325		245	849	1022
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.42	0.64		0.49	0.44	0.19	0.39	0.25		0.26	0.12	0.49

Intersection Summary

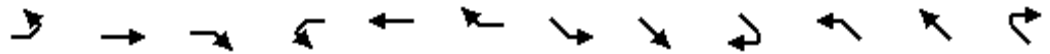
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 81.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 62.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↑↑↗		↘	↑↑↗	
Traffic Volume (vph)	75	309	206	125	424	751	573	1788	21	351	2754	45
Future Volume (vph)	75	309	206	125	424	751	573	1788	21	351	2754	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	4838	0	1770	4934	0
Flt Permitted	0.421			0.352			0.950			0.950		
Satd. Flow (perm)	741	3343	1495	619	3343	2632	3433	4838	0	1770	4934	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			1	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	325	217	132	446	791	603	1904	0	369	2946	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	81	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	81	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	

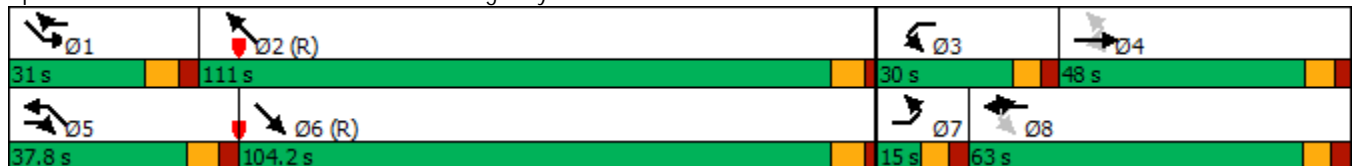


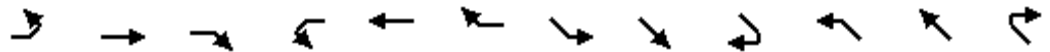
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	50.4	43.1	81.6	68.0	53.0	85.7	23.9	96.6		30.7	103.4	
Actuated g/C Ratio	0.23	0.20	0.37	0.31	0.24	0.39	0.11	0.44		0.14	0.47	
v/c Ratio	0.40	0.50	0.35	0.48	0.55	0.74	1.62	0.90		1.50	1.27	
Control Delay	65.1	82.1	28.3	62.4	75.8	58.1	343.3	63.8		299.0	171.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.1	82.1	28.3	62.4	75.8	58.1	343.3	63.8		299.0	171.4	
LOS	E	F	C	E	E	E	F	E		F	F	
Approach Delay		61.1			64.3			131.0			185.6	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	83	223	121	143	299	526	-664	937		-757	-1969	
Queue Length 95th (ft)	134	289	211	210	365	620	#797	996		#991	#2002	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	200	654	617	298	831	1062	372	2124		246	2319	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.40	0.50	0.35	0.44	0.54	0.74	1.62	0.90		1.50	1.27	

Intersection Summary

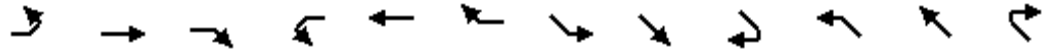
Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 136.9 Intersection LOS: F
 Intersection Capacity Utilization 113.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	70	377	341	157	219	578	848	2396	18	333	1977	50
Future Volume (vph)	70	377	341	157	219	578	848	2396	18	333	1977	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	5081	0	1787	4972	0
Flt Permitted	0.608			0.191			0.950			0.950		
Satd. Flow (perm)	1070	3343	1495	336	3343	2632	3467	5081	0	1787	4972	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			213		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	397	359	165	231	608	893	2541	0	351	2134	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

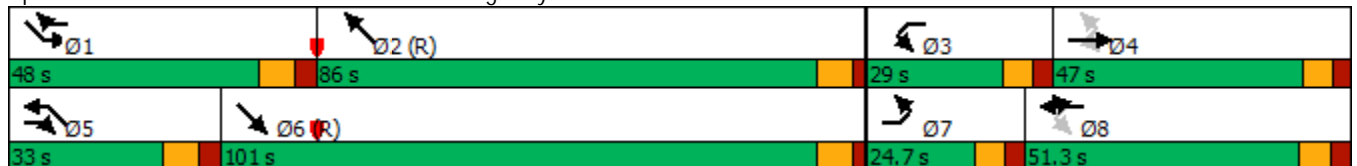


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	41.8	29.7	72.8	56.6	37.0	95.9	50.2	93.4		35.2	78.4	
Actuated g/C Ratio	0.20	0.14	0.35	0.27	0.18	0.46	0.24	0.44		0.17	0.37	
v/c Ratio	0.30	0.84	0.61	0.77	0.39	0.46	1.08	1.12		1.17	1.15	
Control Delay	60.2	103.6	43.7	84.0	78.1	25.8	124.7	114.4		175.8	130.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.2	103.6	43.7	84.0	78.1	25.8	124.7	114.4		175.8	130.4	
LOS	E	F	D	F	E	C	F	F		F	F	
Approach Delay		73.8			47.4			117.1				136.8
Approach LOS		E			D			F				F
Queue Length 50th (ft)	78	286	296	184	150	212	-726	-1481		-597	-1265	
Queue Length 95th (ft)	124	343	423	253	197	285	#943	#1539		#903	#1339	
Internal Link Dist (ft)		4515			1184			2532				2262
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	286	622	590	225	684	1281	828	2260		299	1857	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.26	0.64	0.61	0.73	0.34	0.47	1.08	1.12		1.17	1.15	

Intersection Summary

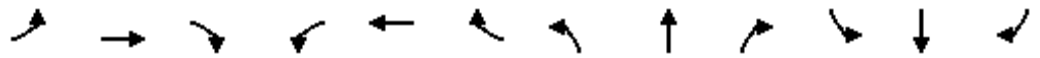
Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 109.8 Intersection LOS: F
 Intersection Capacity Utilization 111.0% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road



4: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	431	0	1	759	175	0	2	0	129	0	518
Future Volume (vph)	294	431	0	1	759	175	0	2	0	129	0	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1671	3343	1495	0	1900	0	1770	1568	0
Flt Permitted	0.950			0.490						0.634		
Satd. Flow (perm)	3242	3343	0	862	3343	1495	0	1900	0	1181	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184						391
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	454	0	1	799	184	0	2	0	136	545	0
Turn Type	Prot	NA		pm+pt	NA	pm+ov		NA		pm+pt	NA	
Protected Phases	7	4		3	8	5	1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	8.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	14.4	14.4	35.4		14.4	35.4	
Total Split (s)	20.0	45.0		16.0	41.0	14.6	14.4	39.4		14.6	39.6	
Total Split (%)	17.4%	39.1%		13.9%	35.7%	12.7%	12.5%	34.3%		12.7%	34.4%	
Maximum Green (s)	14.0	39.0		10.0	35.0	8.2	8.0	33.0		8.2	33.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.4		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0			7.0				7.0

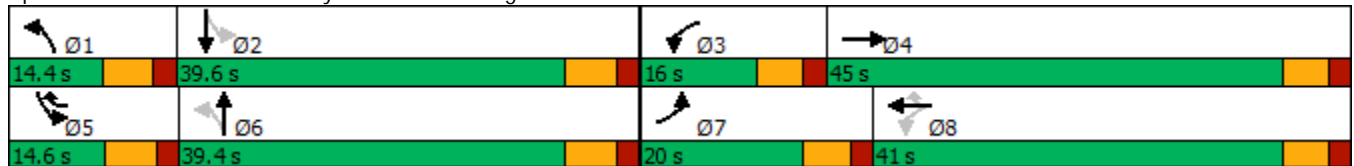


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0			22.0				22.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	13.3	46.6		40.4	30.3	44.6		33.1		47.7	47.7	
Actuated g/C Ratio	0.12	0.42		0.37	0.28	0.41		0.30		0.43	0.43	
v/c Ratio	0.79	0.32		0.00	0.86	0.26		0.00		0.24	0.60	
Control Delay	62.9	22.6		16.0	48.5	3.9		29.5		21.6	10.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	62.9	22.6		16.0	48.5	3.9		29.5		21.6	10.0	
LOS	E	C		B	D	A		C		C	A	
Approach Delay		38.9			40.1			29.5				12.3
Approach LOS		D			D			C				B
Queue Length 50th (ft)	112	103		0	284	0		1		60	71	
Queue Length 95th (ft)	#180	181		3	360	42		7		107	193	
Internal Link Dist (ft)		2097			4459			91				1879
Turn Bay Length (ft)	170			85		300						
Base Capacity (vph)	414	1418		391	1069	716		573		557	902	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.75	0.32		0.00	0.75	0.26		0.00		0.24	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 115
 Actuated Cycle Length: 109.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road

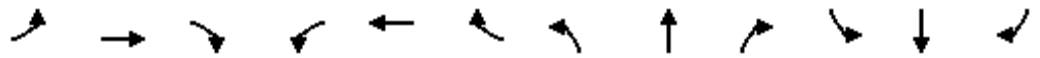


Lanes, Volumes, Timings

Interim Year 2035 Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/04/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	827	2	0	383	178	3	0	0	101	0	330
Future Volume (vph)	482	827	2	0	383	178	3	0	0	101	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1759	3343	1495	0	1805	0	1805	1524	0
Flt Permitted	0.950							0.553		0.798		
Satd. Flow (perm)	3242	3343	0	1759	3343	1495	0	1051	0	1516	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						198						611
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	507	873	0	0	403	187	0	3	0	106	347	0
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	
Total Split (s)	34.0	53.0		16.0	35.0	35.0	14.4	36.6		14.4	36.6	
Total Split (%)	28.3%	44.2%		13.3%	29.2%	29.2%	12.0%	30.5%		12.0%	30.5%	
Maximum Green (s)	28.0	47.0		10.0	29.0	29.0	8.0	30.2		8.0	30.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0	7.0		7.0				7.0

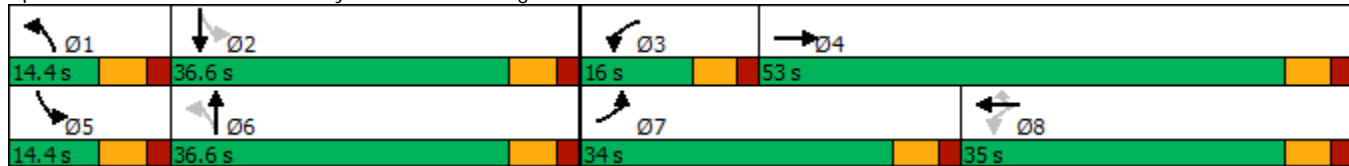


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0				22.0
Pedestrian Calls (#/hr)					0	0		0				0
Act Effct Green (s)	20.6	44.0			17.4	17.4		30.4		45.0	45.0	
Actuated g/C Ratio	0.20	0.43			0.17	0.17		0.30		0.44	0.44	
v/c Ratio	0.77	0.60			0.70	0.45		0.01		0.15	0.34	
Control Delay	47.2	23.5			47.1	8.2		29.7		19.9	0.9	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	47.2	23.5			47.1	8.2		29.7		19.9	0.9	
LOS	D	C			D	A		C		B	A	
Approach Delay		32.2			34.8			29.7			5.3	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)	159	220			129	0		1		39	0	
Queue Length 95th (ft)	232	278			195	53		9		90	0	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						
Base Capacity (vph)	901	1643			962	571		315		694	1015	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.56	0.53			0.42	0.33		0.01		0.15	0.34	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 101.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 27.8
 Intersection LOS: C
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Interim Year 2035 Build AM
12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	175	249	440	558	549	186
Future Volume (vph)	175	249	440	558	549	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				177		110
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	262	463	587	578	196
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Detector Phase	1	6	2	8	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	16.0	16.0	16.0
Total Split (s)	22.0	67.0	45.0	53.0	53.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%	44.2%	44.2%
Maximum Green (s)	16.0	61.0	39.0	47.0	47.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	3.5	3.5	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	None	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Interim Year 2035 Build AM

12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	14.8	61.3	40.5	86.1	39.6	39.6
Actuated g/C Ratio	0.13	0.54	0.36	0.76	0.35	0.35
v/c Ratio	0.84	0.27	0.68	0.47	0.91	0.31
Control Delay	80.7	16.1	38.8	4.6	55.1	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	16.1	38.8	4.6	55.1	12.5
LOS	F	B	D	A	E	B
Approach Delay		42.7	19.6		44.3	
Approach LOS		D	B		D	
Queue Length 50th (ft)	134	103	298	88	396	42
Queue Length 95th (ft)	#264	171	447	140	#564	97
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	237	954	681	1357	754	739
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.27	0.68	0.43	0.77	0.27

Intersection Summary

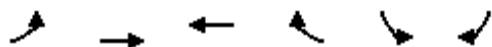
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 112.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 32.6
 Intersection LOS: C
 Intersection Capacity Utilization 78.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Interim Year 2035 Build PM
12/04/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	225	543	285	484	467	200
Future Volume (vph)	225	543	285	484	467	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				501		196
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	572	300	509	492	211
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	21.0	46.0	25.0	25.0	34.0	34.0
Total Split (%)	26.3%	57.5%	31.3%	31.3%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

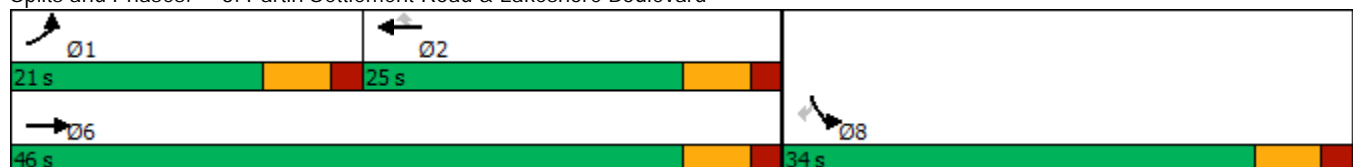


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.5	40.1	20.6	20.6	23.6	23.6
Actuated g/C Ratio	0.18	0.53	0.27	0.27	0.31	0.31
v/c Ratio	0.80	0.61	0.58	0.64	0.88	0.34
Control Delay	51.5	17.0	31.0	7.2	42.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	17.0	31.0	7.2	42.6	5.4
LOS	D	B	C	A	D	A
Approach Delay		27.1	16.0		31.4	
Approach LOS		C	B		C	
Queue Length 50th (ft)	109	187	131	3	216	5
Queue Length 95th (ft)	#221	310	220	85	#367	48
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	331	931	516	795	669	704
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.61	0.58	0.64	0.74	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 75.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 68.3%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard





**ADDITIONAL 2035 BUILD ANALYSIS
REQUESTED WITH 4-LANES ALONG
PARTIN SETTLEMENT ROAD WEST OF
REMINGTON BOULEVARD AND 2 LANES
BETWEEN REMINGTON BOULEVARD
AND LAKESHORE BOULEVARD**

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	18.1	50.8	0.33	23.4	C
Irlo Bronson Memoria	II	40	78.3	82.1	160.4	0.87	19.5	D
Driveway to Church	II	45	52.2	21.2	73.4	0.65	32.0	B
Lakeshore Boulevard	II	40	77.4	16.1	93.5	0.86	33.1	B
Total	II		240.6	137.5	378.1	2.71	25.8	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	80.7	149.5	0.86	20.7	D
Irlo Bronson Memoria	II	45	52.2	75.8	128.0	0.65	18.3	D
Shady Lane	II	40	78.3	29.5	107.8	0.87	29.1	B
CR 525/Neptune Road	II	40	32.7	30.0	62.7	0.33	19.0	D
Total	II		232.0	216.0	448.0	2.71	21.8	D

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	28.6	61.3	0.33	19.4	D
Irlo Bronson Memoria	II	40	78.3	103.6	181.9	0.87	17.2	D
Driveway to Church	II	45	52.2	39.5	91.7	0.65	25.6	C
Lakeshore Boulevard	II	40	77.4	17.0	94.4	0.86	32.8	B
Total	II		240.6	188.7	429.3	2.71	22.7	C

Arterial Level of Service: WB Partin Settlement Road

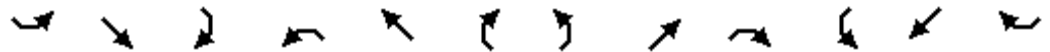
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	48.4	117.2	0.86	26.4	C
Irlo Bronson Memoria	II	45	52.2	78.1	130.3	0.65	18.0	D
Shady Lane	II	40	78.3	31.6	109.9	0.87	28.5	B
CR 525/Neptune Road	II	40	32.7	15.7	48.4	0.33	24.6	C
Total	II		232.0	173.8	405.8	2.71	24.1	C

Lanes, Volumes, Timings

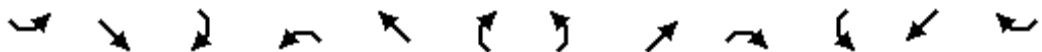
Interim Year 2035 Additional Build AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

01/13/2021



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	400	1263	14	16	1581	293	31	27	9	180	42	636
Future Volume (vph)	400	1263	14	16	1581	293	31	27	9	180	42	636
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3568	0	1805	3476	0	1556	1674	0	1671	1451	1421
Flt Permitted	0.950			0.203			0.950			0.436		
Satd. Flow (perm)	3467	3568	0	386	3476	0	1556	1674	0	767	1451	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			15			9			260	313
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	421	1344	0	17	1972	0	33	37	0	189	358	355
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.4		33.4	33.4	33.4
Total Split (s)	17.0	55.0		14.4	52.4		23.0	33.4		47.2	57.6	57.6
Total Split (%)	11.3%	36.7%		9.6%	34.9%		15.3%	22.3%		31.5%	38.4%	38.4%
Maximum Green (s)	10.6	48.6		8.0	46.0		18.0	29.4		40.8	51.2	51.2
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	2.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	4.0		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

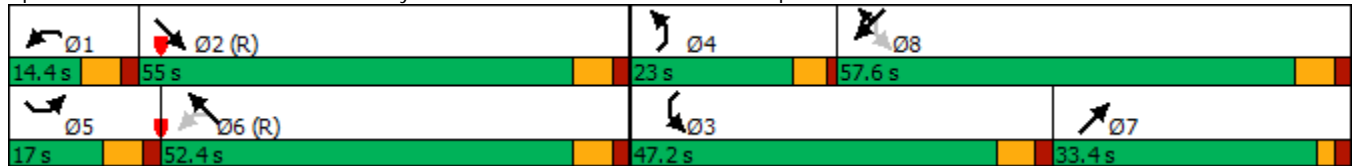


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	35.3	96.2		68.2	60.2		8.7	13.0		35.2	23.7	23.7
Actuated g/C Ratio	0.24	0.64		0.45	0.40		0.06	0.09		0.23	0.16	0.16
v/c Ratio	0.52	0.59		0.07	1.40		0.37	0.24		0.62	0.80	0.73
Control Delay	54.5	20.8		14.9	220.9		78.6	52.1		56.3	30.0	17.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.5	20.8		14.9	220.9		78.6	52.1		56.3	30.0	17.9
LOS	D	C		B	F		E	D		E	C	B
Approach Delay		28.8			219.1			64.6			30.7	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	194	322		5	~1286		32	27		162	102	38
Queue Length 95th (ft)	257	687		19	#1635		68	59		202	211	145
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	816	2289		251	1404		186	335		469	666	691
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.59		0.07	1.40		0.18	0.11		0.40	0.54	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 109.8 Intersection LOS: F
 Intersection Capacity Utilization 103.2% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

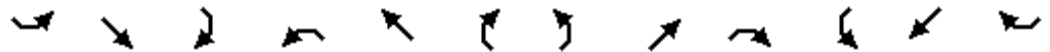


Lanes, Volumes, Timings

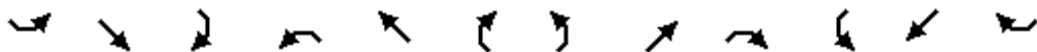
Interim Year 2035 Additional Build PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

01/13/2021



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	818	1580	22	9	1068	258	15	17	9	142	4	712
Future Volume (vph)	818	1580	22	9	1068	258	15	17	9	142	4	712
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3603	0	1805	3478	0	1805	1805	0	1671	1424	1421
Flt Permitted	0.950			0.143			0.950			0.382		
Satd. Flow (perm)	3467	3603	0	272	3478	0	1805	1805	0	672	1424	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			17			9			375	374
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	861	1686	0	9	1396	0	16	27	0	149	379	374
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.8		11.0	33.4	33.4
Total Split (s)	43.0	80.0		14.4	51.4		23.6	37.4		38.2	52.0	52.0
Total Split (%)	25.3%	47.1%		8.5%	30.2%		13.9%	22.0%		22.5%	30.6%	30.6%
Maximum Green (s)	36.6	73.6		8.0	45.0		18.6	30.6		32.2	45.6	45.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	6.8		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0			7.0	7.0

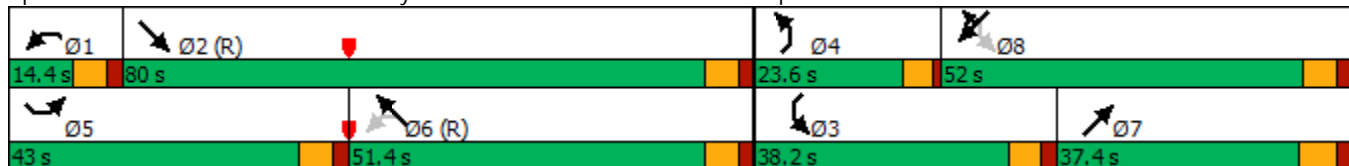


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0			20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0			0	0
Act Effct Green (s)	56.5	122.1		72.9	64.9		7.1	8.9		29.8	21.6	21.6
Actuated g/C Ratio	0.33	0.72		0.43	0.38		0.04	0.05		0.18	0.13	0.13
v/c Ratio	0.75	0.65		0.05	1.04		0.21	0.26		0.64	0.75	0.74
Control Delay	56.2	17.7		16.9	85.1		84.7	63.0		73.7	15.7	14.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	56.2	17.7		16.9	85.1		84.7	63.0		73.7	15.7	14.9
LOS	E	B		B	F		F	E		E	B	B
Approach Delay		30.7			84.7			71.0			25.0	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	453	485		3	-909		18	20		146	4	0
Queue Length 95th (ft)	541	840		10	#1137		45	55		209	121	114
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	1152	2587		188	1339		197	332		333	656	654
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.75	0.65		0.05	1.04		0.08	0.08		0.45	0.58	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 45.5
 Intersection LOS: D
 Intersection Capacity Utilization 92.0%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings

Interim Year 2035 Additional Build AM

2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

01/13/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	326	138	272	547	104	198	73	313	22	51	302
Future Volume (vph)	611	326	138	272	547	104	198	73	313	22	51	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3192	0	3242	3343	1495	1770	3107	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.398			0.541		
Satd. Flow (perm)	3242	3192	0	3242	3343	1495	741	3107	0	1008	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				205		329				123
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	643	488	0	286	576	109	208	406	0	23	54	318
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	11.0	24.0		24.0	24.0	11.0
Total Split (s)	21.0	27.0		18.0	24.0	24.0	11.0	35.0		24.0	24.0	21.0
Total Split (%)	26.3%	33.8%		22.5%	30.0%	30.0%	13.8%	43.8%		30.0%	30.0%	26.3%
Maximum Green (s)	15.0	21.0		12.0	18.0	18.0	5.0	29.0		18.0	18.0	15.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

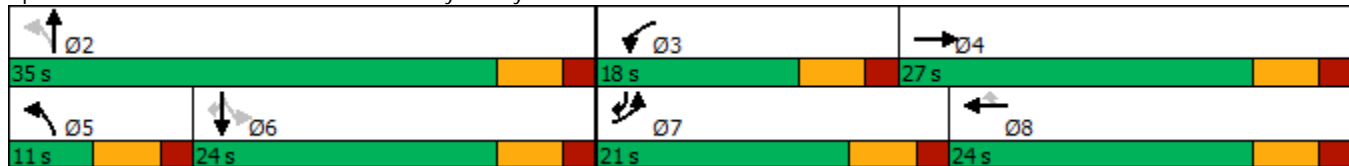


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effect Green (s)	15.0	20.7		10.6	16.2	16.2	18.4	18.4		7.3	7.3	28.4
Actuated g/C Ratio	0.22	0.31		0.16	0.24	0.24	0.27	0.27		0.11	0.11	0.42
v/c Ratio	0.89	0.47		0.57	0.72	0.21	0.75	0.38		0.21	0.14	0.43
Control Delay	44.1	18.1		31.6	29.5	0.9	40.9	5.8		32.8	28.5	10.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.1	18.1		31.6	29.5	0.9	40.9	5.8		32.8	28.5	10.6
LOS	D	B		C	C	A	D	A		C	C	B
Approach Delay		32.9			26.9			17.7			14.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	137	70		57	114	0	73	13		9	11	54
Queue Length 95th (ft)	#247	121		97	175	1	#158	44		30	26	114
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	720	1053		576	891	549	277	1522		268	943	735
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.89	0.46		0.50	0.65	0.20	0.75	0.27		0.09	0.06	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 67.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.7 Intersection LOS: C
 Intersection Capacity Utilization 65.8% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings

Interim Year 2035 Additional Build PM

2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

01/13/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	398	260	317	342	88	169	63	256	60	95	474
Future Volume (vph)	366	398	260	317	342	88	169	63	256	60	95	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3145	0	3242	3343	1495	1770	3115	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.560			0.550		
Satd. Flow (perm)	3242	3145	0	3242	3343	1495	1043	3115	0	1025	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167				164		269				186
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	693	0	334	360	93	178	335	0	63	100	499
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	9.5	24.0		24.0	24.0	11.0
Total Split (s)	29.0	31.0		23.0	25.0	25.0	10.6	36.0		25.4	25.4	29.0
Total Split (%)	32.2%	34.4%		25.6%	27.8%	27.8%	11.8%	40.0%		28.2%	28.2%	32.2%
Maximum Green (s)	23.0	25.0		17.0	19.0	19.0	6.1	30.0		19.4	19.4	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.5	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		Max	Max	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

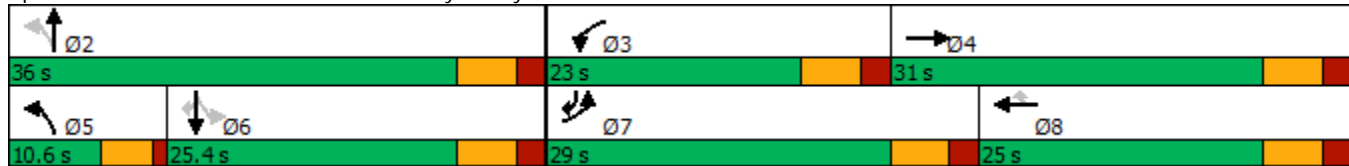


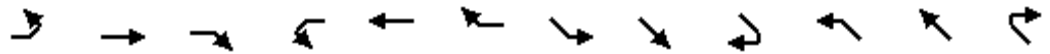
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effct Green (s)	15.9	19.7		13.4	17.2	17.2	31.8	30.3		19.6	19.6	41.5
Actuated g/C Ratio	0.20	0.24		0.16	0.21	0.21	0.39	0.37		0.24	0.24	0.51
v/c Ratio	0.61	0.78		0.63	0.51	0.21	0.39	0.25		0.26	0.12	0.56
Control Delay	34.5	28.6		38.0	31.6	1.5	21.9	5.5		31.3	27.1	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.5	28.6		38.0	31.6	1.5	21.9	5.5		31.3	27.1	11.1
LOS	C	C		D	C	A	C	A		C	C	B
Approach Delay		30.7			30.8			11.2			15.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	94	132		82	85	0	61	11		26	21	99
Queue Length 95th (ft)	141	204		132	137	4	124	43		67	45	194
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	922	1088		682	812	487	461	1325		245	849	1022
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.42	0.64		0.49	0.44	0.19	0.39	0.25		0.26	0.12	0.49

Intersection Summary

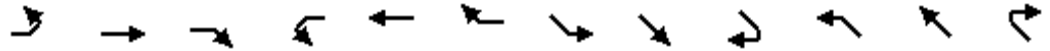
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 81.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 62.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	75	309	206	125	424	751	573	1788	21	351	2754	45
Future Volume (vph)	75	309	206	125	424	751	573	1788	21	351	2754	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	4838	0	1770	4934	0
Flt Permitted	0.421			0.352			0.950			0.950		
Satd. Flow (perm)	741	3343	1495	619	3343	2632	3433	4838	0	1770	4934	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			61		1			1	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	325	217	132	446	791	603	1904	0	369	2946	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.0	48.0	37.8	30.0	63.0		31.0	104.2		37.8	111.0	
Total Split (%)	6.8%	21.8%	17.2%	13.6%	28.6%		14.1%	47.4%		17.2%	50.5%	
Maximum Green (s)	7.2	40.1	29.0	22.2	54.7		22.2	96.6		29.0	103.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	

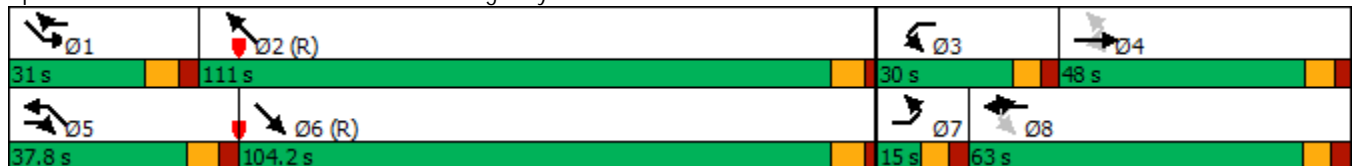


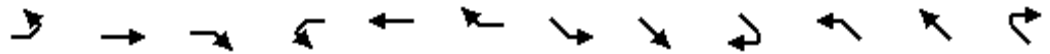
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	50.4	43.1	81.6	68.0	53.0	85.7	23.9	96.6		30.7	103.4	
Actuated g/C Ratio	0.23	0.20	0.37	0.31	0.24	0.39	0.11	0.44		0.14	0.47	
v/c Ratio	0.40	0.50	0.35	0.48	0.55	0.74	1.62	0.90		1.50	1.27	
Control Delay	65.1	82.1	28.3	62.4	75.8	58.1	343.3	63.8		299.0	171.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.1	82.1	28.3	62.4	75.8	58.1	343.3	63.8		299.0	171.4	
LOS	E	F	C	E	E	E	F	E		F	F	
Approach Delay		61.1			64.3			131.0				185.6
Approach LOS		E			E			F				F
Queue Length 50th (ft)	83	223	121	143	299	526	-664	937		-757	-1969	
Queue Length 95th (ft)	134	289	211	210	365	620	#797	996		#991	#2002	
Internal Link Dist (ft)		4515			1184			2532				2262
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	200	654	617	298	831	1062	372	2124		246	2319	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.40	0.50	0.35	0.44	0.54	0.74	1.62	0.90		1.50	1.27	

Intersection Summary

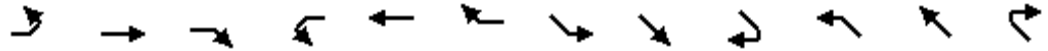
Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 136.9 Intersection LOS: F
 Intersection Capacity Utilization 113.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	70	377	341	157	219	578	848	2396	18	333	1977	50
Future Volume (vph)	70	377	341	157	219	578	848	2396	18	333	1977	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	5081	0	1787	4972	0
Flt Permitted	0.608			0.191			0.950			0.950		
Satd. Flow (perm)	1070	3343	1495	336	3343	2632	3467	5081	0	1787	4972	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			213		1			2	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	397	359	165	231	608	893	2541	0	351	2134	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	24.7	47.0	33.0	29.0	51.3		48.0	101.0		33.0	86.0	
Total Split (%)	11.8%	22.4%	15.7%	13.8%	24.4%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	16.9	39.1	24.2	21.2	43.0		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

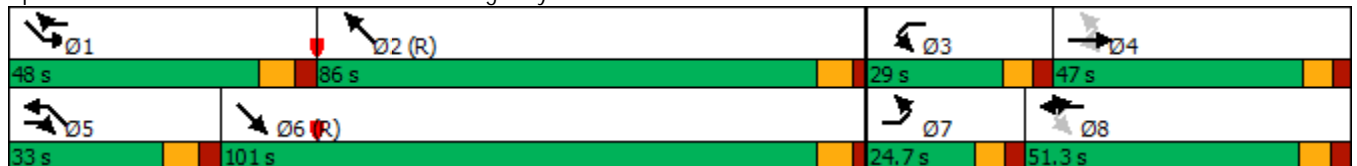


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	41.8	29.7	72.8	56.6	37.0	95.9	50.2	93.4		35.2	78.4	
Actuated g/C Ratio	0.20	0.14	0.35	0.27	0.18	0.46	0.24	0.44		0.17	0.37	
v/c Ratio	0.30	0.84	0.61	0.77	0.39	0.46	1.08	1.12		1.17	1.15	
Control Delay	60.2	103.6	43.7	84.0	78.1	25.8	124.7	114.4		175.8	130.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.2	103.6	43.7	84.0	78.1	25.8	124.7	114.4		175.8	130.4	
LOS	E	F	D	F	E	C	F	F		F	F	
Approach Delay		73.8			47.4			117.1				136.8
Approach LOS		E			D			F				F
Queue Length 50th (ft)	78	286	296	184	150	212	-726	-1481		-597	-1265	
Queue Length 95th (ft)	124	343	423	253	197	285	#943	#1539		#903	#1339	
Internal Link Dist (ft)		4515			1184			2532				2262
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	286	622	590	225	684	1281	828	2260		299	1857	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.26	0.64	0.61	0.73	0.34	0.47	1.08	1.12		1.17	1.15	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 109.8 Intersection LOS: F
 Intersection Capacity Utilization 111.0% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road



Lanes, Volumes, Timings

Interim Year 2035 Additional Build AM

4: Driveway to Church/Remington Boulevard & Partin Settlement Road

01/13/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	431	0	1	759	175	0	2	0	129	0	518
Future Volume (vph)	294	431	0	1	759	175	0	2	0	129	0	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	1759	1759	1671	1759	1495	0	1900	0	1770	1568	0
Flt Permitted	0.950			0.462						0.624		
Satd. Flow (perm)	3242	1759	1759	813	1759	1495	0	1900	0	1162	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						174						329
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	454	0	1	799	184	0	2	0	136	545	0
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov		NA		pm+pt	NA	
Protected Phases	7	4		3	8	5	1	6		5	2	
Permitted Phases			4	8		8	6			2		
Detector Phase	7	4	4	3	8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	8.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0	24.0	16.0	35.0	14.4	14.4	35.4		14.4	35.4	
Total Split (s)	19.0	68.0	68.0	16.0	65.0	14.4	14.4	36.6		14.4	36.6	
Total Split (%)	14.1%	50.4%	50.4%	11.9%	48.1%	10.7%	10.7%	27.1%		10.7%	27.1%	
Maximum Green (s)	13.0	62.0	62.0	10.0	59.0	8.0	8.0	30.2		8.0	30.2	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.4		6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)					7.0			7.0				7.0

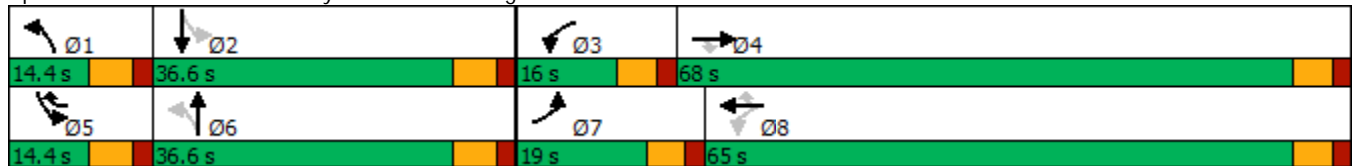


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0			22.0				22.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	13.0	74.8		69.0	59.0	73.0		30.2		44.6	44.6	
Actuated g/C Ratio	0.10	0.55		0.51	0.44	0.54		0.22		0.33	0.33	
v/c Ratio	0.99	0.47		0.00	1.04	0.21		0.00		0.32	0.74	
Control Delay	109.0	21.2		12.0	80.7	3.1		41.0		35.4	22.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	109.0	21.2		12.0	80.7	3.1		41.0		35.4	22.0	
LOS	F	C		B	F	A		D		D	C	
Approach Delay		56.8			66.2			41.0			24.6	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	141	217		0	-755	4		1		86	173	
Queue Length 95th (ft)	#240	394		3	#1002	40		9		141	324	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170			85		300						
Base Capacity (vph)	312	974		479	768	888		425		419	738	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.99	0.47		0.00	1.04	0.21		0.00		0.32	0.74	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Natural Cycle: 135
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 51.5 Intersection LOS: D
 Intersection Capacity Utilization 95.7% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road

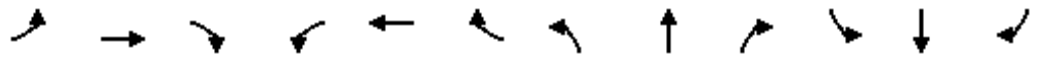


Lanes, Volumes, Timings

Interim Year 2035 Additional Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

01/13/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	827	2	0	383	178	3	0	0	101	0	330
Future Volume (vph)	482	827	2	0	383	178	3	0	0	101	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	1759	1495	1759	1759	1495	0	1805	0	1805	1524	0
Flt Permitted	0.950							0.553		0.800		
Satd. Flow (perm)	3242	1759	1495	1759	1759	1495	0	1051	0	1520	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			187						576
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	507	871	2	0	403	187	0	3	0	106	347	0
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0	24.0	16.0	35.0	35.0	14.4	35.4		14.4	35.4	
Total Split (s)	35.0	69.0	69.0	16.0	50.0	50.0	14.4	35.6		14.4	35.6	
Total Split (%)	25.9%	51.1%	51.1%	11.9%	37.0%	37.0%	10.7%	26.4%		10.7%	26.4%	
Maximum Green (s)	29.0	63.0	63.0	10.0	44.0	44.0	8.0	29.2		8.0	29.2	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)					7.0	7.0		7.0				7.0

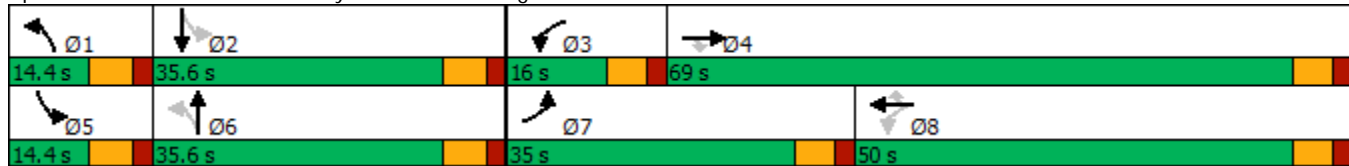


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0				22.0
Pedestrian Calls (#/hr)					0	0		0				0
Act Effct Green (s)	23.4	67.7	67.7		38.4	38.4		29.3		43.7	43.7	
Actuated g/C Ratio	0.19	0.55	0.55		0.31	0.31		0.24		0.35	0.35	
v/c Ratio	0.83	0.91	0.00		0.74	0.32		0.01		0.19	0.38	
Control Delay	60.9	39.5	0.0		48.4	5.9		40.0		30.1	1.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Delay	60.9	39.5	0.0		48.4	5.9		40.0		30.1	1.2	
LOS	E	D	A		D	A		D		C	A	
Approach Delay		47.3			34.9			40.0			8.0	
Approach LOS		D			C			D			A	
Queue Length 50th (ft)	193	600	0		287	0		2		54	0	
Queue Length 95th (ft)	278	825	0		432	54		11		114	0	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						
Base Capacity (vph)	761	961	875		626	652		248		555	910	
Starvation Cap Reductn	0	0	0		0	0		0		0	0	
Spillback Cap Reductn	0	0	0		0	0		0		0	0	
Storage Cap Reductn	0	0	0		0	0		0		0	0	
Reduced v/c Ratio	0.67	0.91	0.00		0.64	0.29		0.01		0.19	0.38	

Intersection Summary

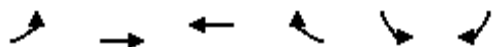
Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 123.9
 Natural Cycle: 135
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 36.9
 Intersection LOS: D
 Intersection Capacity Utilization 87.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Interim Year 2035 Additional Build AM
01/13/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	175	249	440	558	549	186
Future Volume (vph)	175	249	440	558	549	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				177		110
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	262	463	587	578	196
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Detector Phase	1	6	2	8	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	16.0	16.0	16.0
Total Split (s)	22.0	67.0	45.0	53.0	53.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%	44.2%	44.2%
Maximum Green (s)	16.0	61.0	39.0	47.0	47.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	3.5	3.5	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	None	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

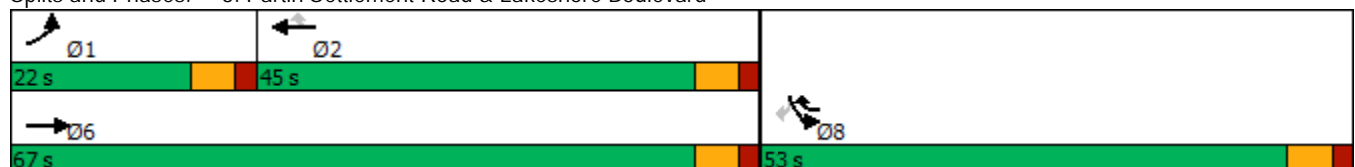


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	14.8	61.3	40.5	86.1	39.6	39.6
Actuated g/C Ratio	0.13	0.54	0.36	0.76	0.35	0.35
v/c Ratio	0.84	0.27	0.68	0.47	0.91	0.31
Control Delay	80.7	16.1	38.8	4.6	55.1	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	16.1	38.8	4.6	55.1	12.5
LOS	F	B	D	A	E	B
Approach Delay		42.7	19.6		44.3	
Approach LOS		D	B		D	
Queue Length 50th (ft)	134	103	298	88	396	42
Queue Length 95th (ft)	#264	171	447	140	#564	97
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	237	954	681	1357	754	739
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.27	0.68	0.43	0.77	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 112.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 32.6
 Intersection LOS: C
 Intersection Capacity Utilization 78.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Interim Year 2035 Additional Build PM
01/13/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	225	543	285	484	467	200
Future Volume (vph)	225	543	285	484	467	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				501		196
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	572	300	509	492	211
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	21.0	46.0	25.0	25.0	34.0	34.0
Total Split (%)	26.3%	57.5%	31.3%	31.3%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.5	40.1	20.6	20.6	23.6	23.6
Actuated g/C Ratio	0.18	0.53	0.27	0.27	0.31	0.31
v/c Ratio	0.80	0.61	0.58	0.64	0.88	0.34
Control Delay	51.5	17.0	31.0	7.2	42.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	17.0	31.0	7.2	42.6	5.4
LOS	D	B	C	A	D	A
Approach Delay		27.1	16.0		31.4	
Approach LOS		C	B		C	
Queue Length 50th (ft)	109	187	131	3	216	5
Queue Length 95th (ft)	#221	310	220	85	#367	48
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	331	931	516	795	669	704
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.61	0.58	0.64	0.74	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 75.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 68.3%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



APPENDIX I

**Opening Year 2025 No-Build and Build
Level of Service Analysis**

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	35	35.7	4.6	40.3	0.33	29.5	B
Irlo Bronson Memoria	II	40	78.1	86.5	164.6	0.87	19.0	D
Driveway to Church	II	40	58.6	16.1	74.7	0.65	31.4	B
Lakeshore Boulevard	II	35	88.4	10.1	98.5	0.86	31.4	B
Total	II		260.8	117.3	378.1	2.71	25.8	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	42.7	131.1	0.86	23.6	C
Irlo Bronson Memoria	II	40	58.6	86.3	144.9	0.65	16.2	E
Shady Lane	II	40	78.1	5.6	83.7	0.87	37.4	A
CR 525/Neptune Road	II	35	35.7	93.0	128.7	0.33	9.2	F
Total	II		260.8	227.6	488.4	2.71	20.0	D

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	35	35.7	8.0	43.7	0.33	27.2	C
Irlo Bronson Memoria	II	40	78.1	108.3	186.4	0.87	16.8	E
Driveway to Church	II	40	58.6	21.8	80.4	0.65	29.2	B
Lakeshore Boulevard	II	35	88.4	10.8	99.2	0.86	31.2	B
Total	II		260.8	148.9	409.7	2.71	23.8	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	35	88.4	36.3	124.7	0.86	24.8	C
Irlo Bronson Memoria	II	40	58.6	76.2	134.8	0.65	17.4	D
Shady Lane	II	40	78.1	6.7	84.8	0.87	36.9	A
CR 525/Neptune Road	II	35	35.7	77.5	113.2	0.33	10.5	F
Total	II		260.8	196.7	457.5	2.71	21.3	D

Lanes, Volumes, Timings

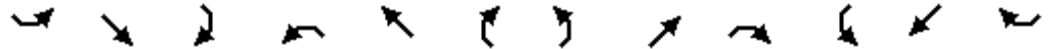
Opening Year 2025 No-Build AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/07/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	350	1034	12	13	1336	223	23	20	6	131	35	476
Future Volume (vph)	350	1034	12	13	1336	223	23	20	6	131	35	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	0		190
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3568	0	1805	3484	0	1556	1684	0	0	1622	1583
Flt Permitted	0.041			0.259			0.950				0.753	
Satd. Flow (perm)	77	3568	0	492	3484	0	1556	1684	0	0	1270	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13			6				361
Link Speed (mph)		40			30			25				35
Link Distance (ft)		1745			443			197				1744
Travel Time (s)		29.7			10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	15%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	1101	0	14	1641	0	24	27	0	0	175	501
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		4	4				8
Permitted Phases	2			6						8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.4	33.4		33.4	33.4	33.4
Total Split (s)	30.0	100.0		30.0	100.0		35.0	35.0		35.0	35.0	35.0
Total Split (%)	15.0%	50.0%		15.0%	50.0%		17.5%	17.5%		17.5%	17.5%	17.5%
Maximum Green (s)	23.6	93.6		23.6	93.6		28.6	28.6		28.6	28.6	28.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.4	6.4		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		4.5	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

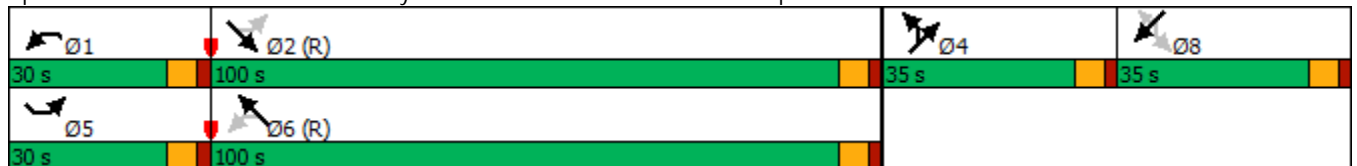


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	135.3	126.7		101.6	93.6		10.1	10.1			38.1	38.1
Actuated g/C Ratio	0.68	0.63		0.51	0.47		0.05	0.05			0.19	0.19
v/c Ratio	1.04	0.49		0.05	1.00		0.31	0.30			0.72	0.84
Control Delay	118.3	22.8		15.5	74.3		100.8	82.8			93.0	34.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	118.3	22.8		15.5	74.3		100.8	82.8			93.0	34.8
LOS	F	C		B	E		F	F			F	C
Approach Delay		46.7			73.8			91.3			49.9	
Approach LOS		D			E			F			D	
Queue Length 50th (ft)	~512	446		6	~1134		31	27			218	199
Queue Length 95th (ft)	#843	560		18	#1305		68	66			309	359
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210								190
Base Capacity (vph)	354	2260		443	1637		222	245			242	593
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.04	0.49		0.03	1.00		0.11	0.11			0.72	0.84

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 59.5 Intersection LOS: E
 Intersection Capacity Utilization 95.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

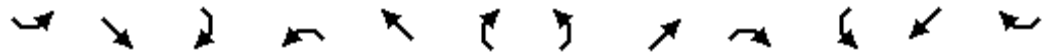


Lanes, Volumes, Timings

Opening Year 2025 No-Build PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/07/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	632	1362	18	6	900	203	13	15	7	108	3	527
Future Volume (vph)	632	1362	18	6	900	203	13	15	7	108	3	527
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	0		190
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3603	0	1805	3483	0	1805	1813	0	0	1795	1583
Flt Permitted	0.085			0.182			0.950				0.715	
Satd. Flow (perm)	160	3603	0	346	3483	0	1805	1813	0	0	1345	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			18			7				544
Link Speed (mph)		40			30			25				35
Link Distance (ft)		1745			443			197				1744
Travel Time (s)		29.7			10.1			5.4				34.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	1%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	665	1453	0	6	1161	0	14	23	0	0	117	555
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		3	3				4
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6		3	3		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		33.8	33.8		33.4	33.4	33.4
Total Split (s)	33.0	68.4		14.4	49.8		33.8	33.8		33.4	33.4	33.4
Total Split (%)	22.0%	45.6%		9.6%	33.2%		22.5%	22.5%		22.3%	22.3%	22.3%
Maximum Green (s)	26.6	62.0		8.0	43.4		27.0	27.0		27.0	27.0	27.0
Yellow Time (s)	4.4	4.4		4.4	4.4		4.8	4.8		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.8			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		4.5	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

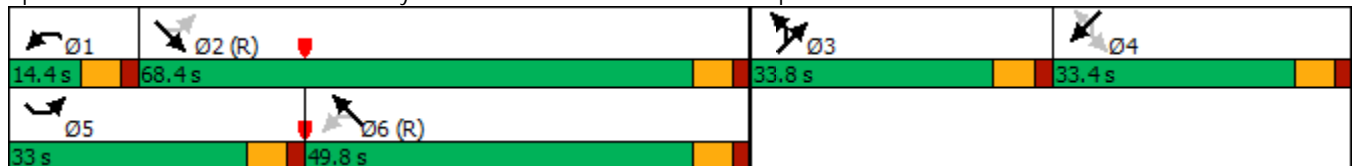


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	107.6	104.7		51.4	43.4		8.5	8.5			19.9	19.9
Actuated g/C Ratio	0.72	0.70		0.34	0.29		0.06	0.06			0.13	0.13
v/c Ratio	0.90	0.58		0.03	1.14		0.14	0.21			0.66	0.81
Control Delay	52.9	16.3		17.3	121.0		69.5	55.9			77.5	15.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	52.9	16.3		17.3	121.0		69.5	55.9			77.5	15.3
LOS	D	B		B	F		E	E			E	B
Approach Delay		27.8			120.5			61.0			26.1	
Approach LOS		C			F			E			C	
Queue Length 50th (ft)	580	364		2	-690		13	15			111	10
Queue Length 95th (ft)	#1015	713		9	#831		38	47			168	135
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210								190
Base Capacity (vph)	741	2514		196	1020		324	332			248	736
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.90	0.58		0.03	1.14		0.04	0.07			0.47	0.75

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SETL and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 54.9 Intersection LOS: D
 Intersection Capacity Utilization 95.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings

Opening Year 2025 No-Build AM

2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	525	280	53	166	470	89	82	30	186	19	19	259
Future Volume (vph)	525	280	53	166	470	89	82	30	186	19	19	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	250		215	150		0	110		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1818	0	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.462			0.551			0.744			0.736		
Satd. Flow (perm)	861	1818	0	1026	1863	1583	1386	1863	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				94			196			273
Link Speed (mph)		35			35			30				35
Link Distance (ft)		1744			1944			1939				1848
Travel Time (s)		34.0			37.9			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	553	351	0	175	495	94	86	32	196	20	20	273
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	66.0	66.0		66.0	66.0	66.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	73.3%	73.3%		73.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%
Maximum Green (s)	60.0	60.0		60.0	60.0	60.0	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0

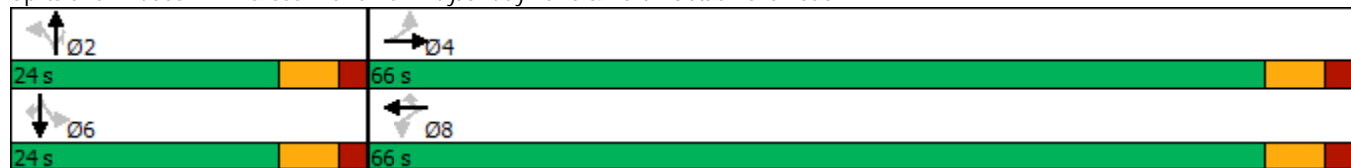


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effct Green (s)	60.1	60.1		60.1	60.1	60.1	10.6	10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.73	0.73		0.73	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.88	0.26		0.23	0.37	0.08	0.49	0.14	0.53	0.11	0.08	0.62
Control Delay	29.5	4.6		5.2	5.6	1.2	42.8	32.5	10.6	32.5	31.6	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	4.6		5.2	5.6	1.2	42.8	32.5	10.6	32.5	31.6	11.1
LOS	C	A		A	A	A	D	C	B	C	C	B
Approach Delay		19.8			5.0			21.6			13.8	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	177	46		24	77	0	42	15	0	9	9	0
Queue Length 95th (ft)	#500	98		60	156	13	86	39	56	29	28	64
Internal Link Dist (ft)		1664			1864			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		
Base Capacity (vph)	625	1327		745	1354	1176	301	406	498	298	406	558
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.26		0.23	0.37	0.08	0.29	0.08	0.39	0.07	0.05	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 82.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 14.3 Intersection LOS: B
 Intersection Capacity Utilization 80.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings

Opening Year 2025 No-Build PM

2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	342	93	170	294	75	50	19	142	51	34	407
Future Volume (vph)	314	342	93	170	294	75	50	19	142	51	34	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	250		215	150		0	110		0
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1803	0	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.572			0.455			0.734			0.744		
Satd. Flow (perm)	1065	1803	0	848	1863	1583	1367	1863	1583	1386	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				79			149			428
Link Speed (mph)		35			35			30				35
Link Distance (ft)		1744			1944			1939				1848
Travel Time (s)		34.0			37.9			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	458	0	179	309	79	53	20	149	54	36	428
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	50.0	50.0		50.0	50.0	50.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	62.5%	62.5%		62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%
Maximum Green (s)	45.5	45.5		45.5	45.5	45.5	25.5	25.5	25.5	25.5	25.5	25.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0

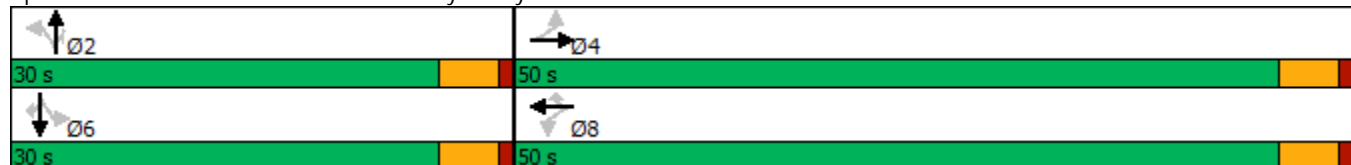


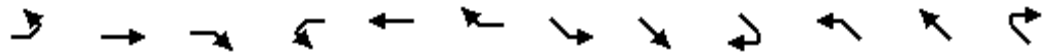
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effect Green (s)	19.1	19.1		19.1	19.1	19.1	9.1	9.1	9.1	9.1	9.1	9.1
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.50	0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.62	0.50		0.42	0.33	0.10	0.16	0.05	0.30	0.16	0.08	0.61
Control Delay	13.0	8.0		9.7	6.7	1.9	15.9	14.9	5.7	15.8	14.9	6.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	8.0		9.7	6.7	1.9	15.9	14.9	5.7	15.8	14.9	6.5
LOS	B	A		A	A	A	B	B	A	B	B	A
Approach Delay		10.1			7.0			9.0			8.1	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)	37	43		17	28	0	8	3	0	8	5	0
Queue Length 95th (ft)	136	138		70	92	14	40	20	37	41	30	60
Internal Link Dist (ft)		1664			1864			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		
Base Capacity (vph)	1001	1697		797	1752	1493	1001	1365	1199	1015	1365	1274
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.27		0.22	0.18	0.05	0.05	0.01	0.12	0.05	0.03	0.34

Intersection Summary

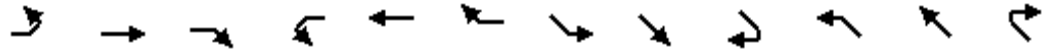
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	38.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	56.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	55	237	162	79	300	591	446	1550	17	272	2365	27
Future Volume (vph)	55	237	162	79	300	591	446	1550	17	272	2365	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1687	1900	1524	1736	1900	1568	3433	4838	0	1770	4933	0
Flt Permitted	0.258			0.266			0.950			0.950		
Satd. Flow (perm)	458	1900	1524	486	1900	1568	3433	4838	0	1770	4933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			75		1			1	
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	6%	4%	0%	3%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	249	171	83	316	622	469	1650	0	286	2517	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	12.8	47.4	39.6	16.7	51.3	31.0	31.0	76.3		39.6	84.9	
Total Split (%)	7.1%	26.3%	22.0%	9.3%	28.5%	17.2%	17.2%	42.4%		22.0%	47.2%	
Maximum Green (s)	5.0	39.5	30.8	8.9	43.0	22.2	22.2	68.7		30.8	77.3	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0			7.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	35.8	30.7	71.7	44.1	36.5	75.2	30.4	75.5		33.1	78.2	
Actuated g/C Ratio	0.20	0.17	0.40	0.24	0.20	0.42	0.17	0.42		0.18	0.43	
v/c Ratio	0.46	0.77	0.26	0.46	0.82	0.89	0.81	0.81		0.88	1.18	
Control Delay	63.2	86.5	19.5	58.4	86.3	59.0	82.5	51.2		97.3	128.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.2	86.5	19.5	58.4	86.3	59.0	82.5	51.2		97.3	128.4	
LOS	E	F	B	E	F	E	F	D		F	F	
Approach Delay		59.7			67.4			58.1			125.2	
Approach LOS		E			E			E			F	
Queue Length 50th (ft)	53	284	70	76	366	628	279	657		325	~1309	
Queue Length 95th (ft)	90	372	127	120	464	#881	#445	736		#532	#1381	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	125	416	655	180	453	698	580	2029		329	2142	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.60	0.26	0.46	0.70	0.89	0.81	0.81		0.87	1.18	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 39.6 (22%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 89.0 Intersection LOS: F
 Intersection Capacity Utilization 107.2% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

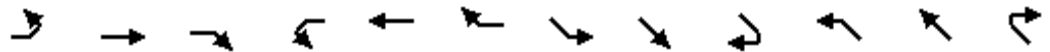


Lanes, Volumes, Timings

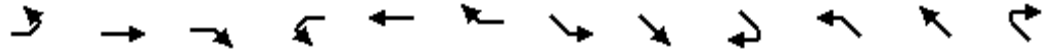
Opening Year 2025 No-Build PM

8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	50	274	264	94	154	463	660	2083	17	255	1713	28
Future Volume (vph)	50	274	264	94	154	463	660	2083	17	255	1713	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	1881	1599	1752	1900	1583	3467	5081	0	1787	4981	0
Flt Permitted	0.557			0.168			0.950			0.950		
Satd. Flow (perm)	1008	1881	1599	310	1900	1583	3467	5081	0	1787	4981	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			68		1			1	
Link Speed (mph)		45			40			50			50	
Link Distance (ft)		2651			1264			2612			2342	
Travel Time (s)		40.2			21.5			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	1%	3%	0%	2%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	288	278	99	162	487	695	2211	0	268	1832	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases	4		4	8		8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0	8.0	8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3	16.8	16.8	42.6		16.8	42.6	
Total Split (s)	13.0	49.1	41.0	15.7	51.8	50.8	50.8	94.2		41.0	84.4	
Total Split (%)	6.5%	24.6%	20.5%	7.9%	25.9%	25.4%	25.4%	47.1%		20.5%	42.2%	
Maximum Green (s)	5.2	41.2	32.2	7.9	43.5	42.0	42.0	86.6		32.2	76.8	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8	5.5	5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5	3.3	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3	8.8	8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None	None	None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

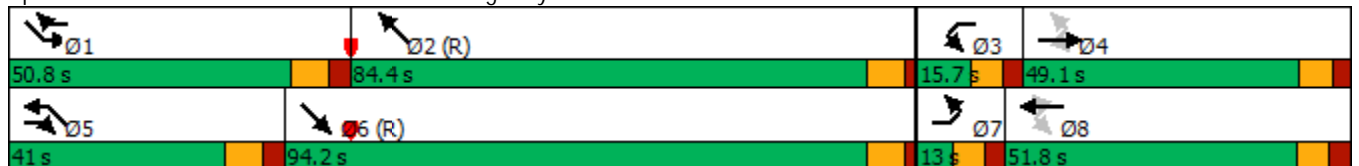


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0			28.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effct Green (s)	39.9	34.6	81.3	45.3	36.9	88.9	43.7	86.6		38.8	81.7	
Actuated g/C Ratio	0.20	0.17	0.41	0.23	0.18	0.44	0.22	0.43		0.19	0.41	
v/c Ratio	0.24	0.89	0.39	0.78	0.46	0.66	0.92	1.00		0.77	0.90	
Control Delay	60.4	108.3	25.1	98.0	76.2	41.0	93.2	75.8		91.8	62.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.4	108.3	25.1	98.0	76.2	41.0	93.2	75.8		91.8	62.7	
LOS	E	F	C	F	E	D	F	E		F	E	
Approach Delay		66.8			56.2			79.9			66.5	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	54	374	148	104	192	417	455	~1078		342	862	
Queue Length 95th (ft)	95	481	234	#177	268	553	#599	#1182		#545	#933	
Internal Link Dist (ft)		2571			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	219	387	718	127	413	744	764	2200		346	2034	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.74	0.39	0.78	0.39	0.65	0.91	1.00		0.77	0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 71.4 Intersection LOS: E
 Intersection Capacity Utilization 101.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road



Lanes, Volumes, Timings

Opening Year 2025 No-Build AM

4: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	303	0	1	576	121	0	2	0	101	0	446
Future Volume (vph)	238	303	0	1	576	121	0	2	0	101	0	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1656	1863	0	1805	1900	1553	0	1900	0	0	1770	1568
Flt Permitted	0.145			0.567							0.757	
Satd. Flow (perm)	253	1863	0	1077	1900	1553	0	1900	0	0	1410	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						164						439
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	2%	0%	0%	0%	4%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	319	0	1	606	127	0	2	0	0	106	469
Turn Type	pm+pt	NA		pm+pt	NA	Perm		NA		pm+pt	NA	custom
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		6
Detector Phase	7	4		3	8	8	1	6		5	2	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	16.0	39.0		16.0	39.0	39.0	14.4	35.6		14.4	35.6	35.6
Total Split (%)	15.2%	37.1%		15.2%	37.1%	37.1%	13.7%	33.9%		13.7%	33.9%	33.9%
Maximum Green (s)	10.0	33.0		10.0	33.0	33.0	8.0	29.2		8.0	29.2	29.2
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0

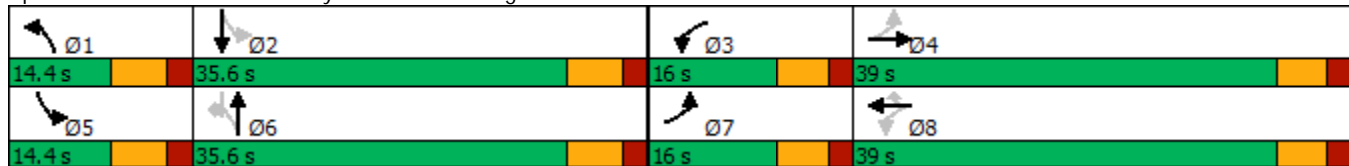


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effect Green (s)	47.8	45.8		43.0	33.0	33.0		29.2			29.2	29.2
Actuated g/C Ratio	0.53	0.51		0.47	0.36	0.36		0.32			0.32	0.32
v/c Ratio	0.87	0.34		0.00	0.88	0.19		0.00			0.23	0.58
Control Delay	47.0	16.1		10.0	42.7	2.2		21.0			24.3	6.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	47.0	16.1		10.0	42.7	2.2		21.0			24.3	6.6
LOS	D	B		A	D	A		C			C	A
Approach Delay		29.7			35.7			21.0			9.9	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	73	95		0	319	0		1			44	12
Queue Length 95th (ft)	#229	215		3	#516	21		6			86	89
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170			85		300						250
Base Capacity (vph)	288	941		591	692	669		612			454	802
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.87	0.34		0.00	0.88	0.19		0.00			0.23	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 90.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.0
 Intersection LOS: C
 Intersection Capacity Utilization 86.9%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings

Opening Year 2025 No-Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	586	2	0	260	126	2	0	0	97	0	267
Future Volume (vph)	390	586	2	0	260	126	2	0	0	97	0	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1900	0	1900	1900	1599	0	1805	0	0	1805	1524
Flt Permitted	0.308							0.691			0.757	
Satd. Flow (perm)	574	1900	0	1900	1900	1599	0	1313	0	0	1438	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						164						281
Link Speed (mph)		40			35			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		37.1			88.4			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	411	619	0	0	274	133	0	2	0	0	102	281
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Detector Phase	7	4		3	8	8	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	16.0
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	35.4
Total Split (s)	19.0	39.0		16.0	36.0	36.0	14.4	35.6		14.4	35.6	35.6
Total Split (%)	18.1%	37.1%		15.2%	34.3%	34.3%	13.7%	33.9%		13.7%	33.9%	33.9%
Maximum Green (s)	13.0	33.0		10.0	30.0	30.0	8.0	29.2		8.0	29.2	29.2
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4			6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)					7.0	7.0		7.0				7.0

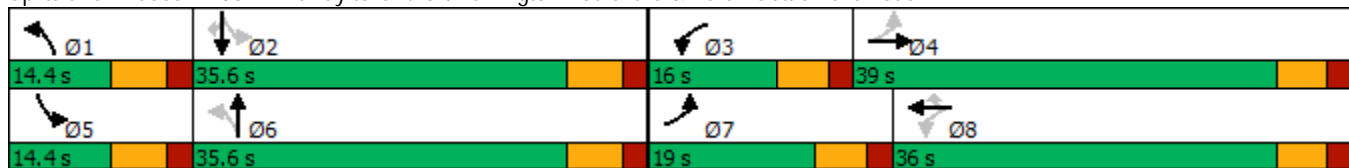


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0			22.0	22.0
Pedestrian Calls (#/hr)					0	0		0			0	0
Act Effct Green (s)	35.8	35.8			16.8	16.8		29.3			29.3	29.3
Actuated g/C Ratio	0.46	0.46			0.22	0.22		0.38			0.38	0.38
v/c Ratio	0.88	0.71			0.67	0.28		0.00			0.19	0.37
Control Delay	38.4	21.8			36.3	4.2		17.0			18.3	4.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	38.4	21.8			36.3	4.2		17.0			18.3	4.1
LOS	D	C			D	A		B			B	A
Approach Delay		28.4			25.8			17.0			7.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	132	227			122	0		1			31	0
Queue Length 95th (ft)	#274	341			197	27		5			73	49
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						250
Base Capacity (vph)	466	877			737	720		495			543	750
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.88	0.71			0.37	0.18		0.00			0.19	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 77.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 23.5 Intersection LOS: C
 Intersection Capacity Utilization 68.0% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

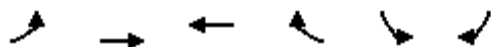
Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 No-Build AM

12/07/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	167	330	415	431	120
Future Volume (vph)	150	167	330	415	431	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1687	1900	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1687	1900	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				391		124
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	176	347	437	454	126
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	19.0	47.0	28.0	28.0	33.0	33.0
Total Split (%)	23.8%	58.8%	35.0%	35.0%	41.3%	41.3%
Maximum Green (s)	13.0	41.0	22.0	22.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 No-Build AM
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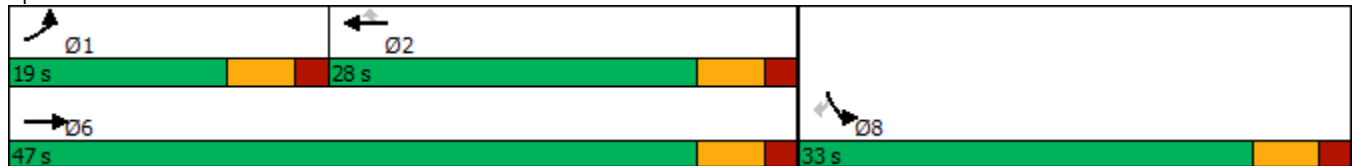


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	11.4	41.1	23.7	23.7	22.1	22.1
Actuated g/C Ratio	0.15	0.55	0.31	0.31	0.29	0.29
v/c Ratio	0.62	0.17	0.58	0.57	0.86	0.22
Control Delay	42.0	10.1	28.0	7.4	41.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	10.1	28.0	7.4	41.8	5.2
LOS	D	B	C	A	D	A
Approach Delay		25.2	16.5		33.8	
Approach LOS		C	B		C	
Queue Length 50th (ft)	72	40	138	15	198	1
Queue Length 95th (ft)	134	78	244	96	#317	35
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	292	1038	597	770	649	660
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.17	0.58	0.57	0.70	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 75.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 64.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 No-Build PM

12/07/2020

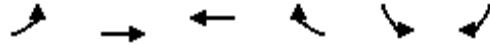


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	155	418	215	414	351	150
Future Volume (vph)	155	418	215	414	351	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1787	1900	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	1900	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				436		158
Link Speed (mph)		35	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		88.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	440	226	436	369	158
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	20.0	48.0	28.0	28.0	32.0	32.0
Total Split (%)	25.0%	60.0%	35.0%	35.0%	40.0%	40.0%
Maximum Green (s)	14.0	42.0	22.0	22.0	26.0	26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 No-Build PM

12/07/2020

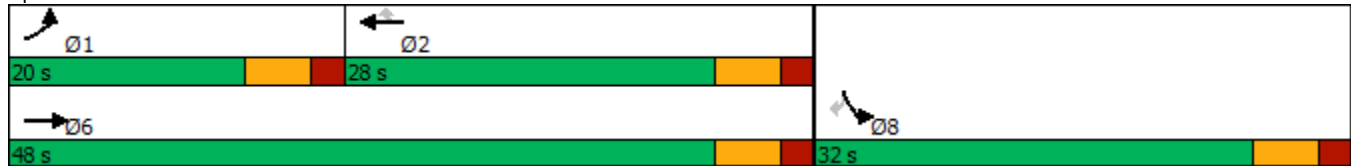


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effect Green (s)	11.6	42.2	24.6	24.6	18.7	18.7
Actuated g/C Ratio	0.16	0.58	0.34	0.34	0.26	0.26
v/c Ratio	0.58	0.40	0.35	0.53	0.80	0.30
Control Delay	38.1	10.8	22.1	5.2	38.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	10.8	22.1	5.2	38.7	5.4
LOS	D	B	C	A	D	A
Approach Delay		18.2	11.0		28.7	
Approach LOS		B	B		C	
Queue Length 50th (ft)	70	99	75	0	155	0
Queue Length 95th (ft)	135	197	157	66	246	39
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	344	1098	641	823	646	662
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.40	0.35	0.53	0.57	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 73
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 55.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	17.0	49.7	0.33	23.9	C
Irlo Bronson Memoria	II	40	78.3	83.7	162.0	0.87	19.3	D
Driveway to Church	II	45	52.2	23.0	75.2	0.65	31.2	B
Lakeshore Boulevard	II	40	77.4	11.7	89.1	0.86	34.7	B
Total	II		240.6	135.4	376.0	2.71	26.0	C

Arterial Level of Service: WB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	45.1	113.9	0.86	27.2	C
Irlo Bronson Memoria	II	45	52.2	80.2	132.4	0.65	17.7	D
Shady Lane	II	40	78.3	26.6	104.9	0.87	29.9	B
CR 525/Neptune Road	II	40	32.7	23.2	55.9	0.33	21.3	D
Total	II		232.0	175.1	407.1	2.71	24.0	C

Arterial Level of Service: EB Partin Settlement Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Praire Parkway	II	40	32.7	27.6	60.3	0.33	19.7	D
Irlo Bronson Memoria	II	40	78.3	98.8	177.1	0.87	17.7	D
Driveway to Church	II	45	52.2	21.8	74.0	0.65	31.7	B
Lakeshore Boulevard	II	40	77.4	11.8	89.2	0.86	34.7	B
Total	II		240.6	160.0	400.6	2.71	24.4	C

Arterial Level of Service: WB Partin Settlement Road

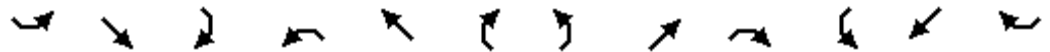
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Remington Boulevard	II	45	68.8	42.3	111.1	0.86	27.9	C
Irlo Bronson Memoria	II	45	52.2	81.7	133.9	0.65	17.5	D
Shady Lane	II	40	78.3	32.9	111.2	0.87	28.2	B
CR 525/Neptune Road	II	40	32.7	15.6	48.3	0.33	24.6	C
Total	II		232.0	172.5	404.5	2.71	24.1	C

Lanes, Volumes, Timings

Opening Year 2025 Build AM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/07/2020



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	350	1034	12	13	1336	223	23	20	6	131	35	476
Future Volume (vph)	350	1034	12	13	1336	223	23	20	6	131	35	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3568	0	1805	3484	0	1556	1684	0	1671	1454	1421
Flt Permitted	0.950			0.259			0.950			0.354		
Satd. Flow (perm)	3467	3568	0	492	3484	0	1556	1684	0	623	1454	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13			6			231	266
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	4%	16%	6%	20%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	368	1101	0	14	1641	0	24	27	0	138	272	266
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.4		33.4	33.4	33.4
Total Split (s)	17.0	55.0		14.4	52.4		23.0	33.4		47.2	57.6	57.6
Total Split (%)	11.3%	36.7%		9.6%	34.9%		15.3%	22.3%		31.5%	38.4%	38.4%
Maximum Green (s)	10.6	48.6		8.0	46.0		18.0	29.4		40.8	51.2	51.2
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	2.0		4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	4.0		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Minimum Gap (s)	3.0	3.5		3.0	3.0		3.0	4.5		3.5	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0

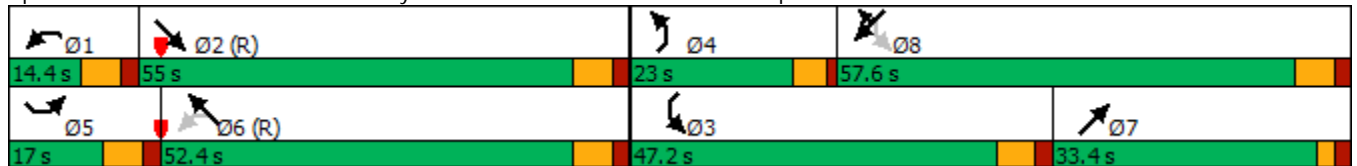


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	30.1	105.1		82.3	74.3		7.9	9.8		26.4	17.9	17.9
Actuated g/C Ratio	0.20	0.70		0.55	0.50		0.05	0.07		0.18	0.12	0.12
v/c Ratio	0.53	0.44		0.04	0.95		0.30	0.23		0.60	0.72	0.66
Control Delay	58.1	13.2		10.4	48.3		76.8	58.5		64.1	23.2	14.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.1	13.2		10.4	48.3		76.8	58.5		64.1	23.2	14.4
LOS	E	B		B	D		E	E		E	C	B
Approach Delay		24.5			48.0			67.1			28.1	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)	172	214		4	787		23	20		119	38	0
Queue Length 95th (ft)	230	428		14	#1094		55	52		171	141	89
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	696	2499		339	1731		186	334		454	648	660
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.44		0.04	0.95		0.13	0.08		0.30	0.42	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 35.8 Intersection LOS: D
 Intersection Capacity Utilization 87.1% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



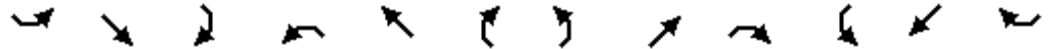
Lanes, Volumes, Timings

Opening Year 2025 Build PM

1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road

12/07/2020

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	632	1362	18	6	900	203	13	15	7	108	3	527
Future Volume (vph)	632	1362	18	6	900	203	13	15	7	108	3	527
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	210		0	0		0	500		190
Storage Lanes	2		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	3603	0	1805	3483	0	1805	1813	0	1671	1424	1421
Flt Permitted	0.950			0.182			0.950			0.386		
Satd. Flow (perm)	3467	3603	0	346	3483	0	1805	1813	0	679	1424	1421
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			16			7			278	277
Link Speed (mph)		40			30			25			40	
Link Distance (ft)		1745			443			197			1744	
Travel Time (s)		29.7			10.1			5.4			29.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%	0%	0%	0%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	665	1453	0	6	1161	0	14	23	0	114	281	277
Turn Type	Prot	NA		pm+pt	NA		Prot	NA		pm+pt	NA	Prot
Protected Phases	5	2		1	6		4	7		3	8	8
Permitted Phases				6						8		
Detector Phase	5	2		1	6		4	7		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	45.4		14.4	45.4		23.0	33.8		11.0	33.4	33.4
Total Split (s)	43.0	80.0		14.4	51.4		23.6	37.4		38.2	52.0	52.0
Total Split (%)	25.3%	47.1%		8.5%	30.2%		13.9%	22.0%		22.5%	30.6%	30.6%
Maximum Green (s)	36.6	73.6		8.0	45.0		18.6	30.6		32.2	45.6	45.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		5.0	6.8		6.0	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5		3.0	4.5		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0			7.0	7.0

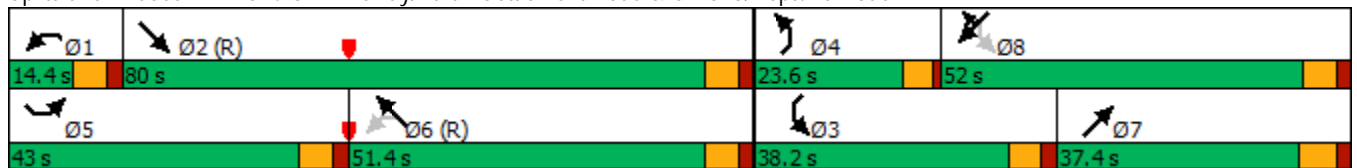


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Flash Dont Walk (s)		25.0			25.0		11.0	20.0			20.0	20.0
Pedestrian Calls (#/hr)		0			0		0	0			0	0
Act Effect Green (s)	38.1	128.4		94.8	86.8		6.9	8.6		26.3	20.6	20.6
Actuated g/C Ratio	0.22	0.76		0.56	0.51		0.04	0.05		0.15	0.12	0.12
v/c Ratio	0.86	0.53		0.02	0.65		0.19	0.23		0.57	0.68	0.67
Control Delay	74.6	11.7		12.5	35.2		84.2	64.3		73.6	15.6	15.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	74.6	11.7		12.5	35.2		84.2	64.3		73.6	15.6	15.0
LOS	E	B		B	D		F	E		E	B	B
Approach Delay		31.5			35.1			71.8			25.2	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)	370	344		2	522		15	17		112	3	0
Queue Length 95th (ft)	425	607		7	702		42	50		171	105	101
Internal Link Dist (ft)		1665			363			117			1664	
Turn Bay Length (ft)	200			210						500		190
Base Capacity (vph)	804	2722		261	1786		197	332		324	585	583
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.53		0.02	0.65		0.07	0.07		0.35	0.48	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SET and 6:NWTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 31.8
 Intersection LOS: C
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Church Driveway/Partin Settlement Road & CR 525/Neptune Road



Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Opening Year 2025 Build AM

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	525	280	53	166	470	89	82	30	186	19	19	259
Future Volume (vph)	525	280	53	166	470	89	82	30	186	19	19	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3262	0	3242	3343	1495	1770	3083	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.398			0.610		
Satd. Flow (perm)	3242	3262	0	3242	3343	1495	741	3083	0	1136	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				205		196				177
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	553	351	0	175	495	94	86	228	0	20	20	273
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	11.0	24.0		24.0	24.0	11.0
Total Split (s)	21.0	27.0		18.0	24.0	24.0	11.0	35.0		24.0	24.0	21.0
Total Split (%)	26.3%	33.8%		22.5%	30.0%	30.0%	13.8%	43.8%		30.0%	30.0%	26.3%
Maximum Green (s)	15.0	21.0		12.0	18.0	18.0	5.0	29.0		18.0	18.0	15.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Min		Min	Min	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Opening Year 2025 Build AM

12/07/2020

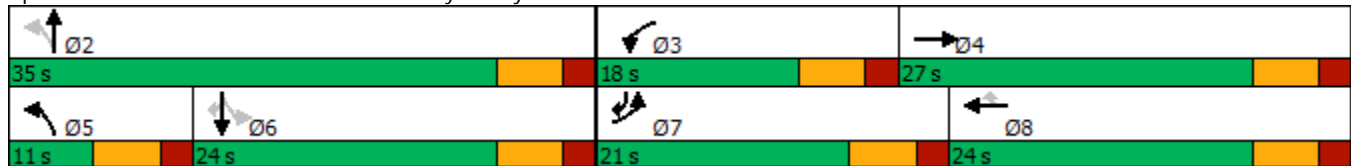


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effect Green (s)	14.5	20.3		8.9	14.6	14.6	15.1	15.1		6.9	6.9	27.6
Actuated g/C Ratio	0.23	0.32		0.14	0.23	0.23	0.24	0.24		0.11	0.11	0.44
v/c Ratio	0.74	0.33		0.38	0.64	0.19	0.33	0.26		0.16	0.05	0.34
Control Delay	31.4	17.0		28.8	26.6	0.8	22.8	5.8		31.1	27.7	6.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.4	17.0		28.8	26.6	0.8	22.8	5.8		31.1	27.7	6.6
LOS	C	B		C	C	A	C	A		C	C	A
Approach Delay		25.8			23.9			10.4			9.5	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	108	51		34	94	0	27	5		8	4	23
Queue Length 95th (ft)	#193	91		62	146	0	61	29		27	13	71
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	796	1166		637	985	585	262	1566		334	1043	814
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.69	0.30		0.27	0.50	0.16	0.33	0.15		0.06	0.02	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 62.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 58.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road



Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Opening Year 2025 Build PM

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	342	93	170	294	75	50	19	142	51	34	407
Future Volume (vph)	314	342	93	170	294	75	50	19	142	51	34	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	250		215	150		0	110		250
Storage Lanes	2		0	2		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3236	0	3242	3343	1495	1770	3072	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.618			0.645		
Satd. Flow (perm)	3242	3236	0	3242	3343	1495	1151	3072	0	1201	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38				164		149				323
Link Speed (mph)		40			40			30				35
Link Distance (ft)		1744			4595			1939				1848
Travel Time (s)		29.7			78.3			44.1				36.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	458	0	179	309	79	53	169	0	54	36	428
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0	24.0	9.5	24.0		24.0	24.0	11.0
Total Split (s)	29.0	31.0		23.0	25.0	25.0	10.6	36.0		25.4	25.4	29.0
Total Split (%)	32.2%	34.4%		25.6%	27.8%	27.8%	11.8%	40.0%		28.2%	28.2%	32.2%
Maximum Green (s)	23.0	25.0		17.0	19.0	19.0	6.1	30.0		19.4	19.4	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.5	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	Max		Max	Max	None
Walk Time (s)		7.0			7.0	7.0		7.0		7.0	7.0	

Lanes, Volumes, Timings
 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road

Opening Year 2025 Build PM

12/07/2020

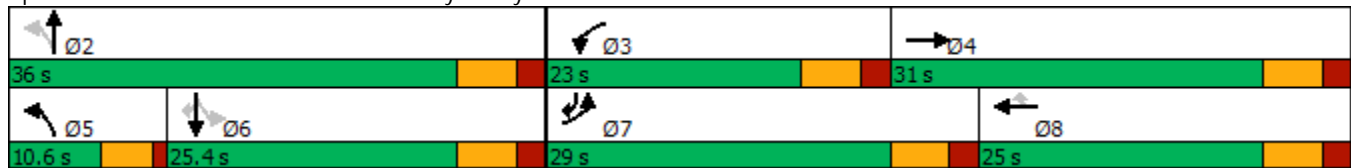


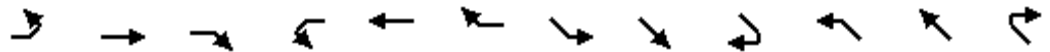
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0		0	0	
Act Effct Green (s)	13.5	16.3		9.5	12.3	12.3	31.8	30.2		24.2	24.2	43.8
Actuated g/C Ratio	0.18	0.22		0.13	0.17	0.17	0.43	0.41		0.33	0.33	0.59
v/c Ratio	0.56	0.62		0.43	0.56	0.21	0.10	0.13		0.14	0.03	0.40
Control Delay	31.8	27.6		34.2	32.9	1.2	15.4	4.6		24.3	22.7	4.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	27.6		34.2	32.9	1.2	15.4	4.6		24.3	22.7	4.1
LOS	C	C		C	C	A	B	A		C	C	A
Approach Delay		29.4			28.9			7.2			7.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	71	91		39	69	0	14	2		19	6	22
Queue Length 95th (ft)	118	142		75	115	0	41	23		55	20	77
Internal Link Dist (ft)		1664			4515			1859			1768	
Turn Bay Length (ft)	500			250		215	150			110		250
Base Capacity (vph)	1013	1124		748	862	507	544	1340		392	1155	1230
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.33	0.41		0.24	0.36	0.16	0.10	0.13		0.14	0.03	0.35

Intersection Summary

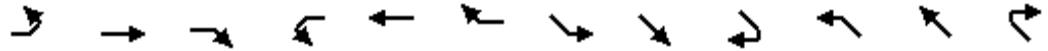
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 74.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 51.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: Cross Praire Parkway/Shady Lane & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	55	237	162	79	300	591	446	1550	17	272	2365	27
Future Volume (vph)	55	237	162	79	300	591	446	1550	17	272	2365	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3433	4838	0	1770	4933	0
Flt Permitted	0.504			0.425			0.950			0.950		
Satd. Flow (perm)	887	3343	1495	748	3343	2632	3433	4838	0	1770	4933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			78			1			1
Link Speed (mph)		40			45			50				50
Link Distance (ft)		4595			1264			2612				2342
Travel Time (s)		78.3			19.2			35.6				31.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	7%	7%	2%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	249	171	83	316	622	469	1650	0	286	2517	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	81	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	81	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	15.2	48.0	37.8	29.2	62.0		31.0	105.0		37.8	111.8	
Total Split (%)	6.9%	21.8%	17.2%	13.3%	28.2%		14.1%	47.7%		17.2%	50.8%	
Maximum Green (s)	7.4	40.1	29.0	21.4	53.7		22.2	97.4		29.0	104.2	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)					7.0			7.0				7.0

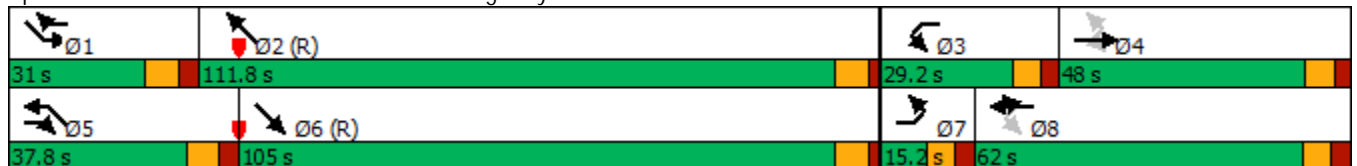


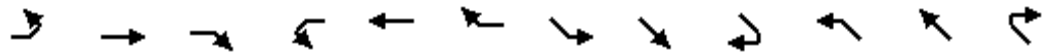
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	44.9	37.4	85.1	56.3	43.0	84.8	32.9	97.4		39.7	104.2	
Actuated g/C Ratio	0.20	0.17	0.39	0.26	0.20	0.39	0.15	0.44		0.18	0.47	
v/c Ratio	0.28	0.44	0.27	0.34	0.48	0.59	0.91	0.77		0.90	1.08	
Control Delay	64.1	83.7	20.1	64.2	80.2	49.0	109.5	54.8		113.0	97.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.1	83.7	20.1	64.2	80.2	49.0	109.5	54.8		113.0	97.0	
LOS	E	F	C	E	F	D	F	D		F	F	
Approach Delay		58.6			59.9			66.9			98.7	
Approach LOS		E			E			E			F	
Queue Length 50th (ft)	65	173	67	94	217	361	353	742		414	~1483	
Queue Length 95th (ft)	105	219	140	142	259	438	#586	796		#727	#1538	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	207	622	639	289	815	1056	514	2142		319	2336	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.40	0.27	0.29	0.39	0.59	0.91	0.77		0.90	1.08	

Intersection Summary

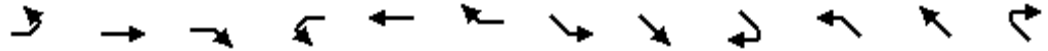
Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 43 (20%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 79.0 Intersection LOS: E
 Intersection Capacity Utilization 98.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	50	274	264	94	154	463	660	2083	17	255	1713	28
Future Volume (vph)	50	274	264	94	154	463	660	2083	17	255	1713	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	465		440	420		475	290		0	800		0
Storage Lanes	1		1	1		2	2		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3343	1495	1671	3343	2632	3467	5081	0	1787	4981	0
Flt Permitted	0.649			0.301			0.950			0.950		
Satd. Flow (perm)	1142	3343	1495	530	3343	2632	3467	5081	0	1787	4981	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			133		1			1	
Link Speed (mph)		40			45			50			50	
Link Distance (ft)		4595			1264			2612			2342	
Travel Time (s)		78.3			19.2			35.6			31.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	2%	0%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	288	278	99	162	487	695	2211	0	268	1832	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	8 1	1	6		5	2	
Permitted Phases	4		4	8								
Detector Phase	7	4	5	3	8	8 1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0	8.0	5.0	10.0		8.0	22.0		8.0	22.0	
Minimum Split (s)	12.8	25.9	16.8	12.8	51.3		16.8	42.6		16.8	42.6	
Total Split (s)	19.0	26.0	33.0	50.0	57.0		48.0	101.0		33.0	86.0	
Total Split (%)	9.0%	12.4%	15.7%	23.8%	27.1%		22.9%	48.1%		15.7%	41.0%	
Maximum Green (s)	11.2	18.1	24.2	42.2	48.7		39.2	93.4		24.2	78.4	
Yellow Time (s)	4.8	4.8	5.5	4.8	4.8		5.5	5.6		5.5	5.6	
All-Red Time (s)	3.0	3.1	3.3	3.0	3.5		3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.8	7.9	8.8	7.8	8.3		8.8	7.6		8.8	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5		2.5	4.0		2.5	4.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	Max	None	None		None	C-Max		Max	C-Max	
Walk Time (s)					7.0			7.0				7.0

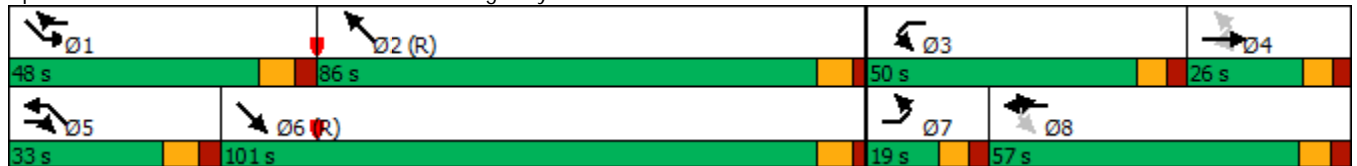


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Flash Dont Walk (s)					36.0			28.0				28.0
Pedestrian Calls (#/hr)					0			0				0
Act Effect Green (s)	35.1	25.5	77.3	46.0	30.7	93.3	53.8	93.4		43.9	83.5	
Actuated g/C Ratio	0.17	0.12	0.37	0.22	0.15	0.44	0.26	0.44		0.21	0.40	
v/c Ratio	0.25	0.71	0.42	0.50	0.33	0.39	0.78	0.98		0.72	0.93	
Control Delay	65.8	98.8	17.8	73.8	81.7	28.5	80.2	71.0		89.0	68.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.8	98.8	17.8	73.8	81.7	28.5	80.2	71.0		89.0	68.7	
LOS	E	F	B	E	F	C	F	E		F	E	
Approach Delay		59.6			46.0			73.2			71.3	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	59	205	89	114	108	189	471	1100		351	877	
Queue Length 95th (ft)	101	262	189	169	146	234	558	#1178		#542	#1029	
Internal Link Dist (ft)		4515			1184			2532			2262	
Turn Bay Length (ft)	465		440	420		475	290			800		
Base Capacity (vph)	228	406	668	352	775	1243	888	2260		373	1980	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.71	0.42	0.28	0.21	0.39	0.78	0.98		0.72	0.93	

Intersection Summary

Area Type: Other
 Cycle Length: 210
 Actuated Cycle Length: 210
 Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 68.1 Intersection LOS: E
 Intersection Capacity Utilization 95.0% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Irlo Bronson Memorial Highway/US 441/US 192 & Partin Settlement Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	303	0	1	576	121	0	2	0	101	0	446
Future Volume (vph)	238	303	0	1	576	121	0	2	0	101	0	446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1671	3343	1495	0	1900	0	1770	1568	0
Flt Permitted	0.950			0.558						0.634		
Satd. Flow (perm)	3242	3343	0	982	3343	1495	0	1900	0	1181	1568	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						127						421
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	319	0	1	606	127	0	2	0	106	469	0
Turn Type	Prot	NA		pm+pt	NA	pm+ov		NA		pm+pt	NA	
Protected Phases	7	4		3	8	5	1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	8.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	14.4	14.4	35.4		14.4	35.4	
Total Split (s)	20.0	45.0		16.0	41.0	14.6	14.4	39.4		14.6	39.6	
Total Split (%)	17.4%	39.1%		13.9%	35.7%	12.7%	12.5%	34.3%		12.7%	34.4%	
Maximum Green (s)	14.0	39.0		10.0	35.0	8.2	8.0	33.0		8.2	33.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.4		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0			7.0				7.0

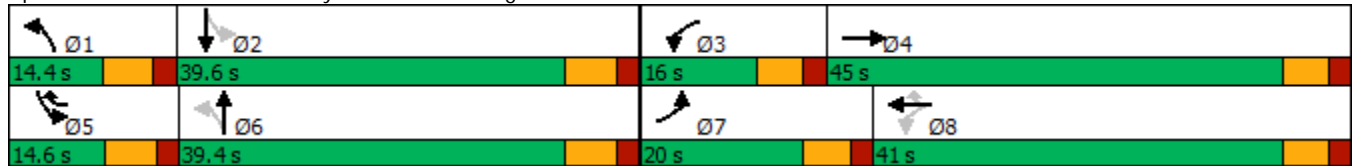


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0			22.0				22.0
Pedestrian Calls (#/hr)					0			0				0
Act Effct Green (s)	12.2	38.7		33.4	23.3	37.5		33.1		47.7	47.7	
Actuated g/C Ratio	0.12	0.38		0.33	0.23	0.37		0.33		0.47	0.47	
v/c Ratio	0.64	0.25		0.00	0.79	0.20		0.00		0.18	0.49	
Control Delay	51.8	23.0		17.0	45.1	4.6		26.5		17.8	5.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	51.8	23.0		17.0	45.1	4.6		26.5		17.8	5.0	
LOS	D	C		B	D	A		C		B	A	
Approach Delay		35.7			38.1			26.5			7.3	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	80	69		0	196	0		1		38	17	
Queue Length 95th (ft)	131	128		3	262	36		7		81	92	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170			85		300						
Base Capacity (vph)	447	1353		390	1154	632		618		601	958	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.56	0.24		0.00	0.53	0.20		0.00		0.18	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 115
 Actuated Cycle Length: 101.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 27.9
 Intersection LOS: C
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: Driveway to Church/Remington Boulevard & Partin Settlement Road

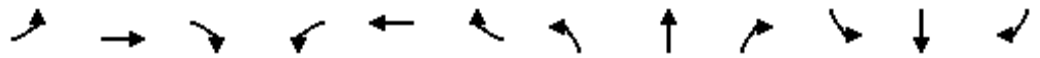


Lanes, Volumes, Timings

Opening Year 2025 Build PM

30: Driveway to Church/Remington Boulevard & Partin Settlement Road

12/07/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	586	2	0	260	126	2	0	0	97	0	267
Future Volume (vph)	390	586	2	0	260	126	2	0	0	97	0	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	85		300	0		0	0		250
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3242	3343	0	1759	3343	1495	0	1805	0	1805	1524	0
Flt Permitted	0.950							0.587		0.799		
Satd. Flow (perm)	3242	3343	0	1759	3343	1495	0	1115	0	1518	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						198						675
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2177			4539			171				1959
Travel Time (s)		33.0			68.8			3.9				44.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	0%	0%	0%	0%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	411	619	0	0	274	133	0	2	0	102	281	0
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases				8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	8.0	16.0		8.0	16.0	
Minimum Split (s)	16.0	24.0		16.0	35.0	35.0	14.4	35.4		14.4	35.4	
Total Split (s)	34.0	53.0		16.0	35.0	35.0	14.4	36.6		14.4	36.6	
Total Split (%)	28.3%	44.2%		13.3%	29.2%	29.2%	12.0%	30.5%		12.0%	30.5%	
Maximum Green (s)	28.0	47.0		10.0	29.0	29.0	8.0	30.2		8.0	30.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.4		6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.5		2.5	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)					7.0	7.0		7.0				7.0

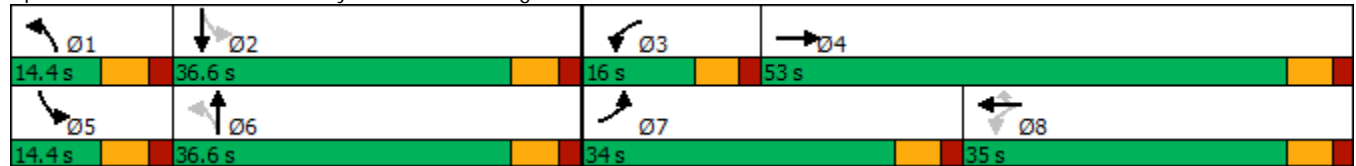


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					22.0	22.0		22.0				22.0
Pedestrian Calls (#/hr)					0	0		0				0
Act Effct Green (s)	16.5	35.4			12.8	12.8		30.7		41.6	41.6	
Actuated g/C Ratio	0.18	0.40			0.14	0.14		0.34		0.46	0.46	
v/c Ratio	0.69	0.47			0.57	0.35		0.01		0.14	0.26	
Control Delay	41.6	21.8			42.3	3.8		24.0		15.3	0.6	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	41.6	21.8			42.3	3.8		24.0		15.3	0.6	
LOS	D	C			D	A		C		B	A	
Approach Delay		29.7			29.7			24.0				4.5
Approach LOS		C			C			C				A
Queue Length 50th (ft)	117	141			80	0		1		31	0	
Queue Length 95th (ft)	174	188			128	13		6		71	0	
Internal Link Dist (ft)		2097			4459			91			1879	
Turn Bay Length (ft)	170					300						
Base Capacity (vph)	1029	1781			1099	624		381		731	1069	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.40	0.35			0.25	0.21		0.01		0.14	0.26	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 89.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 56.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 30: Driveway to Church/Remington Boulevard & Partin Settlement Road



Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 Build AM

12/07/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	167	330	415	431	120
Future Volume (vph)	150	167	330	415	431	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1599	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		90
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	176	347	437	454	126
Turn Type	Prot	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases				2		8
Detector Phase	1	6	2	8	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	8.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	16.0	16.0	16.0
Total Split (s)	22.0	67.0	45.0	53.0	53.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%	44.2%	44.2%
Maximum Green (s)	16.0	61.0	39.0	47.0	47.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	3.5	3.5	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	None	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.5	61.4	41.8	78.2	30.3	30.3
Actuated g/C Ratio	0.13	0.59	0.40	0.75	0.29	0.29
v/c Ratio	0.73	0.17	0.45	0.35	0.86	0.24
Control Delay	64.2	11.7	27.5	2.7	51.1	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	11.7	27.5	2.7	51.1	10.1
LOS	E	B	C	A	D	B
Approach Delay		36.5	13.7		42.2	
Approach LOS		D	B		D	
Queue Length 50th (ft)	100	49	165	33	282	17
Queue Length 95th (ft)	#205	108	305	65	402	58
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	259	1040	765	1469	822	784
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.17	0.45	0.30	0.55	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 103.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 27.9
 Intersection LOS: C
 Intersection Capacity Utilization 64.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

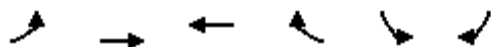
Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



Lanes, Volumes, Timings
3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 Build PM

12/07/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	155	418	215	414	351	150
Future Volume (vph)	155	418	215	414	351	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	140			100	0	140
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1671	1759	1900	1583	1805	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1671	1759	1900	1583	1805	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				436		158
Link Speed (mph)		40	35		35	
Link Distance (ft)		4539	2040		1694	
Travel Time (s)		77.4	39.7		33.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	440	226	436	369	158
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	10.0	15.0	15.0	15.0	8.0	8.0
Minimum Split (s)	16.0	24.0	24.0	24.0	16.0	16.0
Total Split (s)	21.0	46.0	25.0	25.0	34.0	34.0
Total Split (%)	26.3%	57.5%	31.3%	31.3%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	19.0	19.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	3.5	3.5	3.5	2.0	2.0
Minimum Gap (s)	2.0	3.5	3.5	3.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)						

Lanes, Volumes, Timings
 3: Partin Settlement Road & Lakeshore Boulevard

Opening Year 2025 Build PM

12/07/2020

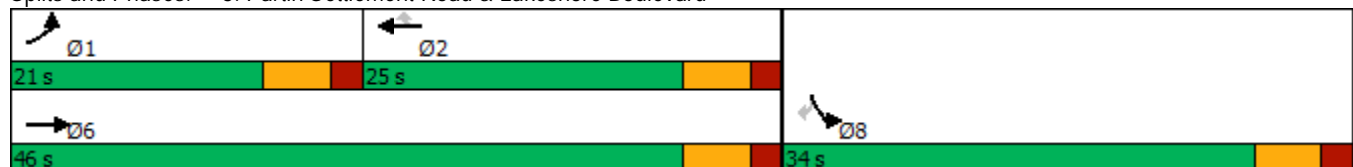


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effect Green (s)	11.8	40.2	22.4	22.4	18.6	18.6
Actuated g/C Ratio	0.17	0.57	0.32	0.32	0.26	0.26
v/c Ratio	0.59	0.44	0.38	0.55	0.78	0.30
Control Delay	37.4	11.8	23.5	5.7	36.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	11.8	23.5	5.7	36.2	5.2
LOS	D	B	C	A	D	A
Approach Delay		18.7	11.8		26.9	
Approach LOS		B	B		C	
Queue Length 50th (ft)	67	100	74	0	148	0
Queue Length 95th (ft)	133	214	164	71	236	37
Internal Link Dist (ft)		4459	1960		1614	
Turn Bay Length (ft)	140			100		140
Base Capacity (vph)	355	998	600	798	716	718
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.44	0.38	0.55	0.52	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 70.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 18.5
 Intersection LOS: B
 Intersection Capacity Utilization 55.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Partin Settlement Road & Lakeshore Boulevard



APPENDIX J

Intersection Storage Length Calculations

Partin Settlement Road		
RECOMMENDED TURN LANE LENGTHS		
Intersection Approach & Lane Group		Recommended Turn Lane Lengths (ft.)
Partin Settlement Road and Neptune Road/CR 525 Intersection		
EB	Left	250
WB	Left	175
	Right	425
NB	Left	275
SB	Left	925
Partin Settlement Road and Shady Lane/Cross Prairie Parkway Intersection		
EB	Left	450
WB	Left	350
	Right	175
NB	Left	500
SB	Left	275
	Right	475
Partin Settlement Road and US 192 Intersection		
EB	Left	325
	Right	725
WB	Left	675
	Right	1000
NB	Left	1500
SB	Left	1525
Partin Settlement Road and Remington Boulevard Intersection		
EB	Left	500
WB	Left	200
	Right	250
SB	Left	300
Partin Settlement Road and Lakeshore Boulevard Intersection		
NB	Thru Taper	450
SB	Right	350

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2045 - AM Peak - Directional Design Hour Volumes)

Intersection		Existing Storage Lengths per Lane (without taper)(ft)	95th Percentile Queue (ft)	"L" Distance From Index No. 301 (ft)	Column E + Column F (feet)	Recommended Lane Lengths ¹ (ft.)	Foot Notes
Approach & Lane Group			From Synchro				
Partin Settlement Road and Neptune Road/CR 525 Intersection							
EB	Left	150	81	145	226	250	2
	Thru-Right	-			0	0	2
WB	Left	-		155	155	175	4
	Thru-Right	-			0	0	4
	Right	190	266	155	421	425	4
NB	Left	210	25	240	265	275	5
	Thru-Right	-			0	0	5
SB	Left	200	371	240	611	625	5
	Thru-Right	-			0	0	5
Partin Settlement Road and Shady Lane/Cross Prairie Parkway Intersection							
EB	Left		294	155	449	450	4
	Thru-Right				0	0	4
WB	Left		136	155	291	300	4
	Thru				0	0	4
	Right		8	155	163	175	4
NB	Left		326	155	481	500	3
	Thru-Right				0	0	3
SB	Left		33	185	218	225	4
	Thru				0	0	4
	Right		138	185	323	325	4

Notes: 1. The distance "L" is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 55 mph.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2045 - AM Peak - Directional Design Hour Volumes)

Intersection		Existing Storage Lengths per Lane (without taper)(ft)	95th Percentile Queue (ft)	"L" Distance From Index No. 301 (ft)	Column E + Column F (feet)	Recommended Lane Lengths ¹ (ft.)	Foot Notes
Approach & Lane Group			From Synchro				
Partin Settlement Road and US 192 Intersection							
EB	Left		164	155	319	325	5
	Thru				0	0	5
	Right		280	155	435	450	5
WB	Left		281	185	466	475	5
	Thru				0	0	5
	Right		804	185	989	1000	5
NB	Left		1252	240	1492	1500	5
	Thru-Right				0	0	5
SB	Left		1008	240	1248	1250	5
	Thru-Right				0	0	5
Partin Settlement Road and Remington Boulevard Intersection							
EB	Left		235	185	420	425	5
	Thru-Right				0	0	5
WB	Left		0	185	185	200	4
	Thru				0	0	4
	Right		47	185	232	250	4
NB	Left-Thru-Right					0	3
SB	Left		126	155	281	300	3
	Thru-Right				0	0	3
Partin Settlement Road and Lakeshore Boulevard Intersection							
EB	Left				0	0	5
	Right				0	0	5
NB	Left				0	0	4
	Right		244	185	429	450	4
SB	Thru				0	0	4
	Right		143	185	328	350	4

Notes: 1. The distance "L" is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 55 mph.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2045 - PM Peak - Directional Design Hour Volumes)

Intersection		Existing Storage Lengths per Lane (without taper)(ft)	95th Percentile Queue (ft)	"L" Distance From Index No. 301 (ft)	Column E + Column F (feet)	Recommended Lane Lengths ¹ (ft.)	Foot Notes
Approach & Lane Group			From Synchro				
Partin Settlement Road and Neptune Road/CR 525 Intersection							
EB	Left	150	50	145	195	200	2
	Thru-Right	-			0	0	2
WB	Left	-		155	155	175	4
	Thru-Right	-			0	0	4
	Right	190	122	155	277	300	4
NB	Left	210	13	240	253	275	5
	Thru-Right	-			0	0	5
SB	Left	200	666	240	906	925	5
	Thru-Right	-			0	0	5
Partin Settlement Road and Shady Lane/Cross Prairie Parkway Intersection							
EB	Left		156	155	311	325	4
	Thru-Right				0	0	4
WB	Left		190	155	345	350	4
	Thru				0	0	4
	Right		12	155	167	175	4
NB	Left		240	155	395	400	3
	Thru-Right				0	0	3
SB	Left		77	185	262	275	4
	Thru				0	0	4
	Right		281	185	466	475	4

Notes: 1. The distance "L" is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 55 mph.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2045 - PM Peak - Directional Design Hour Volumes)

Intersection		Existing Storage Lengths per Lane (without taper)(ft)	95th Percentile Queue (ft)	"L" Distance From Index No. 301 (ft)	Column E + Column F (feet)	Recommended Lane Lengths ¹ (ft.)	Foot Notes
Approach & Lane Group			From Synchro				
Partin Settlement Road and US 192 Intersection							
EB	Left		149	155	304	325	5
	Thru				0	0	5
	Right		561	155	716	725	5
WB	Left		474	185	659	675	5
	Thru				0	0	5
	Right		398	185	583	600	5
NB	Left		1188	240	1428	1450	5
	Thru-Right				0	0	5
SB	Left		1268	240	1508	1525	5
	Thru-Right				0	0	5
Partin Settlement Road and Remington Boulevard Intersection							
EB	Left		291	185	476	500	5
	Thru-Right				0	0	5
WB	Left		0	185	185	200	4
	Thru				0	0	4
	Right		64	185	249	250	4
NB	Left-Thru-Right					0	3
SB	Left		98	155	253	275	3
	Thru-Right				0	0	3
Partin Settlement Road and Lakeshore Boulevard Intersection							
EB	Left				0	0	5
	Right				0	0	5
NB	Left				0	0	4
	Right		229	185	414	425	4
SB	Thru				0	0	4
	Right		76	185	261	275	4
Notes: 1. The distance "L" is the total deceleration distance							
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.							
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed							



APPENDIX K: COUNTY COMMENTS AND RESPONSES

Osceola County Comments and Responses:

- A note should be inserted within Figure 5-1 referencing Figure 7-1 to see the layout of the intersection at Shady Lane / Cross Prairie that is currently under construction, including adding a traffic signal, that will be operating before opening year 2025.
 - A note will be added.
- Figures 5-1, 5-5, 6-4 thru 6-6, and 7-1 are confusing and inconsistent for the Lakeshore intersection. Appears this should be shown schematically as a T-intersection with a north leg connecting to an east-west segment.
 - The schematic will be revised to reflect a north leg connecting to east-west segment at Lakeshore Boulevard intersection.
- Didn't see an analysis for interim year 2035 that would have the road widened to 4-lanes from Remington Rd westward and remain a 2-lane road eastward, which is an important consideration for the project.
 - Interim year 2035 build analysis as requested will be added to the appendices of the report.
- Section 7.6 contains several turn movements with significant storage lengths, were these considered for dual lanes or were the areas too constrained? (should be discussed in the report)
 - This will be added in the report.
- Appendices: Please attach the appendices mentioned in the report. We may have additional comments after reviewing the appendices.
 - Appendices will be sent.
- Page 23: Intersection Operational Analysis: Please include maximum volume-to-capacity (v/c) ratios and corresponding movements as a performance metric for the intersection analyses. A v/c ratio of less than 1.0 is considered desirable but is not required by Osceola County.
 - Maximum volume-to-capacity (v/c) ratios and corresponding movements will be added as a performance metric for the intersection analyses.
- Page 38: Intersection with US 192: Please address whether it is appropriate to include intersection improvements at the intersection of Partin Settlement Road and US 192. It is likely that FDOT is the appropriate agency to lead improvements at this intersection, however, it is important to evaluate whether improvements should be included as part of the Partin Settlement Road widening.

- Agree that FDOT is the appropriate agency to lead improvements at this intersection, however, improvements included at this location are only along Partin Settlement Road. No geometric improvements have been added along US 192. This will be more clearly stated on page 38. Based on further coordination with the County, improvements added along US 192 are listed below:
 - o Dual NB LT Lanes,
 - o Triple SB LT Lanes, and,
 - o 4 Lanes along US 192 in each directionHowever, improvements along US 192 will be finalized later based on coordination with Osceola County and FDOT as FDOT is responsible for the improvements along US 192.

- Page 46: Recommended Turn Lane Lengths: Where turn lanes are currently in place, please provide the existing length, whether there are any deficiencies, and the additional length needed to satisfy the anticipated queue length.
 - Existing Turn Lane Length will be added to Table 7-11 on page 46 of PTAR.

- Page 47: Safety Recommendations: Please describe the recommended safety countermeasures in the report summary.
 - Safety countermeasures discussed in Section 5.2 will be added to the report summary on page 47 as well.

From: Conroy D Jacobs <Conroy.Jacobs@OSCEOLA.ORG>
Sent: Wednesday, February 03, 2021 11:17 AM
To: Smith, Greg <GSmith@jmt.com>
Cc: Todd Hudson <todd.hudson@OSCEOLA.ORG>; Marianne Arneberg <marianne.arneberg@osceola.org>; Ray, Jennifer <JRay@jmt.com>; Daniel Kelly <daniel.kelly@osceola.org>; Kathy Lee <Kathy.Lee@OSCEOLA.ORG>
Subject: [EXTERNAL] RE: Partin Settlement - Project Traffic Analysis Report

Greg,

Please see comments below on the subject report:

- The Conclusion on page 4 and Summary on page 48 should clarify that the interim analysis indicates the widening from Remington to Lakeshore does not need to be in-place until 2035 and the project can be constructed in two separate phases if desired by the County. These sections should also mention that several alternatives were considered for improving the US 192 intersection but all remained LOS F in 2045. **Agreed**
- Figure 7-2 needs graphical correction (blocks appear around arrows). **Agreed, boxes removed.**
- The discussion on US 192 at the bottom of page 38 should describe the alternatives that were evaluated, as described in your previous email, and state that no improvements are currently planned by D5. **Agreed**
- The discussion at the bottom of page 47 within Section 7.6 should address recommendations for dual turn lanes instead of just stating long storage lengths will be constrained. **There are several locations where significant storage lengths are recommended, though the ability to fully construct these improvements are constrained by nearby intersections or cost considerations. Locations where these constraints occur include the north approach at Neptune Road, the north, east, and south approaches at US 192.**
Accordingly, the recommended dual left turn bay lengths at the north approach at Neptune Road is 325 feet (reduced from 925 feet due to the nearby Meadow Spring Court intersection), the recommended dual left turn lane bay lengths at the north approach of US 192 is 290 feet (reduced from 1,525 feet due to the Amber Point Boulevard intersection, the recommended dual right turn bay lengths at the east approach of US 192 is 475 feet (reduced from 1,000 feet due to nearby Red Jasper Drive), and the recommended left turn bay length at the south approach of US 192 is 800 feet (reduced from 1,500 feet due to nearby Broadview Drive intersection). A footnote has been added to Table 7-11 regarding the bay lengths.

Thanks,

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