MARIGOLD AVENUE SAFETY STUDY

Study Intersections:
Marigold Avenue and Peabody Road
Marigold Avenue and Laurel Avenue
Marigold Avenue and San Miguel Road
Marigold Avenue and San Lorenzo Road

Osceola County, Florida

Prepared for:

THE FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5 TRAFFIC OPERATIONS
719 South Woodland Boulevard
DeLand, Florida 32720

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Executive Summary

At the request of the Florida Department of Transportation (FDOT), England-Thims & Miller, Inc. (ETM) conducted a safety study at the Marigold Avenue intersections with Peabody Road, Laurel Avenue, San Miguel Road, and San Lorenzo Road in Osceola County, Florida. The purpose of the study was to identify any improvements that address existing crash patterns and potentially reduce the frequency and severity of future crashes.

From January 1, 2012 to March 31, 2019, there were 107 collisions reported at the study intersections. These crashes resulted in no fatalities, 149 injuries (in 70 injury crashes), and $857,055 in estimated property damage. The predominant crash types include 32 (30%) angle, 24 (22%) left-turn crashes, and 24 (22%) rear-end collisions. There were also 3 pedestrian-/bicyclist-related crashes.

Eight-hour turning-movement counts were collected at the study intersections. These locations were counted by Osceola County on May 22, 2019 (at the San Lorenzo Road and Peabody Road intersections) and on August 27, 2019 (at the San Miguel Road and Laurel Avenue intersections). ETM personnel completed field observations during the AM and PM peak periods as well as the off-peak hours to identify existing operational deficiencies and potential safety issues.

To reduce crash frequencies and improve the overall operations within the corridor, constructing roundabouts at the significant Marigold Avenue intersections (Peabody Road, Laurel Avenue, and San Lorenzo Road) is recommended (please see the Long-Term Concept Diagrams located in **Appendix G**).

Roundabouts feature channelized approaches and a center island that results in lower speeds and fewer conflict points. By constructing roundabouts at the study intersections, the corridor can anticipate safety and operational benefits. The intersections would operate more efficiently and the number of crashes (and the crash severity) should be reduced. This corridor-wide improvement should also have a traffic-calming effect, slowing traffic and creating a more pedestrian-friendly environment.

The following long-term improvements are recommended:

- Construct a roundabout at the Peabody Road/Marigold Avenue intersection.
- Construct a roundabout at the Laurel Avenue/Marigold Avenue intersection.
- Construct a northbound left-turn bay at the San Miguel Road/Marigold Avenue intersection.
- Construct a roundabout at the San Lorenzo Road/Marigold Avenue intersection.

A benefit-to-cost analysis was calculated for the proposed improvements and was based on criteria outlined in the Highway Safety Improvement Program Manual. The estimated cost to provide these improvements is $6,157,741 (which reflects an annual cost of $461,795). The resulting annual benefit is expected to be $1,059,871. **The calculated benefit/cost ratio is 2.30 and the Net Present Value is $6,647,354**.

Additionally, the following low-cost, short-term improvements are recommended:

- Replace the school crossing signs with fluorescent yellow-green school crossing signs and supplemental plaques. Also, re-stripe the existing "SCHOOL" pavement messages/markings.
- Install high-emphasis crosswalk striping at all existing marked crosswalks at the study intersections.
- Install "STOP" pavement messages and additional STOP signs to supplement some existing STOP signs. Also, install red "bright sticks" to enhance the visibility of some existing STOP signs.
- Re-stripe the double yellow centerline and replace the Y/Y RPMs at each study intersection.

The estimated cost for these short-term improvements is $74,823.

Introduction

England-Thims & Miller, Inc. (ETM) performed a safety study at the Marigold Avenue intersections with Peabody Road, Laurel Avenue, San Miguel Road, and San Lorenzo Road in Osceola County, Florida. The purpose of the study was to identify improvements that could reduce the frequency and/or severity of crashes.

The analysis methods used in completing this study are consistent with the Federal Highway Administration's **Manual on Uniform Traffic Control Devices** (MUTCD 2009), the American Association of State Highway and Transportation Officials' (AASHTO) **Highway Safety Manual** (2010), FDOT's **Traffic Engineering Manual** (TEM January 2019), FDOT's **Manual of Uniform Traffic Studies** (MUTS 2016), FDOT's **Median Handbook** (2014), and FDOT's **Design Manual** (January 2019). This report contains existing conditions, collision analyses, qualitative assessments, recommended improvements, cost estimates and final recommendations.

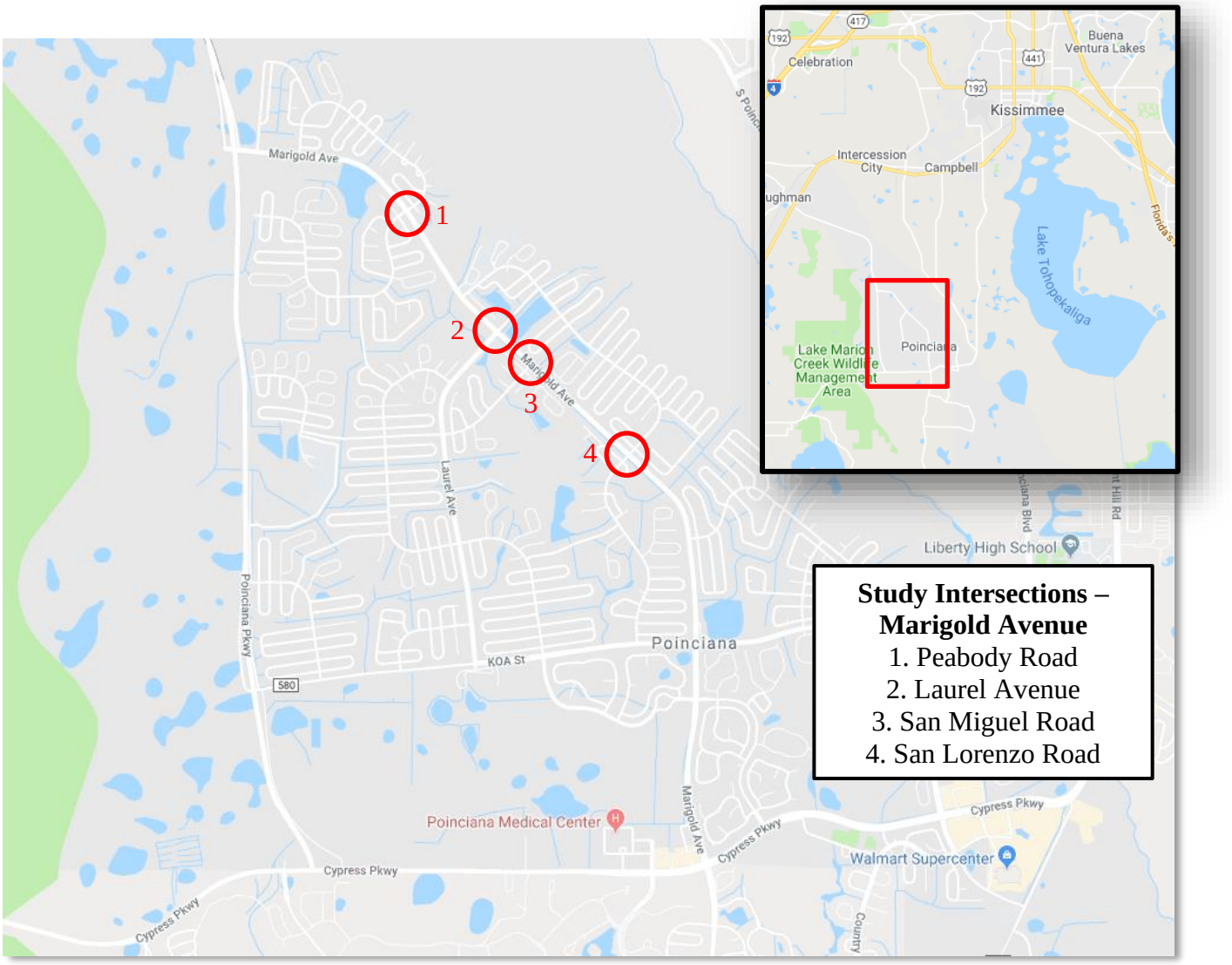

Figure 1 – Project Location/Vicinity Map

Existing Conditions

Table 1 summarizes the existing conditions for the study corridor. The conditions diagrams are provided in **Appendix A**. Site photos are provided in **Appendix B**.

Table 1 – Existing Conditions

Feature	Description
Roadway	Marigold Avenue
Area Location	This corridor is located in Kissimmee, Florida (Osceola County)
Surrounding Development	The corridor serves a predominantly residential area.
Marigold Avenue	• Cross Section – two-lane, undivided rural typical section • Posted Speed Limit – 45 mph (except for 30 mph from approximately 500' south of Laurel Avenue to about 1500' north of Laurel Avenue) • AADT – 5,500 vpd with a daily T-factor of 1.9% • Sidewalks exist on the west side of the corridor (between Peabody Road and San Lorenzo Road) • Street lighting exists along the east side of Marigold Avenue
Peabody Road at Marigold Avenue	• Intersection – Cross-intersection (four legs) • Cross Section – two-lane, undivided rural typical section • Posted Speed Limit – 30 mph • Traffic Control – All-way stop-controlled
Laurel Avenue at Marigold Avenue	• Intersection – Cross-intersection (four legs) • Cross Section – two-lane, undivided rural typical section • Posted Speed Limit – 30 mph • Traffic Control – Side-street stop-controlled
San Miguel Road at Marigold Avenue	• Intersection – T-intersection (three legs) • Cross Section – two-lane, undivided rural typical section • Posted Speed Limit – 30 mph • Traffic Control – Side-street stop-controlled
San Lorenzo Road at Marigold Avenue	• Intersection – Cross-intersection (four legs) • Cross Section – two-lane, undivided rural typical section • Posted Speed Limit – 30 mph • Traffic Control – Side-street stop-controlled

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Traffic Conditions

There is one FDOT Traffic Count Station on Marigold Avenue (just north of Peabody Road). Historical traffic data and traffic characteristics are shown in Table 2.

Table 2 – Historical Local Traffic Data and Characteristics

Characteristics	FDOT Count Station 927085 2.42 miles north of Koa Street	AADT Flags
2014 AADT	7,800	Computed
2015 AADT	8,000	First Year Estimate
2016 AADT	8,200	Second Year Estimate
2017 AADT	5,300	Computed
2018 AADT	5,500	First Year Estimate
2018 K-Factor	9.00	
2018 D-Factor	53.60	
2018 T-Factor	1.90	

A review of the 24-hour counts taken by Osceola County helped determine times for the morning, afternoon and evening peaks. Traffic data was collected from 6:30-9:00 AM and 2:00-7:30 PM. Data collected included 8-hour turning-movement counts and pedestrian/bicycle activity at the following locations along Marigold Avenue:

- Peabody Road
- Laurel Avenue
- San Miguel Road
- San Lorenzo Road

All traffic data collected as part of this study is included in **Appendix J**.

The AM/PM peak-hour turning-movement counts are summarized in Figure 2 (shown on the next page).

Collision Analysis

Within the study area, crash data was obtained from FDOT's Crash Analysis Reporting System (CARS) and the University of Florida's *Signal Four Analytics* for the seven-year (plus) period between January 1, 2012 and March 31, 2019.

During this time, a total of 107 crashes were reported at the study intersections and included the following crash types:

- 32 angle
- 24 left-turn
- 24 rear-end
- 10 off-road/rollover
- 5 other
- 4 sideswipe
- 3 pedestrian/bicyclist
- 3 right-turn
- 1 head-on
- 1 animal

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

OSCEOLA ROUNDABOUTS
PEAK HOUR
TURNING MOVEMENTS

SHEET NO. 1

An annual summary of the crash types (Table 3), crash severities (Table 4), and lighting/roadway conditions (Table 5) are shown below:

Table 3: Crash Types by Year

Year / Type	2012	2013	2014	2015	2016	2017	2018	Jan - Mar 2019	SUM
Angle	6	2	5	2	4	6	6	1	32
Animal	0	0	0	0	0	0	0	1	1
Bicycle	0	0	0	0	0	0	1	0	1
Head On	0	0	1	0	0	0	0	0	1
Left Turn	5	3	1	1	3	6	5	0	24
Off Road	2	0	2	1	1	1	0	0	7
Other	2	0	1	0	2	0	0	0	5
Pedestrian	1	0	0	0	0	1	0	0	2
Rear End	5	4	1	1	2	5	6	0	24
Right Turn	0	2	0	0	0	1	0	0	3
Rollover	0	0	0	1	0	1	1	0	3
Sideswipe	2	0	0	0	1	0	1	0	4
Unknown	0	0	0	0	0	0	0	0	0
TOTAL	23	11	11	6	13	21	20	2	**107**

Table 4: Crash Severity by Year

Year / Type	2012	2013	2014	2015	2016	2017	2018	Jan - Mar 2019	SUM
Fatal	0	0	0	0	0	0	0	0	0
Incapacitating	1	2	5	1	3	4	2	0	18
Non-Incapacitating	7	1	0	2	4	2	5	1	22
Possible	5	3	4	2	1	10	5	0	30
Property Damange Only	10	5	2	1	5	5	8	1	37
TOTAL	23	11	11	6	13	21	20	2	**107**

Table 5: Lighting and Roadway Condition by Year

Year / Type	2012	2013	2014	2015	2016	2017	2018	Jan - Mar 2019	SUM
Lighting Condition									**107**
Daylight	18	8	7	5	11	16	13	0	**78**
Dark - Lighted	3	2	3	0	0	2	2	0	**12**
Dark - Not Lighted	2	1	1	1	1	2	3	1	**12**
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	**0**
Dusk/Dawn	0	0	0	0	1	1	2	1	**5**
Unknown	0	0	0	0	0	0	0	0	**0**
Roadway Condition									**107**
Dry Pavement	17	8	9	6	12	16	18	2	**88**
Wet Pavement	6	3	2	0	1	5	2	0	**19**
Mud, Dirt, Gravel	0	0	0	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	0	0	0	**0**

Additional collision information:

- 70 crashes (65%) resulted in 149 injuries.
- There were 19 (18%) wet-pavement crashes and 29 (27%) nighttime crashes, which included dawn and dusk.
- The total property damage amount for all 107 crashes was estimated to be $857,055.

Detailed crash summaries for each intersection and collision diagram are located in **Appendix C** and **Appendix D**, respectively.

Qualitative Assessment

To assess the existing operating conditions and determine what, if any, improvements could be recommended (to enhance safety and efficiency for the traveling public), the study corridor was observed by a registered professional engineer.

Observations occurred primarily during peak hours derived from the intersection turning movement counts.

General Observations

- Numerous school buses were observed throughout the corridor turning into (and out from) all of the study intersections.
- The posted speed limit changes throughout the corridor (especially when considering school hours).
- Parents park on the side of road and wait on the north side of San Lorenzo Road/Marigold Avenue intersection.
- Crossing guards were stationed at several intersections along Marigold Avenue.

Planned Improvements

Marigold Avenue between Peabody Road and San Lorenzo Road is part of the Osceola County's 2016 Safe Routes To School (SRTS) application. Sidewalk is proposed on the northeast side of Marigold Avenue from Peabody Road south to Deerwood Elementary School and at San Lorenzo Road's northernmost connection to Marigold Avenue. Please see the exhibit in **Appendix E** for more information.

Intersection Evaluation

Peabody Road and Marigold Avenue

The intersection of Peabody Road and Marigold Avenue has four legs. This intersection is currently operating with all-way STOP control.

Collisions: Between 2012 and March 2019, there were 10 left-turn/angle collisions. Four (4) of these collisions occurred in the last three years (2016-2018).

Pedestrians/Bicyclists: The south leg of Marigold Avenue is the only approach with a marked crosswalk. Sidewalk runs east/west along the south side of Peabody Road and north/south on the west side of Marigold Avenue ending at Peabody Road. During the eight hours of turning movement counts collected, 20 pedestrians and 11 bicyclists crossed Marigold Avenue at this intersection.

Operational Analysis: Synchro software was used to evaluate the corridor's existing and future traffic operations. The existing conditions analysis resulted in LOS C during the AM peak hour and LOS B during the PM peak hour. A single-lane roundabout was also analyzed, which resulted in LOS A results during the AM and PM peak hours. The volumes on Marigold Avenue were then increased by 2% annually for 21 years. In 2040, the roundabout would remain at LOS A during the peak hours. For comparison, the all-way STOP-controlled intersection (in 2040) is expected to operate with LOS E results during the AM peak hour and with LOS C results during the PM peak hour.

Table 6: Peabody Road Intersection Analysis Results

Year	Peak Hour	Intersection Control							
		TWSC		AWSC		Signal		Roundabout	
		Delay	LOS*	Delay	LOS	Delay	LOS	Delay	LOS
2019	AM	9.8	D	15.6	C	10.9	B	5.8	A
	PM	5.6	D	12.5	B	9.7	A	5.5	A
2040	AM	14.5	E	38	E	12.2	B	7.1	A
	PM	6.1	E	17.7	C	10.2	B	6.6	A
**LOS was used from the approach with the greatest delay*									

Recommendation: The four-way STOP currently functions satisfactory and the collisions are minor. A roundabout would function better at this location and could be used as a traffic-calming measure, to beautify the corridor, and to provide consistency throughout the Marigold Avenue corridor (especially if roundabouts are constructed at the San Lorenzo Road and Laurel Avenue intersections).

Laurel Avenue and Marigold Avenue

The intersection of Laurel Avenue and Marigold Avenue has four legs. This intersection is currently operating with two-way STOP control as Laurel Avenue stops for Marigold Avenue.

Collisions: Between 2012 and March 2019, there were 20 left-turn/angle collisions. Ten (10) of these collisions occurred in the last three years (2016-2018).

Pedestrians/Bicyclists: The south leg of Marigold Avenue and the west leg of Laurel Avenue are the only approaches with marked crosswalks. Sidewalk runs east/west along the south side of Laurel Avenue, on the north side of Laurel Avenue (to the west of Marigold Avenue), and north/south on the west side of Marigold Avenue. During the eight hours of turning movement counts collected, 27 pedestrians and 22 bicyclists crossed Marigold Avenue at this intersection.

Operational Analysis: Synchro software was used to evaluate the corridor's existing and future traffic operations. The existing conditions analysis resulted in LOS C during the AM and PM peak hours. A single-lane roundabout was also analyzed, which resulted in LOS A results during the AM and PM peak hours. The volumes on Marigold Avenue were then increased by 2% annually for 21 years. In 2040, the roundabout would remain at LOS A during the peak hours. For comparison, an all-way STOP-controlled intersection (in 2040) is expected to operate with LOS D results during the AM peak hour and with LOS C results during the PM peak hour.

Table 7: Laurel Avenue Intersection Analysis Results

Year	Peak Hour	Intersection Control							
		TWSC		AWSC		Signal		Roundabout	
		Delay	LOS*	Delay	LOS	Delay	LOS	Delay	LOS
2019	AM	5.9	C	13.6	B	9.2	A	5.5	A
	PM	3.9	C	11.8	B	8.7	A	5.2	A
2040	AM	9.7	F	31.1	D	9.7	A	6.9	A
	PM	4.5	D	18.9	C	9	A	6.4	A
**LOS was used from the approach with the greatest delay*									

Recommendation: The two-way STOP currently functions satisfactory. A roundabout would function better at this location and could be used as a traffic-calming measure, to beautify the corridor, and to provide consistency throughout the Marigold Avenue corridor (especially if roundabouts are constructed at the Peabody Road and San Lorenzo Road intersections).

San Miguel Road and Marigold Avenue

The intersection of San Miguel Road and Marigold Avenue has three legs (San Miguel "tees" into Marigold). This intersection is currently operating with side-street STOP-control as San Miguel Road stops for Marigold Avenue.

Collisions: Between 2012 and March 2019, there were 24 collisions at/near the study intersection. Ten were northbound rear-ends and three were collisions occurring from a northbound motorist attempting to pass another motorist waiting to complete a left-turn movement onto San Miguel Road.

Pedestrians/Bicyclists: There are is one marked crosswalks at this intersection (across San Miguel). Sidewalk runs north/south on the west side of Marigold Avenue. During the eight hours of turning movement counts collected, one bicyclist crossed Marigold Avenue.

Operational Analysis: Synchro software was used to evaluate the corridor's existing and future traffic operations. The existing conditions analysis resulted in LOS A during the peak hours with an eastbound approach delay (for San Miguel Road) of 13.5 seconds during the AM peak hour and 14.2 seconds during the PM peak hour.

Recommendation: Construct a dedicated northbound left-turn bay on Marigold Avenue.

San Lorenzo Road and Marigold Avenue

The intersection of San Lorenzo Road and Marigold Avenue has four legs. This intersection is currently operating with two-way STOP control as San Lorenzo Road stops for Marigold Avenue.

Collisions: Between 2012 and March 2019, there were 25 left-turn/angle collisions. Sixteen (16) of these crashes occurred within the last three years (2016-2018).

Pedestrians/Bicyclists: The north leg of Marigold Avenue and the west leg of San Lorenzo Road are the only approaches with marked crosswalks. Sidewalk runs east/west along the north side of San Lorenzo Road and north/south on the west side of Marigold Avenue. During the eight hours of turning movement counts collected, 38 pedestrians and 7 bicyclists crossed Marigold Avenue at this intersection.

Operational Analysis: Synchro software was used to evaluate the corridor's existing and future traffic operations. The existing conditions analysis resulted in LOS F for the southwest approach (for motorists on San Lorenzo) during the peak hours. This intersection was analyzed to determine if an all-way STOP was feasible and the Synchro analysis resulted in LOS F during the PM peak hour. Signal warrants were reviewed and a signal would be warranted based on existing volumes. A single-lane roundabout was also analyzed, which resulted in a LOS A during AM and PM peak hours. The volumes on Marigold Avenue were then increased by 2% annually for 21 years. In 2040, the roundabout would experience LOS B results during the AM and PM peak hours.

Table 8: San Lorenzo Road Intersection Analysis Results

Year	Peak Hour	Intersection Control							
		TWSC		AWSC		Signal		Roundabout	
		Delay	LOS*	Delay	LOS	Delay	LOS	Delay	LOS
2019	AM	16	F	32.2	D	10	B	7	A
	PM	9.8	F	50.4	F	9.8	A	7.5	A
2040	AM	64.7	F	137.7	F	11.8	B	10.1	B
	PM	41.8	F	158.8	F	11.8	B	10.9	B
**LOS was used from the approach with the greatest delay*									

A partial signal warrant analysis was completed for the intersection of San Lorenzo Road and Marigold Avenue. The Manual on Uniform Traffic Control Devices (MUTCD) provides requirements and guidance for determining if signalization is the best method of traffic control. Chapter 4C of the 2009 edition (revised May 2012) of the MUTCD was used for this effort.

The collected turning-movement count data is summarized in Table 9, Warrant 1 (Eight-Hour Vehicle Volume) below. The posted speed limit in this area is 45 MPH, therefore this location would qualify for the reduction of the required approach volumes (from 100% to 70%). As a result, the required volume for the major roadway would be 350 vehicles per hour (vph) and the corresponding required volume for the minor roadway would be 105 vph (for Condition A, Minimum Vehicular Volume). For Condition B (Interruption of Continuous Traffic), the minimum requirements would be 525 vph for the major roadway and 53 vph for the minor roadway.

Table 9 – WARRANT 1 (Eight-Hour Vehicular Volume) – Existing Volumes

	NUMBER OF VEHICLES		IS HOURLY WARRANT SATISFIED?		
Time Period	Marigold Avenue	Minor Street (WB San Lorenzo)	Condition A	Condition B	Combination of A & B
6:30 - 7:00 AM	332	63	NO **	NO **	N/A
7:00 - 8:00 AM	946	152	YES	YES	N/A
8:00 - 9:00 AM	906	119	YES	YES	N/A
2:00 - 3:00 PM	890	105	YES	YES	N/A
3:00 - 4:00 PM	1060	104	NO	YES	N/A
4:00 - 5:00 PM	1120	114	YES	YES	N/A
5:00 - 6:00 PM	1102	114	YES	YES	N/A
6:00 - 7:00 PM	1081	115	YES	YES	N/A
NUMBER OF HOURS MEETING WARRANT			6	7	N/A
IS WARRANT SATISFIED?			NO	NO	N/A

*** only thirty minutes of data was reviewed*

A review of this data (see Table 9, previous page) shows that the required minimum volumes for Condition B are met for 7 of the 8 hours. However, based on the 6:30-7:00 AM volumes, it is reasonable to assume Warrant 1 requirements would be satisfied (if 6:00-6:30 AM or 9:00-9:30 AM data were included). For this reason, **Warrant 1 is expected to be satisfied.**

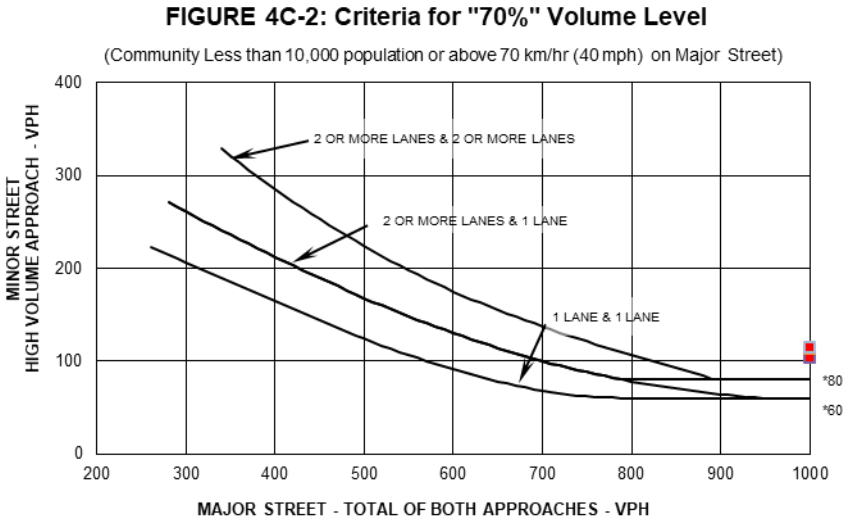


Figure 3 – MUTCD's Figure 4C-2, Four-Hour Vehicular Volume (70% Factor)

Warrant 2 (Four-hour Vehicular Volume) was also examined. The MUTCD permits the use of Figure 4C-2, Four-Hour Vehicular Volume (70% Factor) at this location. The lower threshold for the minor-street approach is 60 vehicles per hour (vph) when the major-street volume is equal to or exceeds 900 vph.

When the highest Table 9 volumes were plotted on Figure 4C-2, at least seven (7) hours were located on the warranted side of the "Four-Hour" curves. For this reason, the required volumes meet or exceed the minimum requirements. As a result, **Warrant 2 is satisfied**.

In addition, there have been eight angle/left-turn collisions in 2018. Warrant 7 (Crash Experience) can be applied in situations "where the collision severity and frequency are the principal reasons" for installing a signal. One of the requirements needed to satisfy this warrant is that five (5) or more "reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash."

Based on the warrants and crashes mentioned above, a traffic signal is warranted at the intersection of San Lorenzo Road with Marigold Avenue.

Recommendation: Although a traffic signal is warranted, a roundabout is recommended at this intersection. Based on the operational analysis results, a roundabout should work well for the next 20-plus years and could be used as a traffic-calming measure, to beautify the corridor, and to provide consistency throughout the Marigold Avenue corridor (especially if roundabouts are constructed at the Peabody Road and Laurel Avenue intersections).

Recommended Improvements

After reviewing the study corridor, short-term and long-term conceptual plans were developed. By constructing roundabouts at the significant intersections, the corridor should experience safety and operational benefits. The intersections should operate more efficiently and the number of crashes (and crash severities) would decrease. This corridor-wide improvement should also have a traffic-calming effect, slowing traffic and creating a more pedestrian-friendly environment.

When long-term costs are considered, roundabouts eliminate the equipment/materials/devices, maintenance and electrical costs associated with traffic signals. During power outages, roundabouts are much more effective (when compared to traffic signals). When a traditional signalized intersection does not have power, motorists must treat the intersection as a four-way stop. Another costly option is to have enforcement agencies direct traffic. However, roundabouts operate normally regardless of whether power is available or not.

In addition, there are 32 conflict points associated with a conventional four-leg intersection (eight merging or joining, eight diverging or separating, and 16 crossing). By contrast, roundabouts serving four legs only have eight conflict points (four merging and four diverging). Not only are the number of conflict points reduced with a roundabout, the conflicts that remain typically result in substantially less-severe crashes, which in turn, decreases the likelihood of injury. The reduction in both the total number of conflict points and the resulting crash severity also benefits pedestrians and bicyclists.

Long-Term Improvements

The following long-term improvement are recommended:

- Construct a roundabout at the Peabody Road/Marigold Avenue intersection.
- Construct a roundabout at the Laurel Avenue/Marigold Avenue intersection.
- Construct a northbound left-turn bay at the San Miguel Road/Marigold Avenue intersection.
- Construct a roundabout at the San Lorenzo Road/Marigold Avenue intersection.

Short-Term Improvements

The following low-cost, short-term improvements are also recommended:

- Replace the school crossing signs with fluorescent yellow-green school crossing signs and supplemental plaques. Also, re-stripe the existing "SCHOOL" pavement messages/markings.
- Install high-emphasis crosswalk striping at all existing marked crosswalks at the study intersections.
- Install "STOP" pavement messages and additional STOP signs to supplement some existing STOP signs. Also, install red "bright sticks" to enhance the visibility of some existing STOP signs.
- Re-stripe the double yellow centerline and replace the Y/Y RPMs at each study intersection.

Proposed Roundabouts – Fastest Path Analyses

ETM performed additional analyses on each proposed roundabout to confirm they meet the criteria for FDM and NCHRP 672. Fastest path analyses (see Table 10, next page) indicate each approach movement is within the 20-25 MPH range for R1 using the criteria of a single lane roundabout.

Table 10 – Fastest Path Analyses – Proposed Roundabouts on Marigold Avenue

Main Street	Side Street	Dir.	R1 (FT)	MPH	R2 (FT)	MPH	R3 (FT)	MPH (Measured)	D23 (LF)	R3 MPH (Calculated)	R4 (FT)	MPH
Marigold	Peabody	EB	93.09	**20**	53.66	**16**	204.34	**27**	109	**38**		
Marigold	Peabody	WB	165.11	**25**	64.1	**17**	392.15	**35**	103	**43**		
Peabody	Marigold	SB	148.22	**24**	54.13	**16**	212.37	**27**	100	**37**	53	**16**
Peabody	Marigold	NB	158.79	**24**	44.1	**15**	174.96	**25**	102	**36**		
Marigold	Laurel	EB	129.46	**23**	48.74	**15**	206.53	**27**	98	**37**		
Marigold	Laurel	WB	150.19	**24**	52.56	**16**	318.88	**32**	98	**41**		
Laurel	Marigold	SB	137.47	**23**	50.2	**16**	190.79	**26**	100	**36**	53	**16**
Laurel	Marigold	NB	172.06	**25**	50.87	**16**	216.17	**27**	99	**37**		
Marigold	San Lorenzo	EB	152.17	**24**	50.14	**16**	261.93	**30**	108	**40**		
Marigold	San Lorenzo	WB	137.84	**23**	63.06	**17**	285.87	**31**	111	**40**		
San Lorenzo	Marigold	SB	145.69	**24**	39.9	**14**	195.45	**26**	108	**37**	53	**16**
San Lorenzo	Marigold	NB	173.85	**25**	65.75	**17**	247.17	**29**	101	**38**		

Other Considerations

The posted speed limit is 45 mph approaching San Lorenzo Road, then drops to 30 mph approximately 400' before Laurel Avenue. The 30 mph continues for approximately 2,000' north, then increases to 45 mph. There are no apparent context classification or typical section changes within the 30 mph segment. In addition, 20 mph school zones currently exist at San Lorenzo Road, north of Laurel Avenue at the entrance to Deerwood Elementary School, and at Peabody Road. Especially during school-zone hours, the changing speed limits may create confusion. If the roundabout improvements are pursued, consideration should be given to placing one consistent speed limit throughout the corridor.

Benefit-To-Cost Analysis

Proposed Short-Term and Long-Term Concept Diagrams are included in **Appendix F** and **Appendix G**, respectively. Cost estimates were based on FDOT's Historical Costs from 08/01/18 to 07/31/19. If available, Area 8 cost data was used; if unavailable, statewide cost data was used. The appropriate pay items and estimated quantities were used to generate an opinion of probable costs. The cost estimates are located in **Appendix H**.

A benefit/cost analysis was completed for the proposed long-term improvements and was based on criteria outlined in the Highway Safety Improvement Program Manual. The estimated engineering and construction costs associated with the improvements are $6,157,741 (which reflects an annual cost of $461,795). Based on the Federal Highway Administration's (FHWA's) Crash Modification Factors Clearinghouse, two crash modification factors (CMF) were identified. A crash reduction factor of 52.7% (for conversion of intersection into low-speed roundabout) was used. This was applied to 31 of the applicable crashes at the study intersections recommended to be converted into roundabouts. A reduction of 43.4% was identified for installing a left-turn lane and was applied to 8 of the applicable crashes at the Marigold Avenue and San Miguel Road intersection. These factors were applied individually to specific crashes (no collisions were used twice when applying crash modification factors).

The resulting annual benefit is expected to be $1,059,871. **The calculated benefit/cost ratio is 2.30 and the Net Present Value is $6,647,354**. The associated B/C analysis forms, NPV, and CMF information (for the long-term improvements) are located in **Appendix I**. The recommended improvements satisfy the minimum requirements of B/C > 2 and NPV > 0, and indicate the proposed improvements are justified and should be pursued as Highway Safety Improvement Program (HSIP) funding becomes available.

Project Documentation, Variations and Exceptions

With the proposed concept plans, no variations or exceptions are anticipated.

APPENDIX

Appendix A: Existing Condition Diagrams

Appendix B: Site Photos

Appendix C: Crash Summaries

Appendix D: Collision Diagrams

Appendix E: Safe Routes To School Sidewalk Improvements

Appendix F: Short-Term Concept Diagrams

Appendix G: Long-Term Concept Diagrams

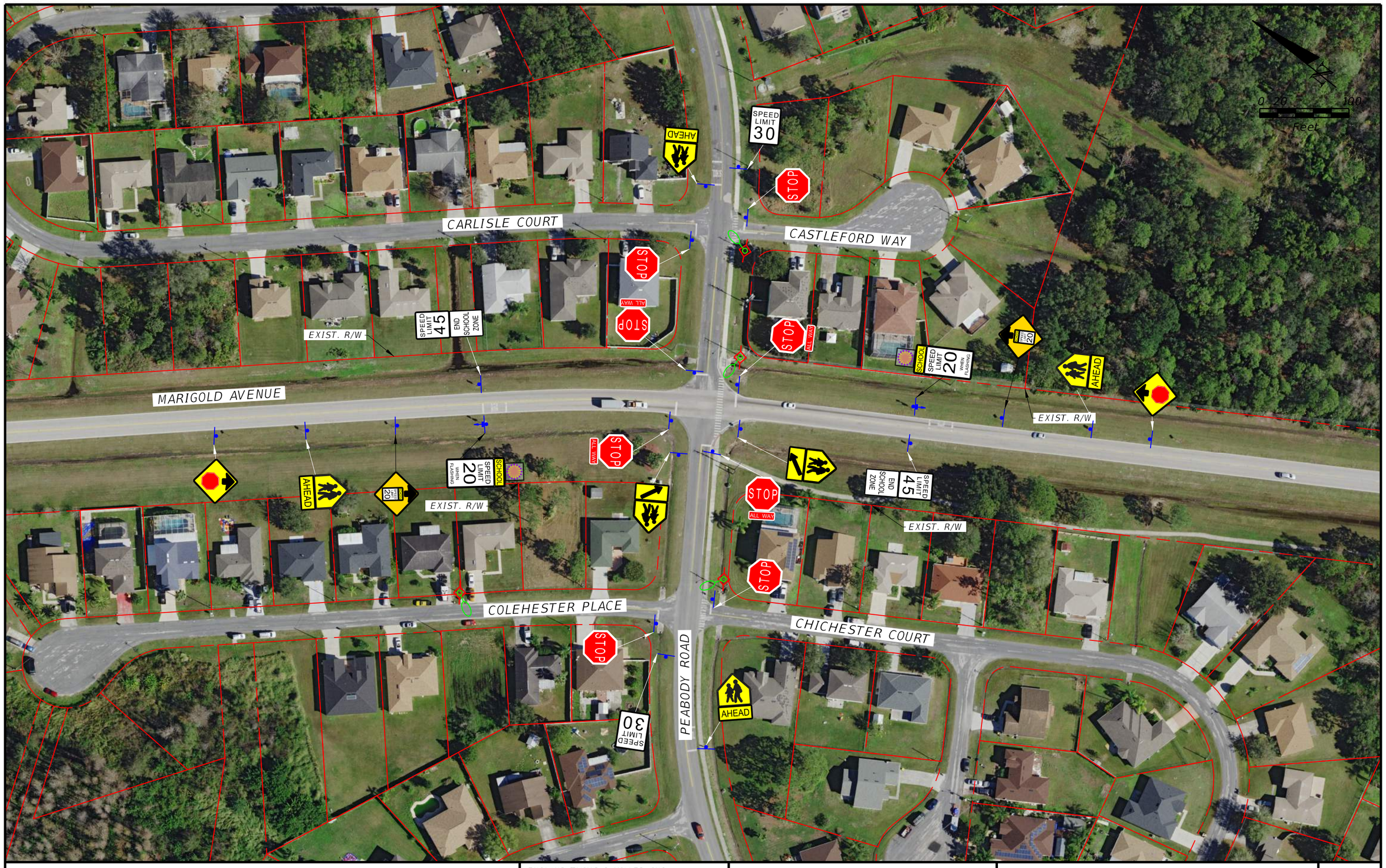
Appendix H: Improvements Cost Estimates

Appendix I: B/C Analysis, Net Present Value, and Crash Modification Factors

Appendix J: Turning Movement Volumes

Appendix A:

Existing Condition Diagrams



TRAFFIC SIGNAL

BUS STOP

UTILITY POLE

LIGHT POLE

TRAFFIC SIGN

RIGHT-OF-WAY

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

OSCEOLA ROUNDABOUTS
EXISTING CONDITIONS

SHEET NO. 1

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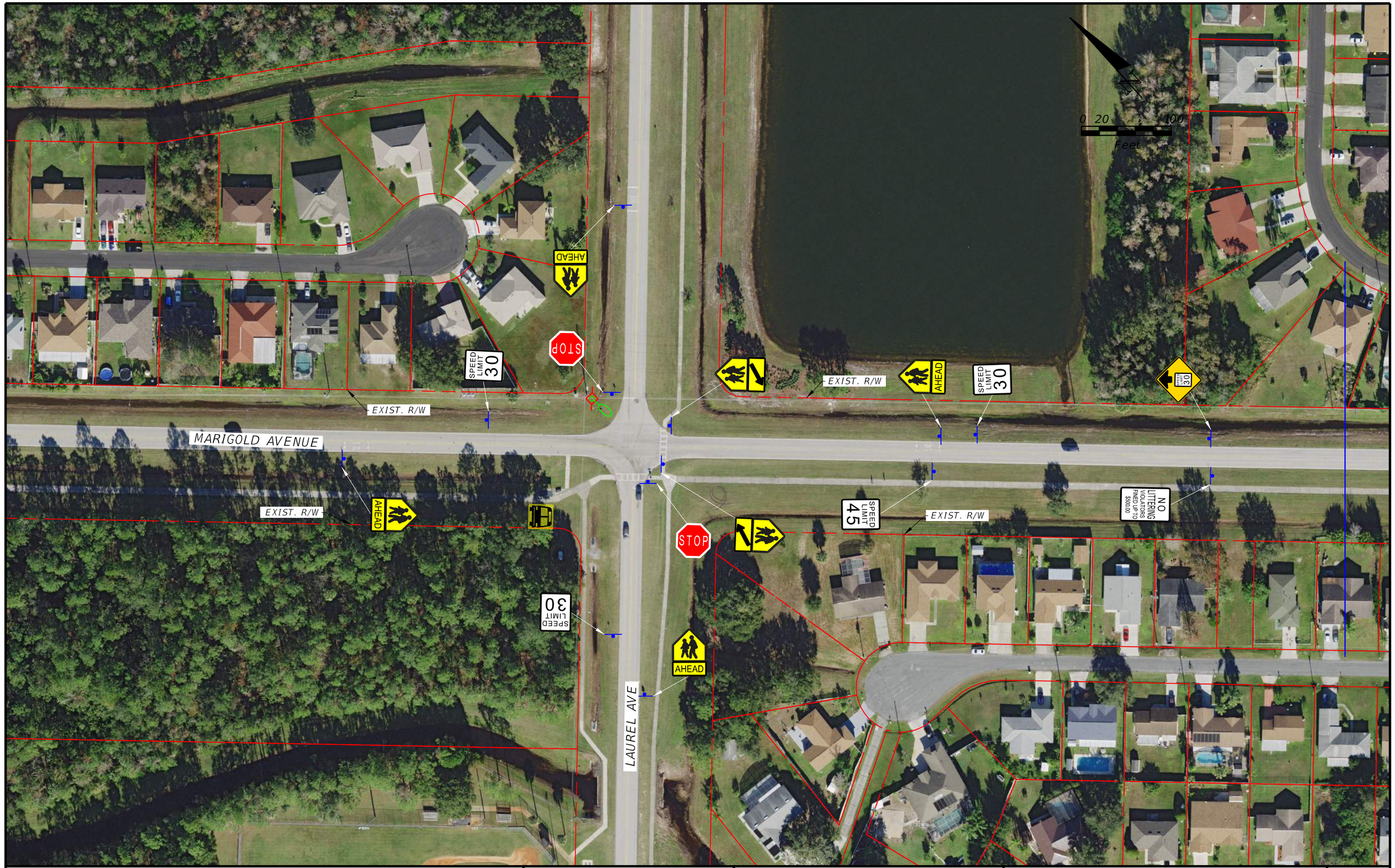

TRAFFIC SIGNAL

BUS STOP

UTILITY POLE

LIGHT POLE

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OSCEOLA ROUNDABOUTS
EXISTING CONDITIONS

SHEET NO.
2

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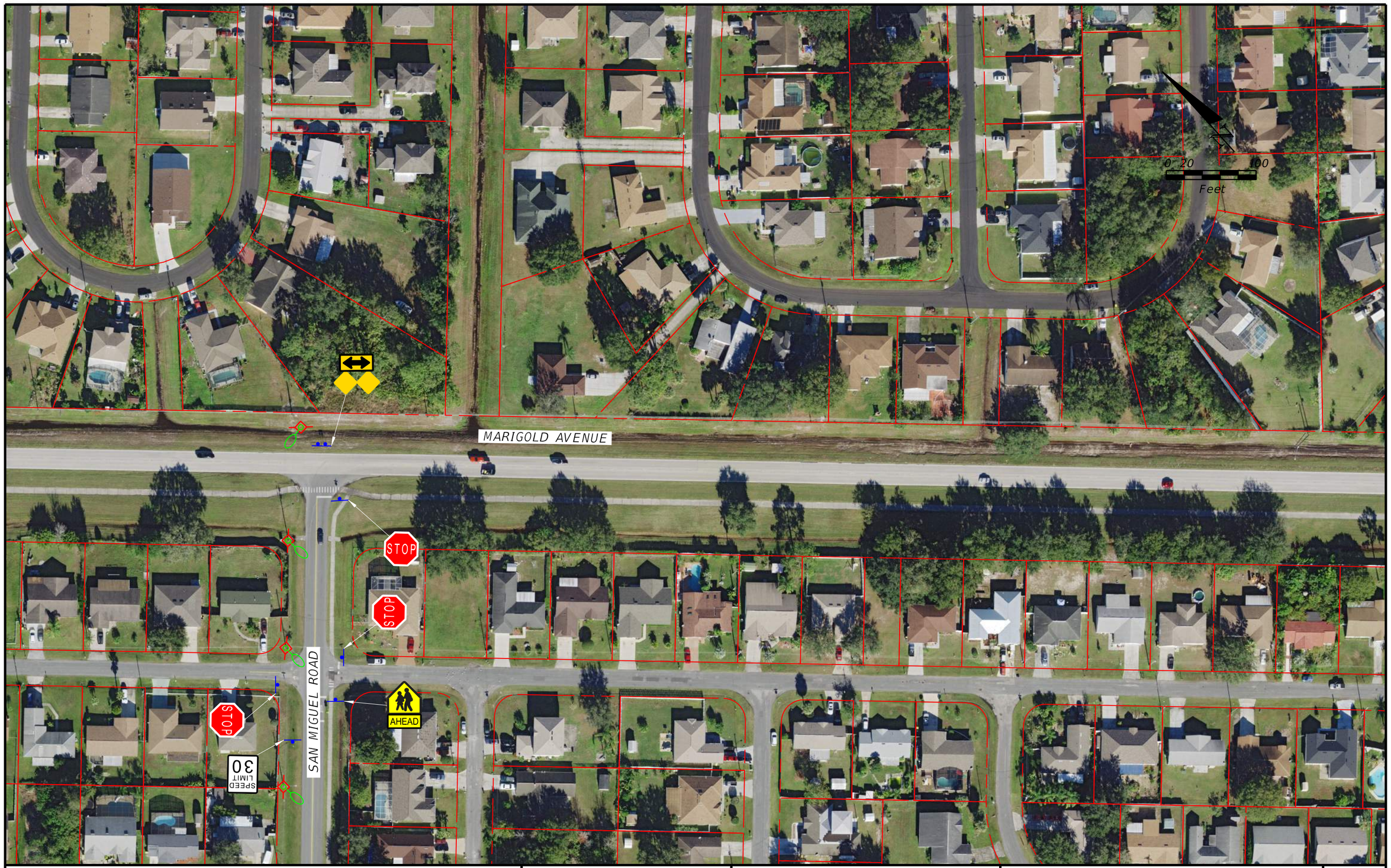

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ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
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FAX: (407) 536-5301
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OSCEOLA ROUNDABOUTS
EXISTING CONDITIONS

SHEET NO. 3

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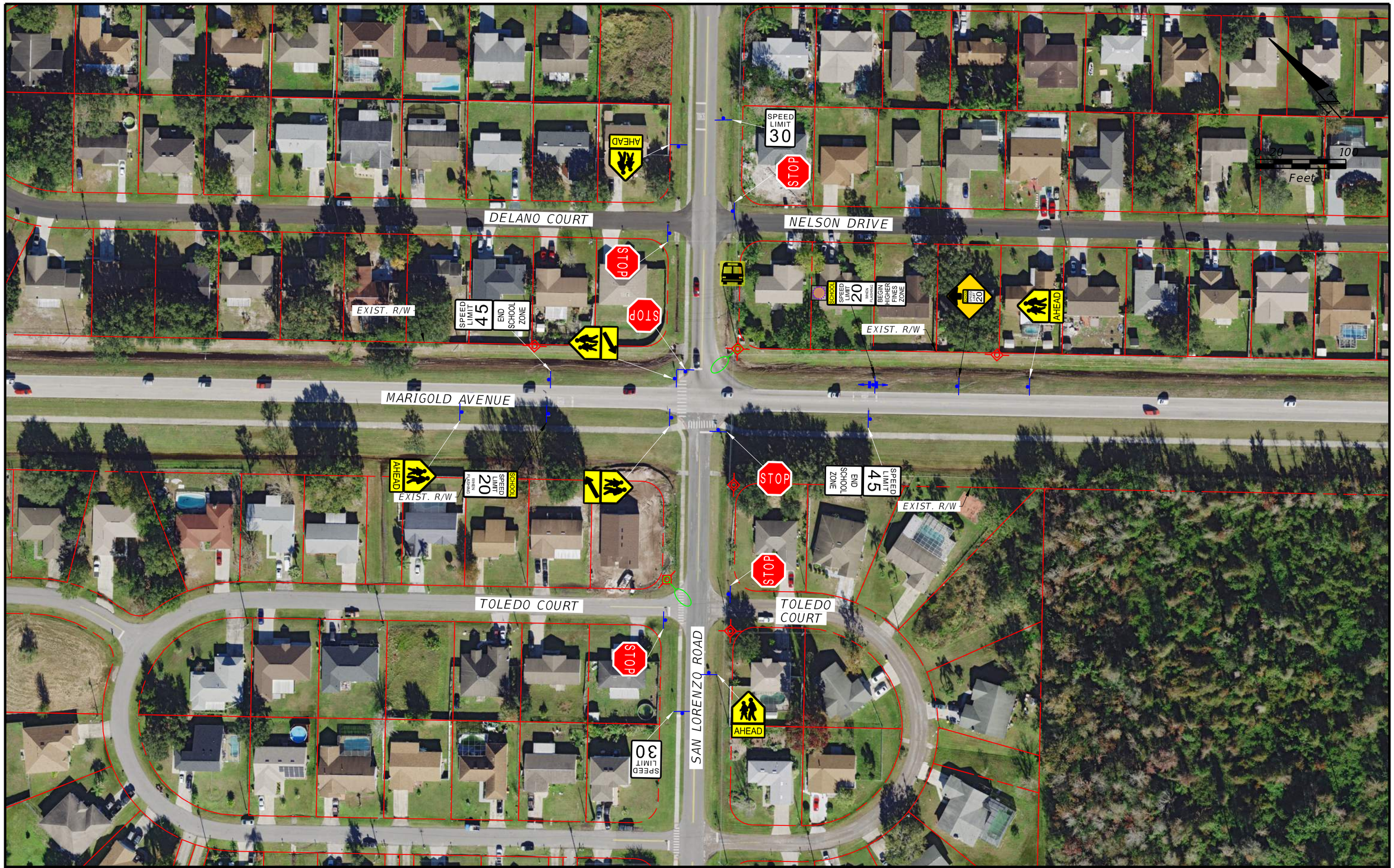

TRAFFIC SIGNAL
BUS STOP
UTILITY POLE
LIGHT POLE
TRAFFIC SIGN
RIGHT-OF-WAY

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
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TEL: (407) 536-5379
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DEPARTMENT OF TRANSPORTATION

OSCEOLA ROUNDABOUTS
EXISTING CONDITIONS

SHEET NO. 4

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Appendix B:

Site Photos

Marigold Avenue / Peabody Road

Northbound

Southbound

Eastbound

Westbound

Marigold Avenue / Laurel Avenue

Northbound

Southbound

Eastbound

Westbound

Marigold Avenue / San Miguel Road

Northbound

Southbound

Eastbound

Marigold Avenue / San Lorenzo Road

Northbound

Southbound

Eastbound

Westbound

Appendix C:

Crash Summaries

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Peabody Road	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
1	3/23/2012	Fri	12:55 AM	0	0	$700	Rear End	Night	Dry	Careless Driving
2	4/8/2012	Sun	7:04 PM	0	2	$15,000	Angle	Day	Dry	Failed to Yield ROW
3	4/24/2012	Tue	9:13 AM	0	0	$1,000	Left Turn	Day	Dry	Disregarded Control Devices
4	5/22/2012	Tue	1:27 PM	0	0	$5,000	Off Road	Day	Dry	Unknown
5	5/29/2012	Tue	9:00 AM	0	1	$25	Other	Day	Dry	Unknown
6	7/24/2012	Tue	7:45 AM	0	1	$300	Pedestrian	Day	Dry	Careless Driving
7	7/28/2012	Sat	10:40 PM	0	1	$6,000	Left Turn	Night	Dry	Failed to Yield ROW
8	6/27/2013	Thu	7:22 AM	0	0	$3,000	Right Turn	Day	Dry	Failed to Yield ROW
9	6/30/2013	Sun	12:27 PM	0	0	$8,000	Rear End	Day	Wet	Careless Driving
10	10/5/2013	Sat	11:00 AM	0	0	$2,800	Left Turn	Day	Dry	Failed to Yield ROW
11	2/4/2014	Tue	7:32 PM	0	1	$18,000	Head On	Night	Dry	DUI
12	3/5/2014	Wed	1:13 PM	0	1	$9,000	Angle	Day	Dry	Disregarded Control Devices
13	3/20/2015	Fri	12:21 PM	0	1	$5,500	Left Turn	Day	Dry	Failed to Yield ROW
14	5/5/2015	Tue	4:00 AM	0	1	$5,000	Rollover	Night	Dry	Careless Driving
15	7/12/2015	Sun	7:38 AM	0	0	$11,000	Off Road	Day	Dry	Hit and Run
16	5/21/2016	Sat	9:50 PM	0	0	$17,000	Rear End	Night	Dry	Followed Too Closely
17	9/7/2016	Wed	8:15 AM	0	0	$6,000	Angle	Day	Dry	Unknown
18	11/12/2016	Sat	3:07 PM	0	2	$11,000	Left Turn	Day	Dry	Failed to Yield ROW
19	2/9/2017	Thu	10:43 AM	0	1	$0	Pedestrian	Day	Dry	Unknown
20	4/16/2017	Sun	7:28 PM	0	1	$9,000	Angle	Day	Dry	Failed to Yield ROW
21	5/3/2017	Wed	12:22 PM	0	0	$500	Rear End	Day	Dry	Careless Driving
22	9/27/2017	Wed	8:30 AM	0	1	$2,000	Left Turn	Day	Dry	Wrong Side of Wrong Way
23	1/5/2018	Fri	10:30 AM	0	1	$6,200	Rear End	Day	Dry	Careless Driving
24	1/11/2018	Thu	7:55 AM	0	5	$18,200	Rear End	Day	Dry	Careless Driving
TOTAL				**0**	**20**	**$160,225**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	14	23	6	1	4	6	1	0	2	2	2
PERCENT	0%	58%	96%	25%	4%	17%	25%	4%	0%	8%	8%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	1	23	0	0	1	7	0	7	2	7
PERCENT	79%	21%	4%	96%	0%	0%	4%	29%	0%	29%	8%	29%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

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State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Peabody Road	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	4/8/2018	Sun	7:40 PM	0	0	$3,500	Rear End	Night	Wet	Careless Driving
26	10/5/2018	Fri	5:35 AM	0	0	$4,000	Sideswipe	Day	Dry	Unknown
27	1/31/2019	Thu	5:35 AM	0	0	$1,500	Animal	Night	Dry	Animal
TOTAL				**0**	**0**	**$ 9,000**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
3	0	0	3	1	0	0	0	0	1	0	0	1
PERCENT	0%	0%	100%	33%	0%	0%	0%	0%	33%	0%	0%	33%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	1	2	1	2	0	0	0	1	0	0	0	2
PERCENT	33%	67%	33%	67%	0%	0%	0%	33%	0%	0%	0%	67%

Total Vehicles Entering/ADT: Collision Rate: PER M.E.V.

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Peabody Road	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
TOTAL				**0**	**20**	**$169,225**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
27	0	14	26	7	1	4	6	1	1	2	2	3
PERCENT	0%	52%	96%	26%	4%	15%	22%	4%	4%	7%	7%	11%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	7	2	25	0	0	1	8	0	7	2	9
PERCENT	74%	26%	7%	93%	0%	0%	4%	30%	0%	26%	7%	33%

Total Vehicles Entering/ADT: Collision Rate: PER M.E.V.

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State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Laurel Avenue	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	9/30/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
1	6/23/2012	Sat	3:55 PM	0	0	$15,000	Rear End	Day	Wet	Careless Driving
2	8/25/2012	Sat	11:58 AM	0	2	$11,000	Left Turn	Day	Dry	Failed to Yield ROW
3	9/18/2012	Tue	12:57 AM	0	1	$2,000	Angle	Day	Wet	Disregarded Control Devices
4	11/14/2012	Wed	8:15 AM	0	2	$9,500	Angle	Day	Dry	Disregarded Control Devices
5	12/24/2012	Mon	3:52 PM	0	1	$13,000	Angle	Day	Dry	Failed to Yield ROW
6	4/11/2013	Thu	7:56 AM	0	2	$10,000	Right Turn	Day	Dry	Failed to Yield ROW
7	7/20/2013	Sat	4:54 AM	0	3	$10,000	Rear End	Night	Dry	Careless Driving
8	11/28/2013	Thu	2:05 PM	0	0	$6,500	Angle	Day	Dry	Failed to Yield ROW
9	4/12/2014	Sat	12:52 PM	0	2	$11,000	Left Turn	Day	Dry	Failed to Yield ROW
10	5/12/2014	Mon	2:12 PM	0	2	$8,000	Angle	Day	Dry	Disregarded Control Devices
11	7/3/2014	Thu	1:30 PM	0	1	$15,000	Angle	Day	Dry	Disregarded Control Devices
12	1/10/2015	Sat	3:25 PM	0	4	$10,000	Angle	Day	Dry	Disregarded Control Devices
13	9/8/2015	Tue	12:00 PM	0	4	$13,000	Angle	Day	Dry	Disregarded Control Devices
14	4/25/2016	Mon	12:15 PM	0	7	$12,000	Angle	Day	Dry	Unknown
15	6/6/2016	Mon	11:56 AM	0	1	$17,000	Angle	Day	Dry	Failed to Yield ROW
16	9/4/2016	Sun	1:40 PM	0	2	$24,000	Angle	Day	Dry	Disregarded Control Devices
17	12/2/2016	Fri	3:38 PM	0	1	$55	Other	Day	Dry	Careless Driving
18	3/25/2017	Sat	3:41 PM	0	0	$6,000	Left Turn	Day	Dry	Failed to Yield ROW
19	4/2/2017	Sun	5:27 PM	0	1	$17,000	Angle	Day	Dry	Disregarded Control Devices
20	5/11/2017	Thu	12:36 PM	0	4	$5,000	Angle	Day	Dry	Disregarded Control Devices
21	9/14/2017	Thu	6:30 PM	0	2	$25,000	Angle	Night	Dry	Failed to Yield ROW
22	11/18/2017	Sat	6:55 AM	0	3	$3,200	Left Turn	Day	Dry	Disregarded Control Devices
23	12/3/2017	Sun	12:33 AM	0	0	$5,000	Rear End	Night	Dry	Unknown
24	4/21/2018	Sat	4:00 PM	0	0	$7,000	Angle	Day	Dry	Disregarded Control Devices
TOTAL				**0**	**45**	**$255,255**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	19	24	3	0	15	4	1	0	0	0	1
PERCENT	0%	79%	100%	13%	0%	63%	17%	4%	0%	0%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	2	22	0	0	0	3	0	8	11	2
PERCENT	88%	13%	8%	92%	0%	0%	0%	13%	0%	33%	46%	8%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Laurel Avenue	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	9/30/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	10/16/2018	Tue	7:09 AM	0	0	$7,500	Left Turn	Night	Dry	Failed to Yield ROW
TOTAL				**0**	**0**	**$7,500**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
1	0	0	1	0	0	0	1	0	0	0	0	0
PERCENT	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	0	1	0	1	0	0	0	0	0	1	0	0
PERCENT	0%	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

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COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	Laurel Avenue	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	9/30/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
TOTAL				**0**	**45**	**$262,755**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
25	0	19	25	3	0	15	5	1	0	0	0	1
PERCENT	0%	76%	100%	12%	0%	60%	20%	4%	0%	0%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	4	2	23	0	0	0	3	0	9	11	2
PERCENT	84%	16%	8%	92%	0%	0%	0%	12%	0%	36%	44%	8%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

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10/15

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	San Miguel Road	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	9/30/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
1	6/10/2012	Sun	2:55 PM	0	5	$4,500	Rear End	Day	Dry	Careless Driving
2	7/7/2012	Sat	2:45 PM	0	1	$14,000	Rear End	Day	Dry	Careless Driving
3	7/28/2012	Sat	8:20 PM	0	0	$50	Rear End	Night	Dry	Unknown
4	10/5/2012	Fri	5:25 PM	0	0	$2,100	Off Road	Day	Wet	Careless Driving
5	12/31/2012	Mon	12:56 PM	0	2	$13,000	Other	Day	Dry	Failed to Yield ROW
6	1/27/2013	Sun	1:20 PM	0	2	$3,400	Rear End	Day	Dry	Careless Driving
7	1/23/2014	Thu	8:45 PM	0	1	$900	Rear End	Night	Dry	Careless Driving
8	8/2/2014	Sat	5:32 PM	0	1	$1,000	Off Road	Day	Dry	Unknown
9	10/19/2014	Sun	3:25 AM	0	1	$2,500	Off Road	Night	Dry	Careless Driving
10	11/9/2014	Sun	12:47 AM	0	0	$11,500	Other	Night	Wet	Failed to Yield ROW
11	6/27/2015	Sat	6:15 PM	0	1	$6,000	Rear End	Day	Dry	Careless Driving
12	7/23/2016	Sat	1:33 PM	0	3	$14,000	Sideswipe	Day	Dry	Failed to Yield ROW
13	8/26/2016	Fri	2:20 PM	0	0	$2,100	Other	Day	Dry	Improper Backing
14	12/6/2016	Tue	4:10 PM	0	0	$18,000	Rear End	Day	Wet	Followed Too Closely
15	1/14/2017	Sat	11:45 PM	0	2	$2,300	Right Turn	Night	Dry	Disregarded Control Devices
16	3/9/2017	Thu	7:56 AM	0	2	$1,400	Rear End	Day	Dry	Careless Driving
17	6/12/2017	Mon	8:00 PM	0	1	$8,075	Rear End	Day	Wet	Careless Driving
18	10/5/2017	Thu	11:01 AM	0	1	$500	Rollover	Day	Wet	Unknown
19	12/5/2017	Tue	8:42 AM	0	3	$7,000	Rear End	Day	Dry	Careless Driving
20	2/26/2018	Mon	9:57 PM	0	1	$8,000	Rear End	Night	Dry	Careless Driving
21	4/4/2018	Wed	3:35 PM	0	0	$7,000	Rollover	Day	Dry	Careless Driving
22	4/17/2018	Tue	4:22 PM	0	0	$550	Bicycle	Day	Dry	Failed to Yield ROW
23	9/8/2018	Sat	3:37 AM	0	2	$15,000	Rear End	Day	Wet	Careless Driving
24	12/29/2018	Sat	2:26 PM	0	0	$3,000	Rear End	Day	Dry	Careless Driving
TOTAL				**0**	**29**	**$145,875**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	16	24	13	0	0	0	1	1	3	1	5
PERCENT	0%	67%	100%	54%	0%	0%	0%	4%	4%	13%	4%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	6	18	0	0	0	14	0	4	1	5
PERCENT	75%	25%	25%	75%	0%	0%	0%	58%	0%	17%	4%	21%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

Form 750-020-06
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	San Lorenzo	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
1	1/24/2012	Tue	12:40 PM	0	0	$650	Sideswipe	Day	Dry	Improper Passing
2	4/19/2012	Thu	10:30 PM	0	0	$1,000	Sideswipe	Night	Dry	DUI
3	6/1/2012	Fri	5:06 PM	0	0	$10,000	Left Turn	Day	Wet	Failed to Yield ROW
4	6/24/2012	Sun	11:55 AM	0	5	$10,000	Angle	Day	Wet	Disregarded Control Devices
5	7/2/2012	Mon	10:26 PM	0	2	$25,000	Angle	Night	Dry	Failed to Yield ROW
6	10/5/2012	Fri	6:52 PM	0	0	$3,200	Left Turn	Day	Wet	Failed to Yield ROW
7	2/26/2013	Tue	1:03 PM	0	3	$11,500	Rear End	Day	Wet	Careless Driving
8	4/27/2013	Sat	11:12 AM	0	2	$14,000	Left Turn	Day	Dry	Failed to Yield ROW
9	6/7/2013	Fri	12:15 AM	0	0	$9,000	Left Turn	Night	Wet	Failed to Yield ROW
10	12/11/2013	Wed	7:00 PM	0	2	$12,400	Angle	Night	Dry	Failed to Yield ROW
11	4/12/2014	Sat	12:10 PM	0	1	$18,000	Angle	Day	Dry	Failed to Yield ROW
12	5/3/2014	Sat	10:07 AM	0	0	$12,000	Angle	Day	Wet	Failed to Yield ROW
13	8/3/2016	Wed	3:23 PM	0	1	$15,500	Off Road	Day	Dry	Careless Driving
14	10/30/2016	Sun	10:40 AM	0	0	$12,000	Left Turn	Day	Dry	Failed to Yield ROW
15	11/24/2016	Thu	6:10 AM	0	2	$20,200	Left Turn	Day	Dry	Failed to Yield ROW
16	3/19/2017	Sun	6:30 PM	0	1	$12,000	Angle	Day	Dry	Disregarded Control Devices
17	3/19/2017	Sun	8:31 PM	0	1	$20,000	Left Turn	Night	Dry	Failed to Yield ROW
18	4/14/2017	Fri	1:45 PM	0	0	$5,000	Left Turn	Day	Dry	Failed to Yield ROW
19	6/4/2017	Sun	8:11 PM	0	2	$13,000	Left Turn	Night	Wet	Failed to Yield ROW
20	7/31/2017	Mon	1:20 PM	0	0	$4,500	Off Road	Day	Wet	Careless Driving
21	10/23/2017	Mon	5:25 PM	0	1	$1,100	Angle	Day	Wet	Careless Driving
22	1/20/2018	Sat	12:00 PM	0	0	$2,300	Left Turn	Day	Dry	Failed to Yield ROW
23	3/3/2018	Sat	9:50 AM	0	6	$4,000	Angle	Day	Dry	Disregarded Control Devices
24	8/19/2018	Sun	7:34 AM	0	2	$6,000	Angle	Day	Dry	Disregarded Control Devices
TOTAL				**0**	**31**	**$242,350**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	14	24	1	0	9	10	0	2	2	0	0
PERCENT	0%	58%	100%	4%	0%	38%	42%	0%	8%	8%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	9	15	0	0	1	4	0	14	4	1
PERCENT	75%	25%	38%	63%	0%	0%	4%	17%	0%	58%	17%	4%

Total Vehicles Entering/ADT: Collision Rate: PER M.E.V.

Form 750-020-06
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	San Lorenzo	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	9/15/2018	Sat	6:16 PM	0	7	$7,500	Angle	Day	Dry	Failed to Yield ROW
26	9/22/2018	Sat	6:40 PM	0	2	$3,000	Left Turn	Day	Dry	Failed to Yield ROW
27	10/17/2018	Wed	8:15 PM	0	2	$4,000	Left Turn	Night	Dry	Failed to Yield ROW
28	11/9/2018	Fri	11:25 AM	0	1	$1,300	Left Turn	Day	Dry	Failed to Yield ROW
29	11/16/2018	Fri	9:45 PM	0	1	$4,300	Angle	Night	Dry	Failed to Yield ROW
30	12/24/2018	Mon	2:27 AM	0	2	$6,750	Angle	Night	Dry	Disregarded Control Devices
31	1/14/2019	Mon	7:00 AM	0	9	$10,000	Angle	Night	Dry	Failed to Yield ROW
TOTAL				**0**	**24**	**$ 36,850**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
7	0	7	7	0	0	4	3	0	0	0	0	0
PERCENT	0%	100%	100%	0%	0%	57%	43%	0%	0%	0%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	3	4	0	7	0	0	0	0	0	6	1	0
PERCENT	43%	57%	0%	100%	0%	0%	0%	0%	0%	86%	14%	0%

Total Vehicles Entering/ADT:

Collision Rate: PER M.E.V.

State of Florida Department of Transportation

COLLISION SUMMARY

General Information

Section/Roadway ID:		State Road:	Marigold Avenue
Intersecting Route:	San Lorenzo	Study Period:	1/1/12 To: 3/31/19
Milepost:		Data by:	ETM
County:	Osceola	Date:	6/21/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
TOTAL				**0**	**55**	**$279,200**				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
31	0	21	31	1	0	13	13	0	2	2	0	0
PERCENT	0%	68%	100%	3%	0%	42%	42%	0%	6%	6%	0%	0%

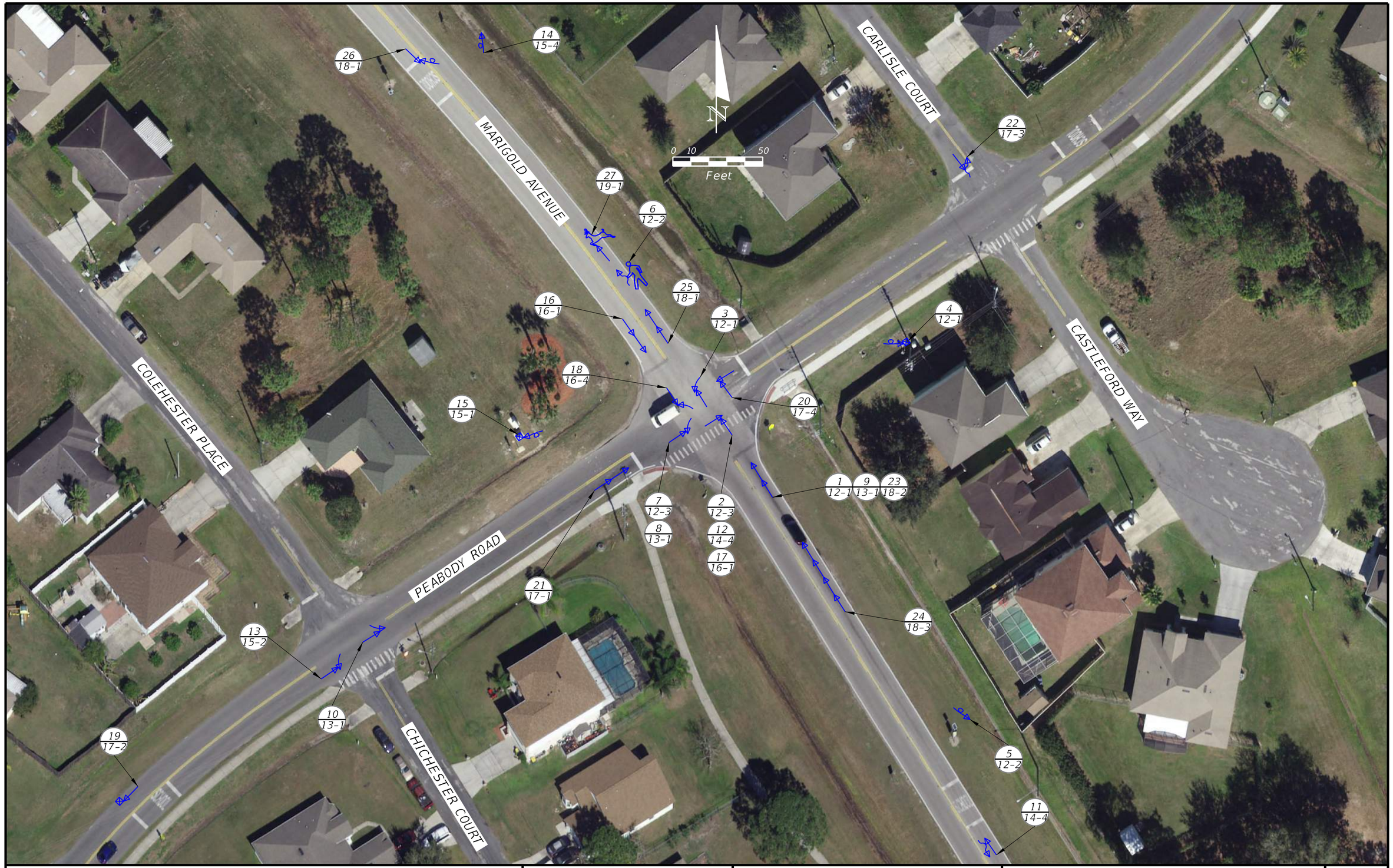
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	10	9	22	0	0	1	4	0	20	5	1
PERCENT	68%	32%	29%	71%	0%	0%	3%	13%	0%	65%	16%	3%

Total Vehicles Entering/ADT: Collision Rate: PER M.E.V.

Form 750-020-06
TRAFFIC ENGINEERING
10/15

Appendix D:

Collision Diagrams



CRASH NUMBER

YEAR

INJURY SEVERITY
1 = NO INJURY
2 = POSSIBLE INJURY
3 = NON-INCAPACITATING
4 = INCAPACITATING
5 = FATALITY

PEDESTRIAN

BICYCLE

FATALITY

VEHICLE DIRECTION

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

OSCEOLA ROUNDABOUTS COLLISION DIAGRAM

SHEET NO. 1

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CRASH NUMBER
INJURY SEVERITY
1 = NO INJURY
2 = POSSIBLE INJURY
3 = NON-INCAPACITATING
4 = INCAPACITATING
5 = FATALITY
YEAR

PEDESTRIAN
BICYCLE
FATALITY
VEHICLE DIRECTION

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STATE OF FLORIDA
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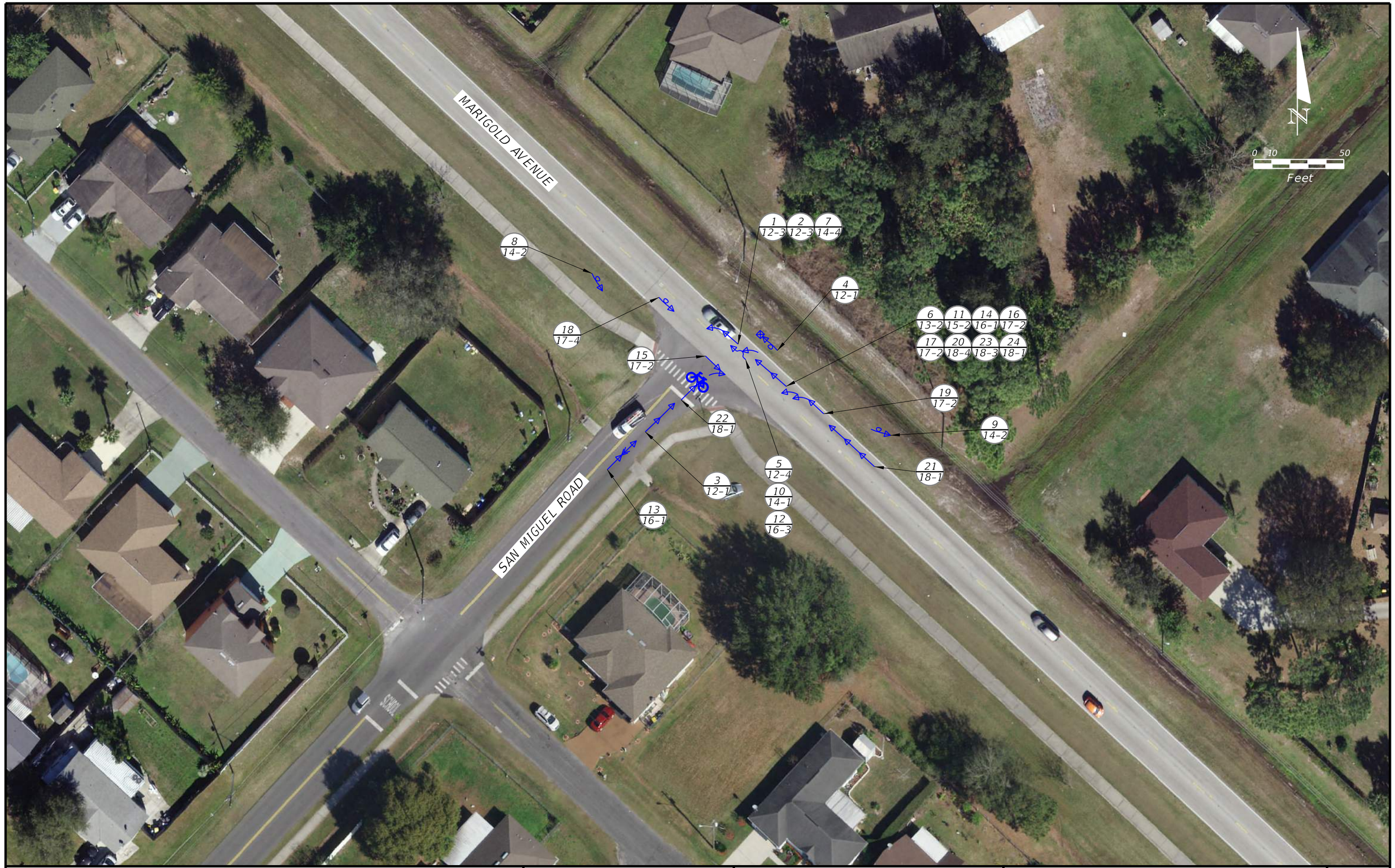
OSCEOLA ROUNDABOUTS COLLISION DIAGRAM

SHEET NO. 2



CRASH NUMBER

INJURY SEVERITY
1 = NO INJURY
2 = POSSIBLE INJURY
3 = NON-INCAPACITATING
4 = INCAPACITATING
5 = FATALITY

YEAR

PEDESTRIAN

BICYCLE

FATALITY

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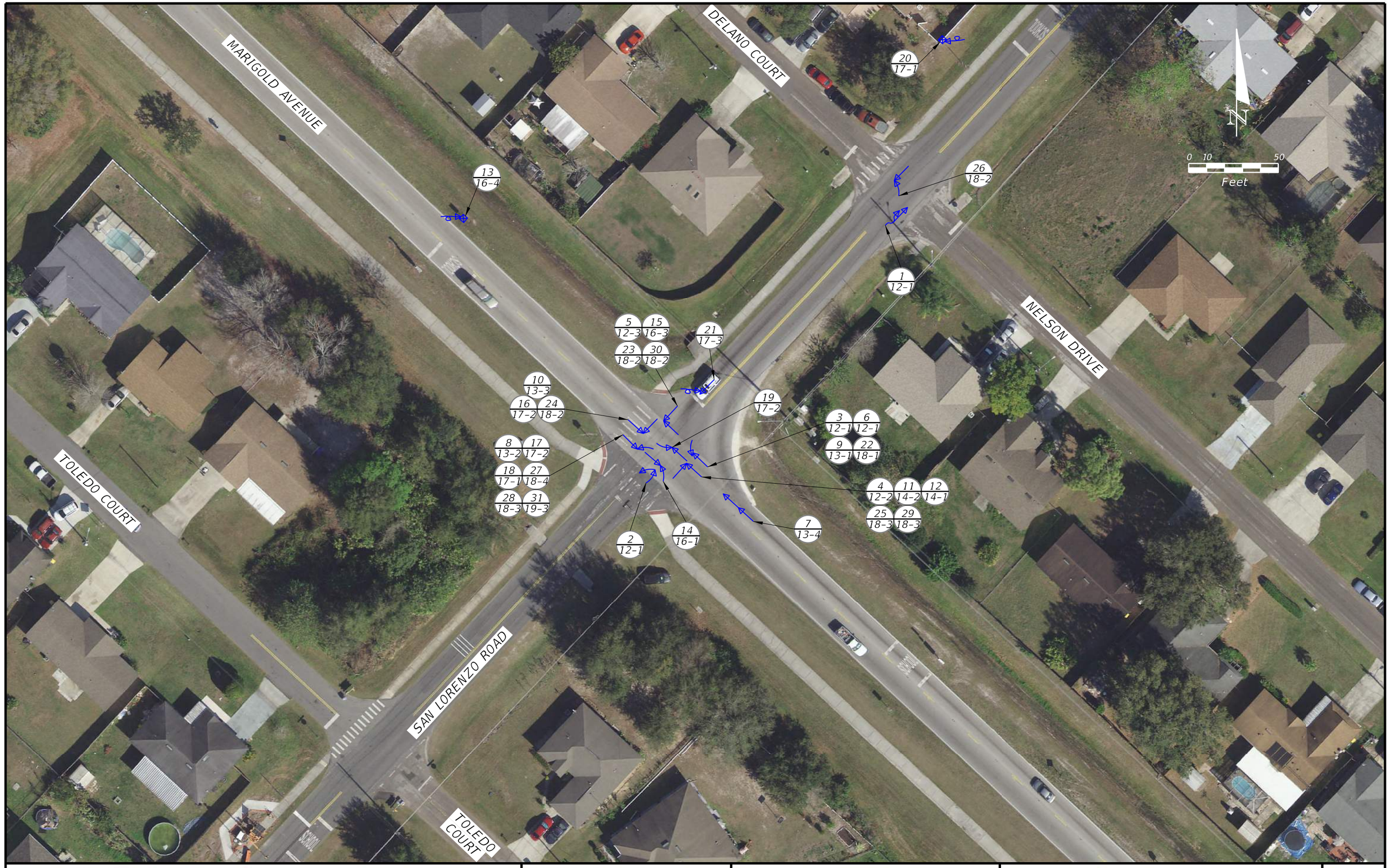
OSCEOLA ROUNDABOUTS COLLISION DIAGRAM

SHEET NO. 3



CRASH NUMBER

INJURY SEVERITY
1 = NO INJURY
2 = POSSIBLE INJURY
3 = NON-INCAPACITATING
4 = INCAPACITATING
5 = FATALITY

YEAR

PEDESTRIAN

BICYCLE

FATALITY

VEHICLE DIRECTION

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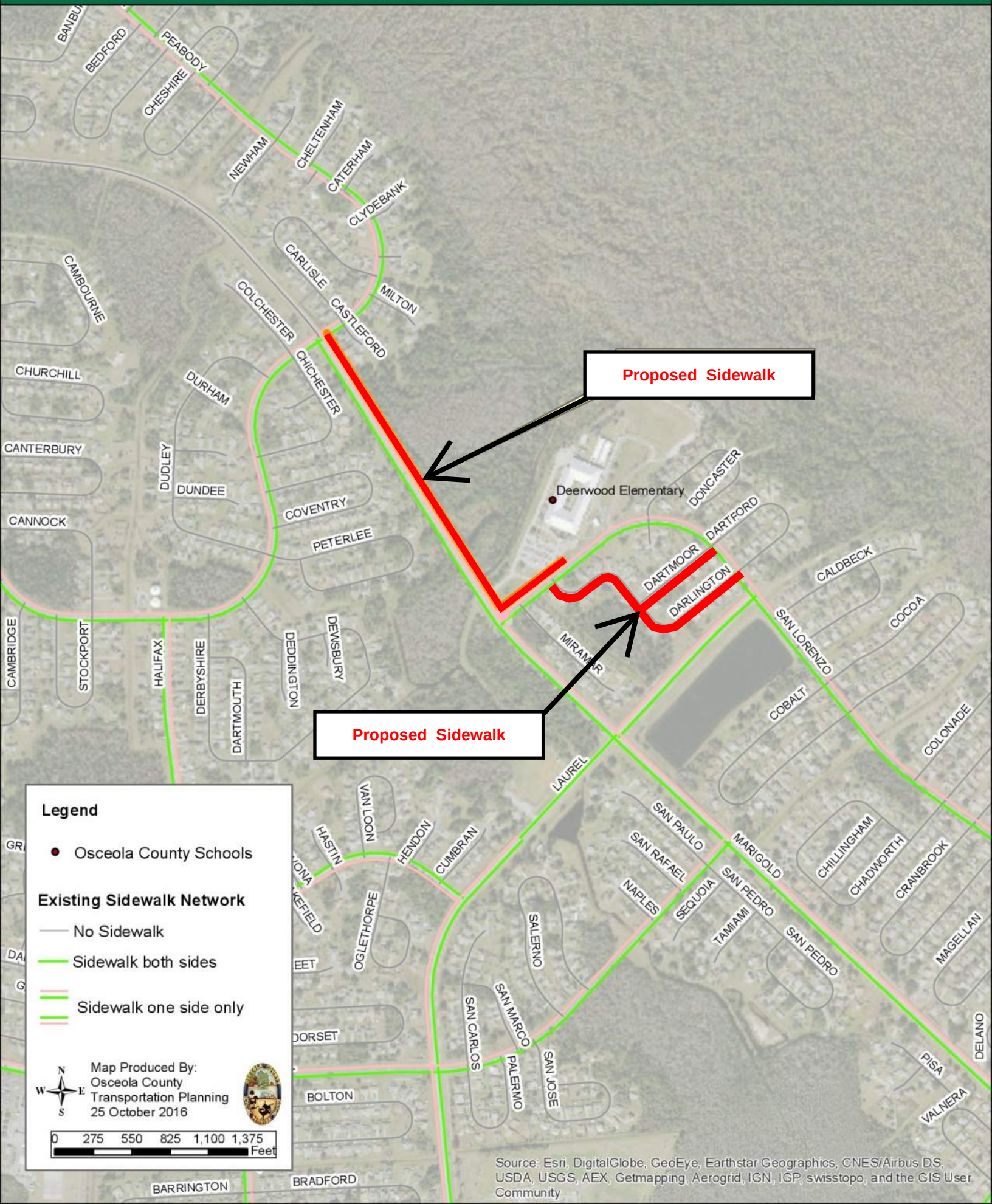
OSCEOLA ROUNDABOUTS COLLISION DIAGRAM

SHEET NO. 4

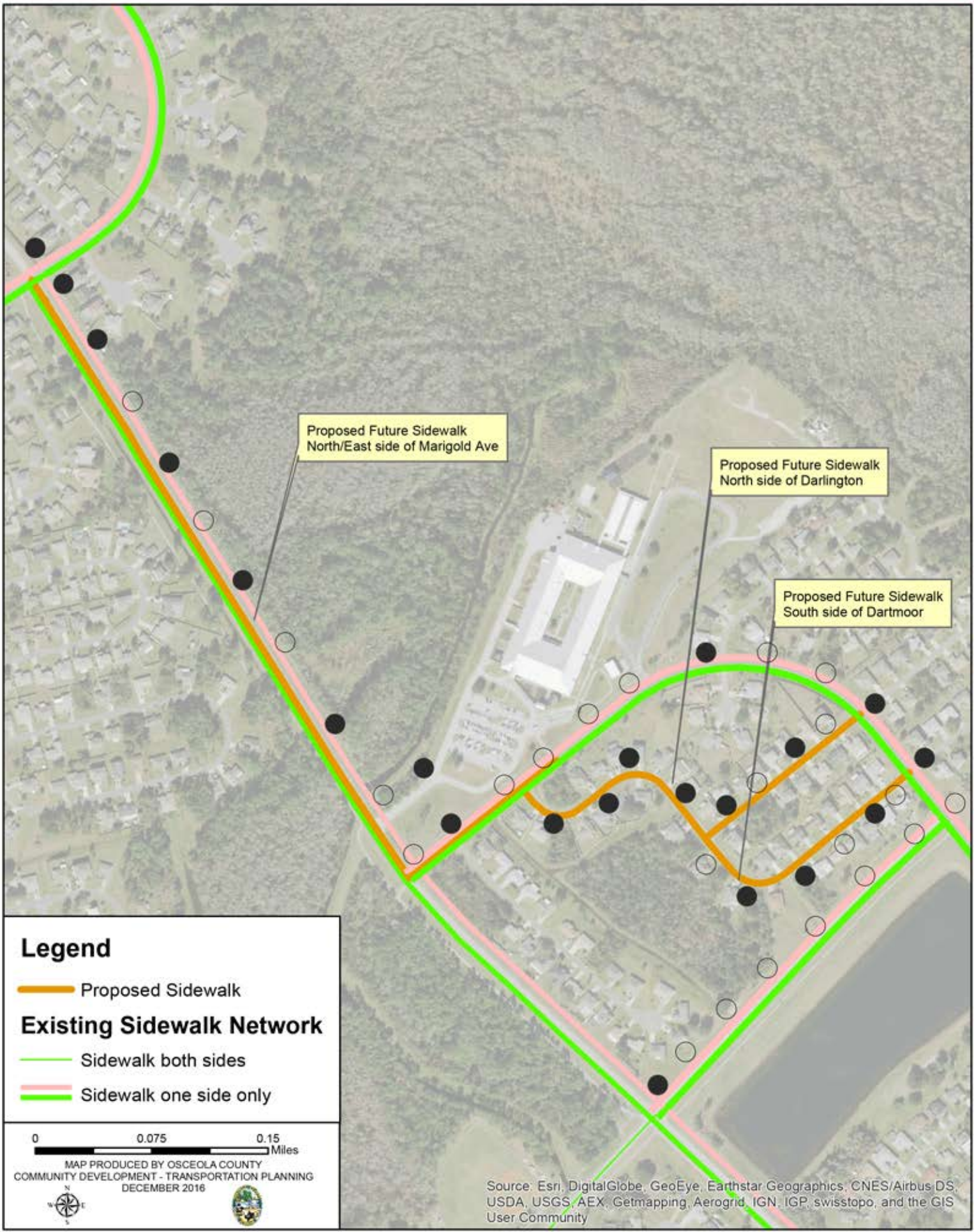
Appendix E:

Safe Routes To School Sidewalk Improvements

Deerwood SRTS Plan



Deerwood Elementary School Plan



Appendix F:

Short-Term Concept Diagrams

REPLACE THE EXISTING SCHOOL CROSSING SIGNS WITH FLUORESCENT YELLOW-GREEN SCHOOL CROSSING SIGNS AND SUPPLEMENTAL PLAQUES.

REPLACE 100' DBL. YELLOW STRIPING W/ Y/Y RPM'S ON ALL APPROACHES

REPLACE STOP BARS (4) AND "SCHOOL" PAVEMENT MESSAGES (4) ON ALL APPROACHES

INSTALL "STOP" PAVEMENT MESSAGES (4) ON ALL APPROACHES

INSTALL HIGH-EMPHASIS CROSSWALK STRIPING AT EXISTING MARKED CROSSWALK.

MOUNT RED RETROREFLECTIVE STRIP ON SIGN POST FOR ALL STOP SIGNS WITHIN INTERSECTION

CARLISLE COURT

CASTLEFORD WAY

MARIGOLD AVENUE

COLEHESTER PLACE

PEABODY ROAD

CHICHESTER COURT

EXIST. R/W

0 20 100

Feet

RIGHT-OF-WAY
FROM GIS PARCELS

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1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
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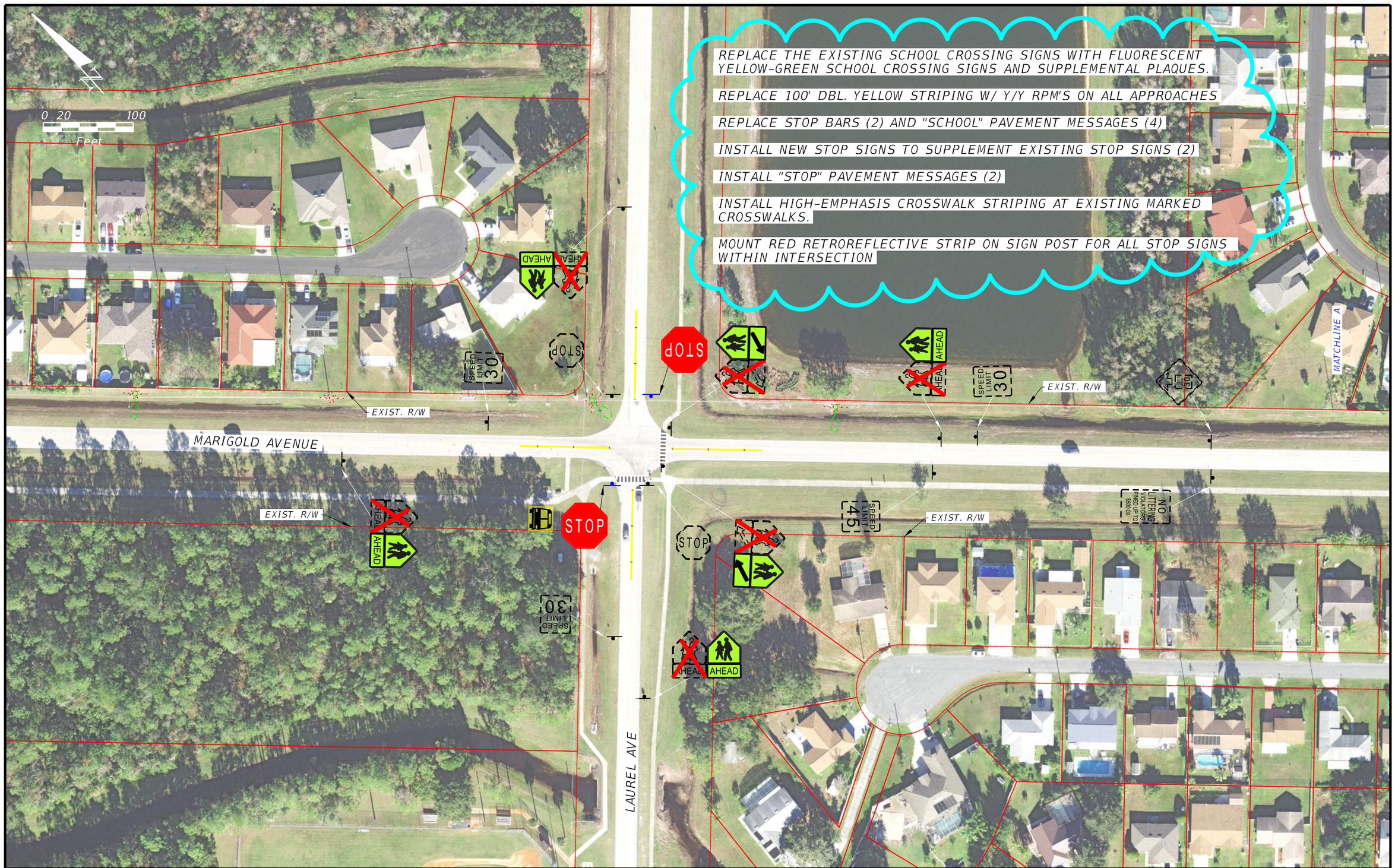
OSCEOLA ROUNDABOUTS SHORT-TERM IMPROVEMENTS

SHEET NO. 1



RIGHT-OF-WAY
FROM GIS PARCELS

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OSCEOLA ROUNDABOUTS SHORT-TERM IMPROVEMENTS

SHEET NO. 2

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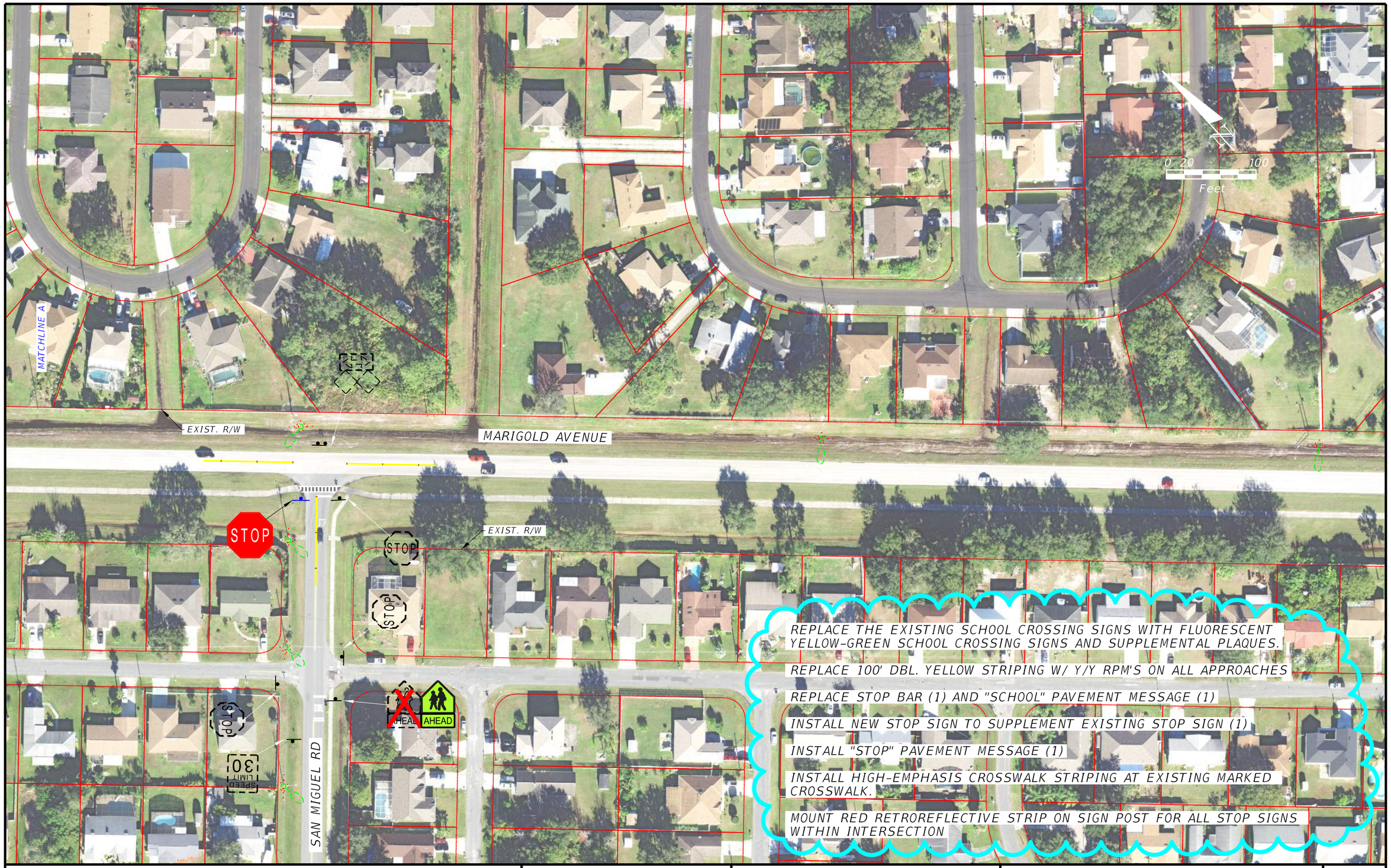

RIGHT-OF-WAY
FROM GIS PARCELS

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OSCEOLA ROUNDABOUTS SHORT-TERM IMPROVEMENTS

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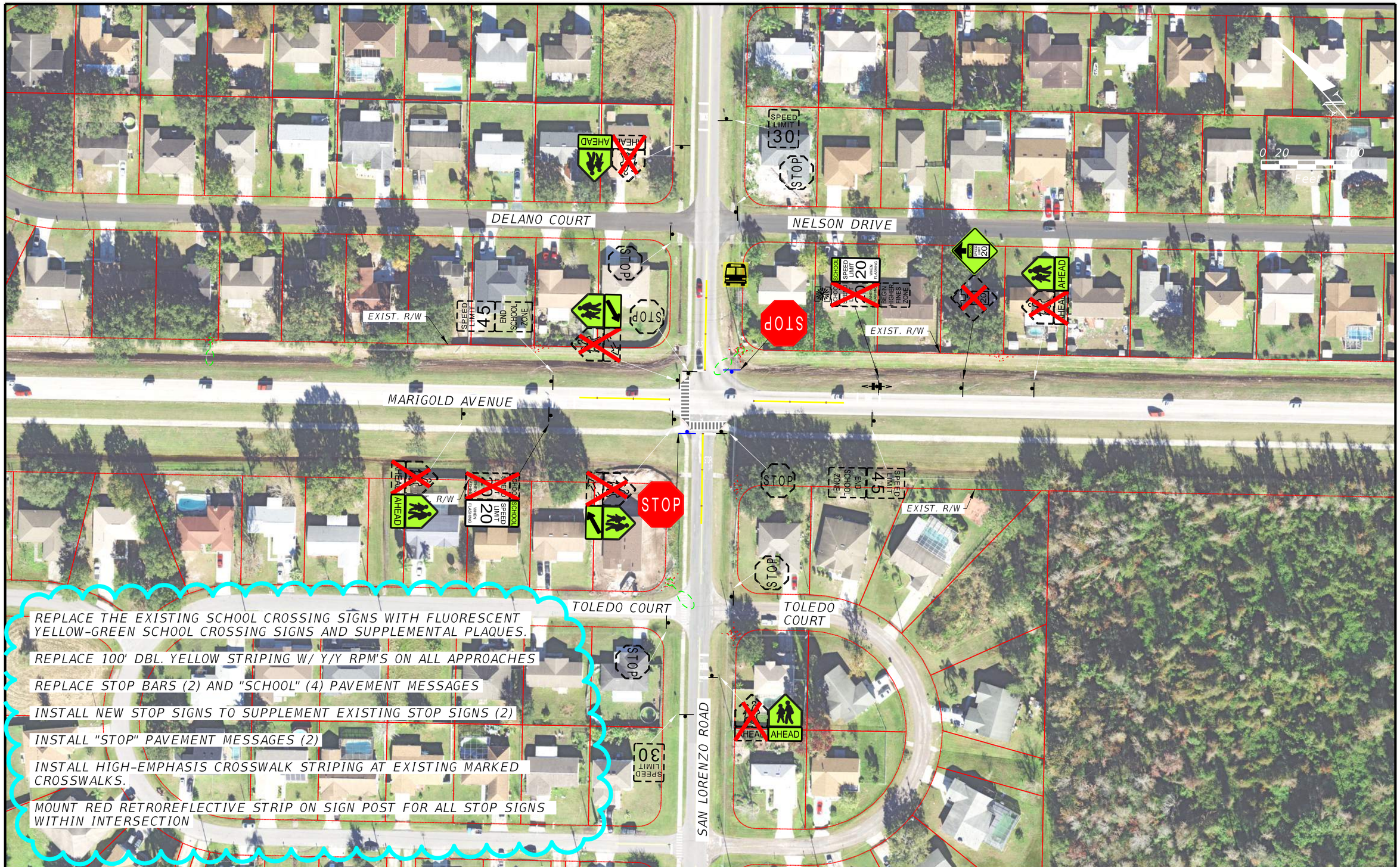

RIGHT-OF-WAY
FROM GIS PARCELS

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OSCEOLA ROUNDABOUTS SHORT-TERM IMPROVEMENTS

SHEET NO. 4

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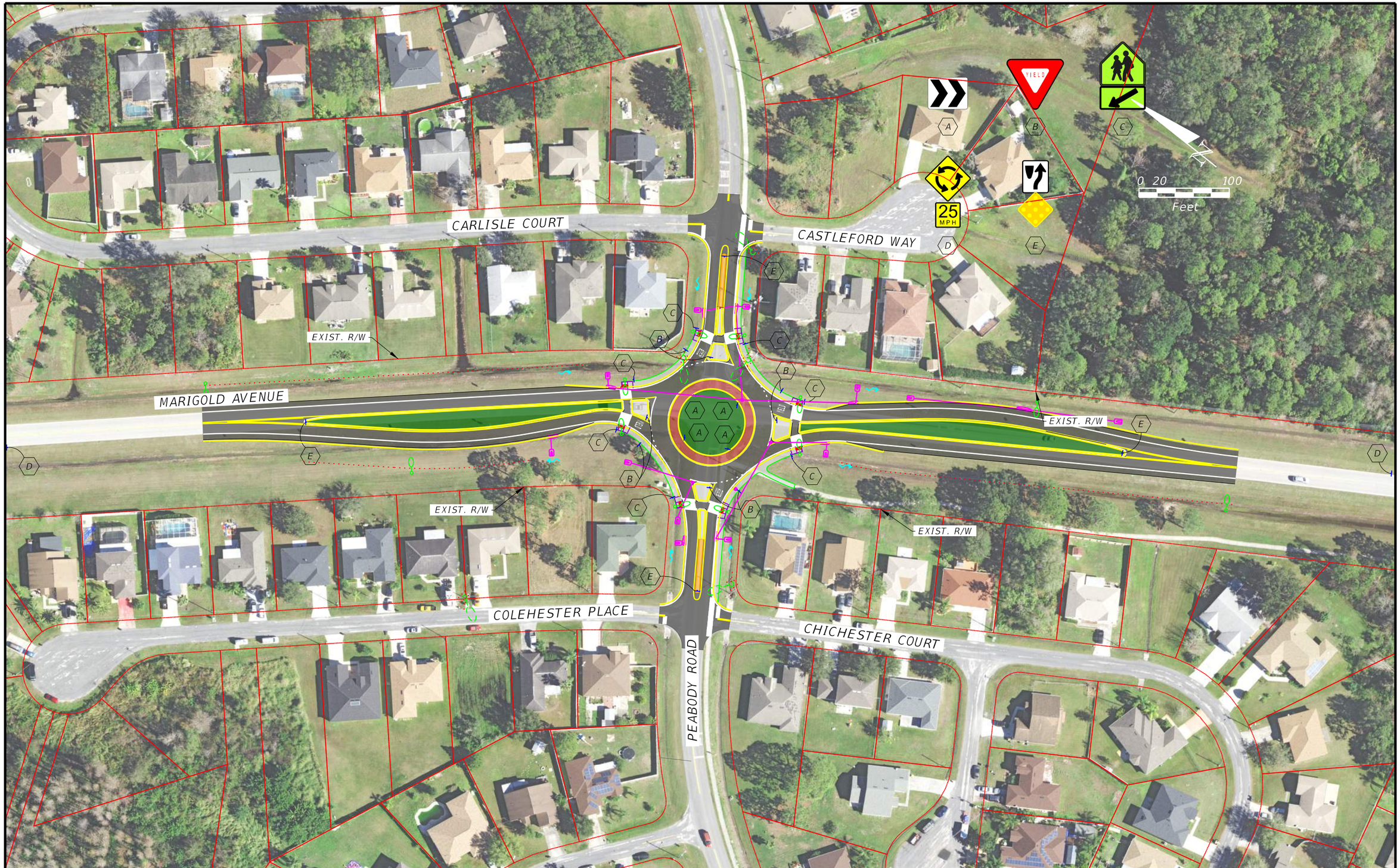
Appendix G:

Long-Term Concept Diagrams



PROPOSED DRAINAGE

RIGHT-OF-WAY FROM GIS PARCELS

POTENTIAL RIGHT-OF-WAY CONSTRAINTS SHOULD BE CONSIDERED DURING FINAL DESIGN

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1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
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FAX: (407) 536-5301
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

OSCEOLA ROUNDABOUTS LONG-TERM IMPROVEMENTS

SHEET NO.

1

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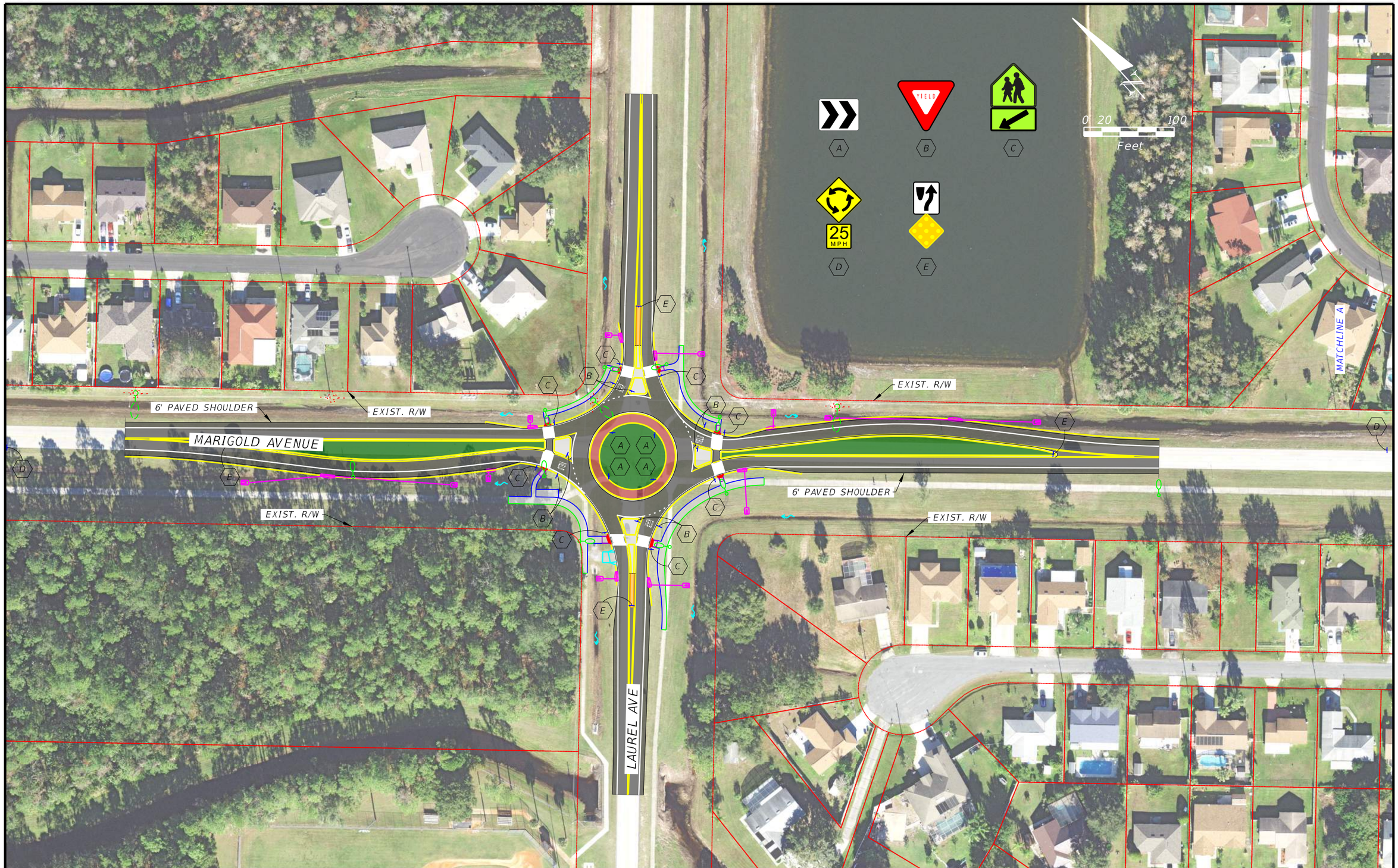

PROPOSED DRAINAGE

RIGHT-OF-WAY FROM GIS PARCELS

POTENTIAL RIGHT-OF-WAY CONSTRAINTS SHOULD BE CONSIDERED DURING FINAL DESIGN

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STATE OF FLORIDA
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OSCEOLA ROUNDABOUTS LONG-TERM IMPROVEMENTS

SHEET NO. 2

$USER$ $DATE$ $TIME$ $FILE$

PROPOSED DRAINAGE

RIGHT-OF-WAY FROM GIS PARCELS

POTENTIAL RIGHT-OF-WAY CONSTRAINTS SHOULD BE CONSIDERED DURING FINAL DESIGN

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OSCEOLA ROUNDABOUTS LONG-TERM IMPROVEMENTS

SHEET NO.

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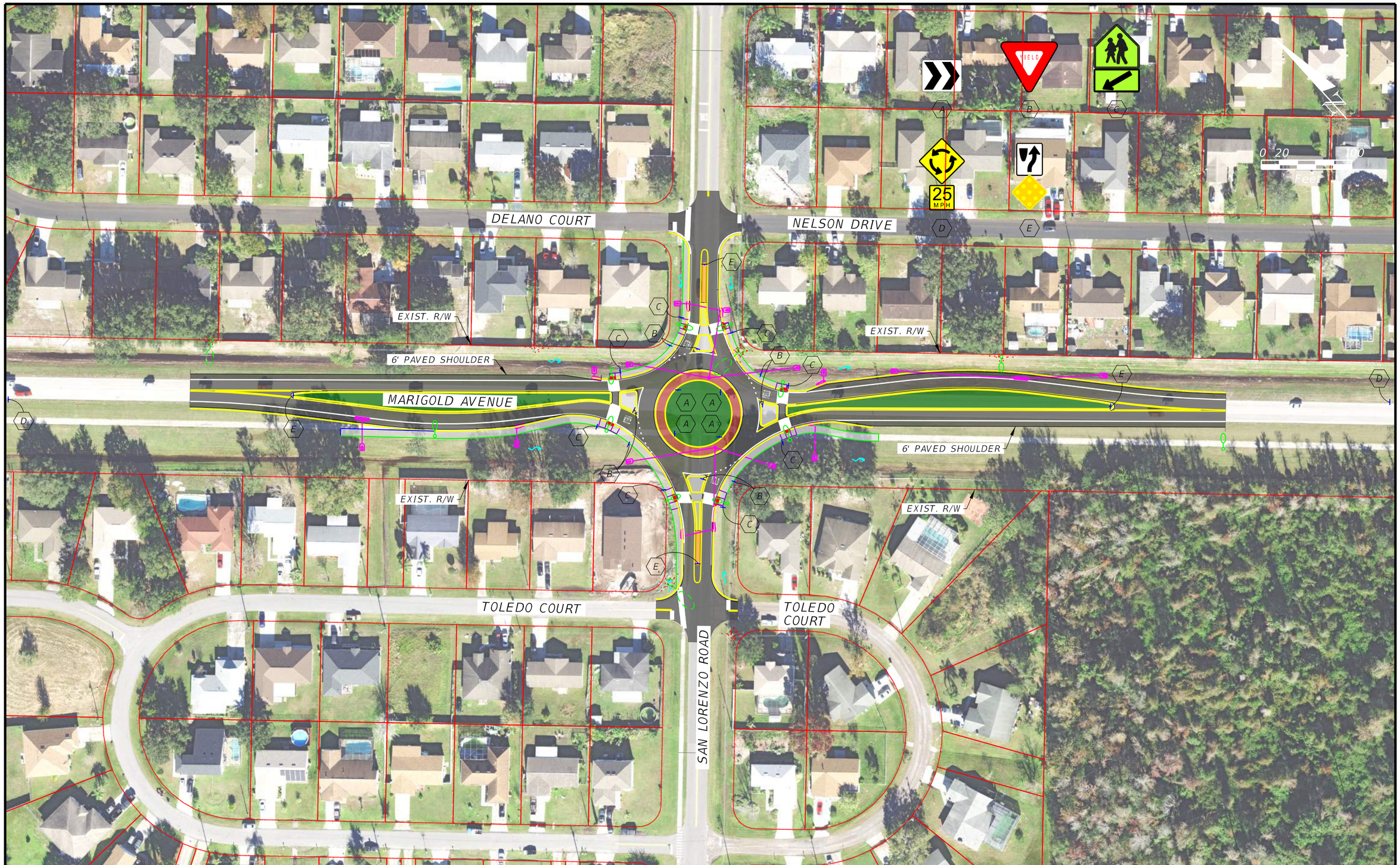

PROPOSED DRAINAGE

RIGHT-OF-WAY FROM GIS PARCELS

POTENTIAL RIGHT-OF-WAY CONSTRAINTS SHOULD BE CONSIDERED DURING FINAL DESIGN

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OSCEOLA ROUNDABOUTS LONG-TERM IMPROVEMENTS

SHEET NO.

4

$USERS $DATES $TIMES $FILES

Appendix H:

Improvements Cost Estimates

ENGINEER'S OPINION OF PROBABLE COST

SHORT-TERM IMPROVEMENTS

Marigold Avenue Access Management

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 02/01/19 - 01/31/20 AREA 08	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
104-10-3	SEDIMENT BARRIER		LF	$1.40	$1.54	$0.00
110-1-1	CLEARING & GRUBBING		AC	$10,076.11	$11,083.72	$0.00
110-4-10	REMOVAL OF EXIST CONC		SY	$20.23	$22.25	$0.00
120-6	EMBANKMENT		CY	$12.38	$13.62	$0.00
160-4	TYPE B STABILIZATION		SY	$7.84	$8.62	$0.00
					SUBTOTAL I	**$0.00**
II. ROADWAY						
285-709	OPTIONAL BASE,BASE GROUP 9		SY	$20.04	$22.04	$0.00
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH		SY	$2.09	$2.30	$0.00
334-1-12	SUPERPAVE ASPH CONC, TRAF B, PG 76-22		TN	$113.08	$124.39	$0.00
337-7-81	ASPH CONC FC,TRAFFIC B,FC-12.5,PG 76-22		TN	$119.68	$131.65	$0.00
350-30-13*	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"		SY	$144.71	$159.18	$0.00
425-1-351	INLETS, CURB, TYPE P-5, <10'		EA	$5,116.84	$5,628.52	$0.00
425-1-361	INLETS, CURB, TYPE P-6, <10'		EA	$5,075.95	$5,583.55	$0.00
425-1-521	INLETS, DT BOT, TYPE C, <10'		EA	$3,417.38	$3,759.12	$0.00
425-2-61	MANHOLES, P-8, <10'		EA	$4,515.33	$4,966.86	$0.00
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD		LF	$92.15	$101.37	$0.00
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD		EA	$1,699.73	$1,869.70	$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F		LF	$29.99	$32.99	$0.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E		LF	$27.71	$30.48	$0.00
520-2-4	CONCRETE CURB, TYPE D		LF	$23.82	$26.20	$0.00
520-2-8*	CONCRETE CURB, TYPE RA		LF	$22.90	$25.19	$0.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE		LF	$57.12	$62.83	$0.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"		SY	$61.39	$67.53	$0.00
527-2	DETECTABLE WARNINGS		SF	$31.08	$34.19	$0.00
570-1-2	PERFORMANCE TURF, SOD		SY	$2.85	$3.14	$0.00
					SUBTOTAL II	**$0.00**
III. SIGNING & STRIPING						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	5	AS	$366.95	$403.65	$2,018.23
700-12-22*	SIGN BEACON, F&I GROUND MOUNT- SOLAR POWERED, TWO BEACONS		AS	$5,964.68	$6,561.15	$0.00
700-1-50	SINGLE POST SIGN, RELOCATE		AS	$239.50	$263.45	$0.00
700-1-60	SINGLE POST SIGN, REMOVE		AS	$33.27	$36.60	$0.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	26	EA	$230.01	$253.01	$6,578.29
700-3-601	SIGN PANEL, REMOVE, UP TO 12 SF	26	EA	$42.17	$46.39	$1,206.06
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF		EA	$3,625.49	$3,988.04	$0.00
700-13-15	RETROREFLECTIVE SIGN STRIP- F&I, 5'	6	EA	$70.72	$77.79	$466.75
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	54	EA	$3.45	$3.80	$204.93
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	$4.23	$4.65	$0.00
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	22	EA	$148.17	$162.99	$3,585.71
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW		EA	$67.59	$74.35	$0.00
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"		LF	$3.90	$4.29	$0.00
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	550	LF	$11.83	$13.01	$7,157.15
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	900	LF	$15.30	$16.83	$15,147.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"		GM	$4,040.82	$4,444.90	$0.00
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"		GM	$1,245.19	$1,369.71	$0.00
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.57	GM	$4,104.28	$4,514.71	$2,574.93
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	$1,318.12	$1,449.93	$0.00
711-17	THERMOPLASTIC, REMOVE	1,500	SF	$4.83	$5.31	$7,969.50
					SUBTOTAL III	**$38,939.05**
IV. TOTALS						
					SUBTOTAL I+II+III	**$38,939.05**
					MOBILIZATION (10%)	**$3,893.90**
					TEMPORARY TRAFFIC CONTROL (15%)	**$6,424.94**
					CONSTRUCTION TOTAL	**$49,257.90**
					ENGINEERING (30%)	**$14,777.37**
					CEI (21.90%)	**$10,787.48**
					P.E.C.E.I. Total	**$25,564.85**
					GRAND TOTAL	**$74,822.74**

*Unit cost taken from FDOT Statewide Historical Cost from 02/01/2019 to 01/31/2020

ENGINEER'S OPINION OF PROBABLE COST
LONG-TERM IMPROVEMENTS
Marigold Avenue Access Management

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 02/01/19 - 01/31/20 AREA 08	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
104-10-3	SEDIMENT BARRIER	15,000	LF	$1.40	$1.54	$23,100.00
110-1-1	CLEARING & GRUBBING	5.00	AC	$10,076.11	$11,083.72	$55,418.61
110-4-10	REMOVAL OF EXIST CONC	1,500	SY	$20.23	$22.25	$33,379.50
120-1	REGULAR EXCAVATION	2,700	CY	$8.32	$9.15	$24,710.40
120-6	EMBANKMENT	2,700	CY	$12.38	$13.62	$36,768.60
160-4	TYPE B STABILIZATION	30,000	SY	$7.84	$8.62	$258,720.00
					SUBTOTAL I	**$432,097.11**
II. ROADWAY						
285-709	OPTIONAL BASE,BASE GROUP 9	22,715	SY	$20.04	$22.04	$500,729.46
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	5,000	SY	$2.09	$2.30	$11,495.00
334-1-12	SUPERPAVE ASPH CONC, TRAF B, PG 76-22	1,800	TN	$113.08	$124.39	$223,898.40
337-7-81	ASPH CONC FC,TRAFFIC B,FC-12.5,PG 76-22	2,000	TN	$119.68	$131.65	$263,296.00
350-30-13*	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	900	SY	$144.71	$159.18	$143,262.90
425-1-351	INLETS, CURB, TYPE P-5, <10'	24	EA	$5,116.84	$5,628.52	$135,084.58
425-1-361	INLETS, CURB, TYPE P-6, <10'	5	EA	$5,075.95	$5,583.55	$27,917.73
425-2-61	MANHOLES, P-8, <10'	5	EA	$4,515.33	$4,966.86	$24,834.32
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	2,500	LF	$92.15	$101.37	$253,412.50
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD	37	EA	$1,699.73	$1,869.70	$69,179.01
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,350	LF	$29.99	$32.99	$341,436.15
520-1-7	CONCRETE CURB & GUTTER, TYPE E	11,200	LF	$27.71	$30.48	$341,387.20
520-2-4	CONCRETE CURB, TYPE D	1,400	LF	$23.82	$26.20	$36,682.80
520-2-8*	CONCRETE CURB, TYPE RA	1,800	LF	$22.90	$25.19	$45,342.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	300	LF	$57.12	$62.83	$18,849.60
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	2,900	SY	$61.39	$67.53	$195,834.10
527-2	DETECTABLE WARNINGS	350	SF	$31.08	$34.19	$11,965.80
570-1-2	PERFORMANCE TURF, SOD	11,000	SY	$2.85	$3.14	$34,485.00
630-2-11	CONDUIT, F&I, OPEN TRENCH	3,500	LF	$7.45	$8.20	$28,682.50
635-2-11	PULL & SPLICE BOX, F&I, 13"X24"	40	EA	$742.86	$817.15	$32,685.84
715-1-12	LIGHT CONDUCTORS, F&I, INSULATED, NO. 8-6	3,500	LF	$1.44	$1.58	$5,544.00
715-4-11	LIGHT POLE COMPLETE, F&I- STD, 30'	33	EA	$3,753.87	$4,129.26	$136,265.48
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	33	EA	$623.63	$685.99	$22,637.77
715-7-21*	LOAD CENTER, REWORK, SECONDARY VOLTAGE	5	EA	$2,978.14	$3,275.95	$16,379.77
					SUBTOTAL II	**$2,921,287.90**
III. SIGNING & STRIPING						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	77	AS	$366.95	$403.65	$31,080.67
700-12-22*	SIGN BEACON, F&I GROUND MOUNT- SOLAR POWERED, TWO BEACONS	4	AS	$5,964.68	$6,561.15	$26,244.59
700-1-50	SINGLE POST SIGN, RELOCATE	14	AS	$239.50	$263.45	$3,688.30
700-1-60	SINGLE POST SIGN, REMOVE		AS	$33.27	$36.60	$0.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF		EA	$230.01	$253.01	$0.00
700-3-601	SIGN PANEL, REMOVE, UP TO 12 SF		EA	$42.17	$46.39	$0.00
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF		EA	$3,625.49	$3,988.04	$0.00
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	$4.23	$4.65	$0.00
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	12	EA	$148.17	$162.99	$1,955.84
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	3	EA	$67.59	$74.35	$223.05
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	100	LF	$3.90	$4.29	$429.00
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	700	LF	$11.83	$13.01	$9,109.10
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	1,310	LF	$15.30	$16.83	$22,047.30
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.15	GM	$4,040.82	$4,444.90	$9,554.86
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.09	GM	$1,245.19	$1,369.71	$129.71
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	2.48	GM	$4,104.28	$4,514.71	$11,201.26
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	$1,318.12	$1,449.93	$0.00
711-17-1	THERMOPLASTIC, REMOVE	1.36	SF	$4.83	$5.31	$7.23
					SUBTOTAL III	**$115,670.90**
IV. TOTALS						
					SUBTOTAL I+II+III	**$3,469,055.90**
					MOBILIZATION (10%)	**$346,905.59**
					TEMPORARY TRAFFIC CONTROL (15%)	**$572,394.22**
					CONSTRUCTION TOTAL	**$4,388,355.72**
					ENGINEERING (30%)	**$1,316,506.72**
					CEI (10.32%)	**$452,878.31**
					P.E.C.E.I. Total	**$1,769,385.03**
					GRAND TOTAL	**$6,157,740.74**

*Unit cost taken from FDOT Statewide Historical Cost from 02/01/2019 to 01/31/2020

Appendix I:

B/C Analysis, Net Present Value, and
Crash Modification Factor

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 5228

Conversion of intersection into low-speed roundabout

Description: Conversion of intersection into low-speed roundabout

Prior Condition: The intersection was operating under no control, yield, TWSC, AWSC, or signal control.

Category: Intersection geometry

Study: *Evaluation of Roundabout Safety*, Qin et al., 2013

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.473
Adjusted Standard Error:	
Unadjusted Standard Error:	0.113

Crash Reduction Factor (CRF)	
Value:	52.73 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	11.3

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	2,4
Road Division Type:	All
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Other
Major Road Traffic Volume:	4100 (total entering) to 48100 (total entering) Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1994 to 2010
Municipality:	Statewide
State:	WI

Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
Before Sample Size Used:	55 Crashes
After Sample Size Used:	26 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-01-2013
Comments:	- Study included three-yearbefore and after crash datafor each site.- In this case, the reported before-crashes represent the "expected crashes" after treatment.- "Traffic Control" includes intersections with yield control, two-way stop-control, all-way stop-control, and signal control.- Reported traffic volume is total entering volume.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 7999

Install left-turn lane

Description:

Prior Condition: Intersections without left turn lanes

Category: Intersection geometry

Study: *Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas*, Srinivasan et al., 2014

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.566
Adjusted Standard Error:	
Unadjusted Standard Error:	0.113

Crash Reduction Factor (CRF)	
Value:	43.4 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	11.3

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Not specified
Intersection Geometry:	3-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	2981 to 18248 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	972 to 13880 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-10-2016
Comments:	The CMF was developed for both rural and suburban areas.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

FORM 511

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1. SUBMITTED BY: ETM, Inc. | FM #: | 5. X SAFETY PRIORITY
2. DATE SUBMITTED: 10/5/2019 | ENV. STUDY
3. PROJECT NO.: 15-225-28 | SKID (ID):
4. ALTERNATIVE NO.: Long-Term | SN: | SPEED: 45

6. DISTRICT: 5 | COUNTY: Osceola | SECTION: | SR: | U.S. ROAD:

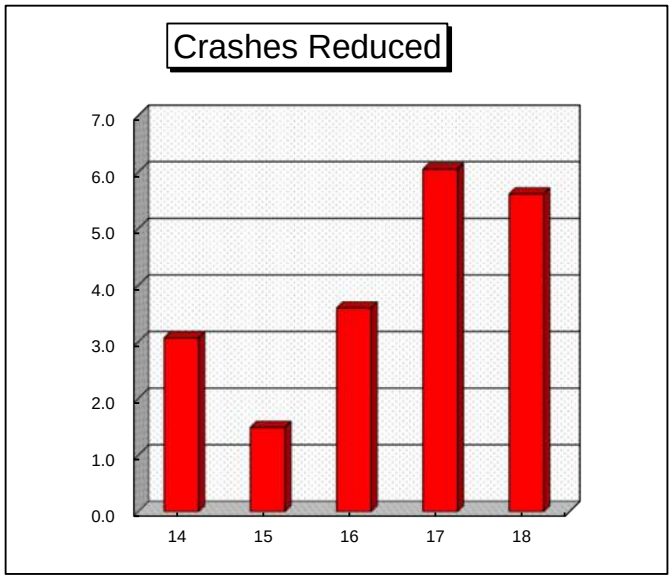
7. BEGIN MILE POST: | END MILE POST: | LENGTH: | NODE:

10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS) Construct roundabouts on Marigold Avenue at the intersections of Peabody Road, Laurel Avenue, and San Lorenzo Road. Construct a northbound left-turn bay at the Marigold Avenue and San Miguel Road intersection.

	YEAR	14	15	16	17	18	AVG
11.	NO.OF CRASHES	6	3	7	12	11	7.8
12.	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	3.1	1.5	3.6	6.0	5.6	3.964

14. CRASH INFORMATION FOR FACILITY

COST/CRASH $	$267,397
CRASH CLEANUP $	-100
INTEREST RATE	4%



15. ANNUAL COST OF IMPROVEMENTS

	TYPE	COST	LIFE	CRF	AN'L COST
A.	R-O-W	$0	50	0.0725	$0
B.	PECEI	$1,769,385	20	0.0736	$130,227
C.	EARTHWK	$432,097	50	0.0725	$31,327
D.	SIGNAL	$0	15	0.0899	$0
E.	SGN/STRIP	$115,671	8	0.1485	$17,177
F.	RDWY	$2,921,288	20	0.0736	$215,007
G.	MOT/MOBIL	$919,300	20	0.0736	$67,660
H.	LIGHTING				$0
I.	CRASH CLEANUP				$396
J.	TOTAL				$461,795

16. BENEFIT: $1,059,870.79

17. BENEFIT / COST: 2.30

PREPARED BY: Adriann LeBlanc, PE | APPROVED BY: | DATE:

COMMENTS/CRASH REDUCTION METHOD: Cost per crash based on the FDOT's Average Cost per Crash 2-3 Lanes, Undivided, Suburban
Used CMF ID 5228 - Conversion of intersection into low-speed roundabout. CMF value = 0.473 and CRF value = 52.73%.
Used CMF ID 7999 - Install left-turn lane. CMF value = 0.566 and CRF value = 43.4%.

HIGH CRASH SEGMENTS:

Project Name	Marigold Avenue Roundabouts	Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Current Year	2020	Calendar Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047
Project Completion	2024	Estimated Cost	6,157,741																											
Project Life	20	Estimated Benefits					1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871	1,059,871				
Project Category		**Calculation**																												
Discount Rate	0.04	Discount Factor	1.000	0.962	0.925	0.889	0.855	0.822	0.790	0.760	0.731	0.703	0.676	0.650	0.625	0.601	0.577	0.555	0.534	0.513	0.494	0.475	0.456	0.439	0.422	0.406	0.390	0.375	0.361	0.347
Project Ends	2043	Discounted Cost	-6,157,741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Discounted Benefits	0	0	0	0	905,982	871,137	837,631	805,415	774,437	744,651	716,011	688,472	661,992	636,531	612,049	588,509	565,874	544,109	523,182	503,060	483,711	465,107	447,218	430,017	0	0	0	0

Construct roundabouts on Marigold Ave at the intersections of Peabody Rd, Laurel Ave, and San Lorenzo Rd. Construct a NB left-turn bay at the Marigold Ave/San Miguel Rd intersection.

NPV **6,647,354**

Appendix J:

Turning Movement Volumes

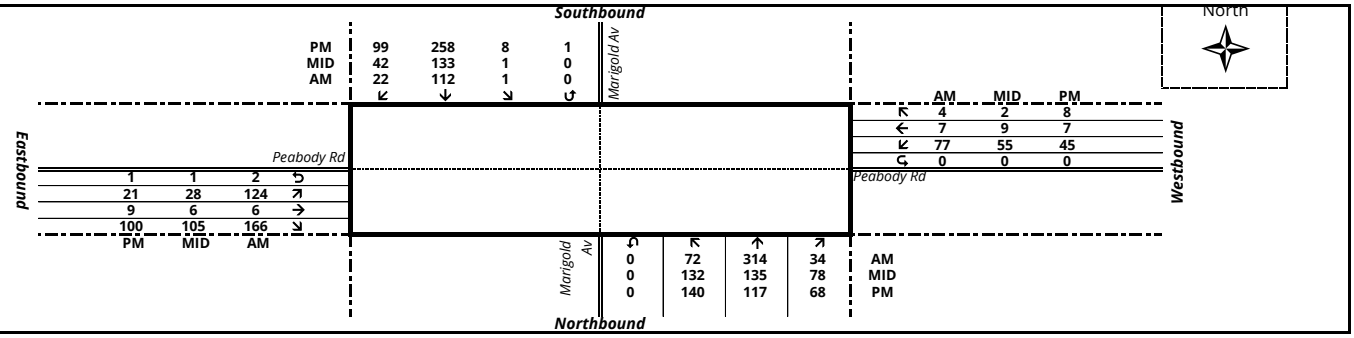
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 22, 2019 (Wednesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Av & Peabody Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Av					Marigold Av						Peabody Rd						Peabody Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	8	68	7	1	**84**	0	9	2	0	**11**	**95**	33	2	36	2	**73**	10	1	2	0	**13**	**86**	**181**
06:45 AM	11	99	3	0	**113**	0	17	3	0	**20**	**133**	28	1	30	0	**59**	12	1	1	0	**14**	**73**	**206**
TOTAL	19	167	10	1	**197**	0	26	5	0	**31**	**228**	61	3	66	2	**132**	22	2	3	0	**27**	**159**	**387**
07:00 AM	11	115	5	0	**131**	0	21	6	0	**27**	**158**	46	1	31	0	**78**	16	1	0	0	**17**	**95**	**253**
07:15 AM	11	57	5	0	**73**	0	21	3	0	**24**	**97**	26	2	31	0	**59**	14	0	2	0	**16**	**75**	**172**
07:30 AM	19	73	10	0	**102**	0	29	5	0	**34**	**136**	31	2	56	0	**89**	23	5	1	0	**29**	**118**	**254**
07:45 AM	31	69	14	0	**114**	1	41	8	0	**50**	**164**	21	1	48	2	**72**	24	1	1	0	**26**	**98**	**262**
TOTAL	72	314	34	0	**420**	1	112	22	0	**135**	**555**	124	6	166	2	**298**	77	7	4	0	**88**	**386**	**941**
08:00 AM	20	51	13	0	**84**	0	17	9	0	**26**	**110**	20	0	27	1	**48**	12	4	2	0	**18**	**66**	**176**
08:15 AM	11	67	10	0	**88**	0	15	9	0	**24**	**112**	21	3	27	0	**51**	12	2	3	0	**17**	**68**	**180**
08:30 AM	15	50	6	0	**71**	0	16	2	0	**18**	**89**	20	3	22	2	**47**	11	4	1	0	**16**	**63**	**152**
08:45 AM	10	38	9	0	**57**	1	15	5	0	**21**	**78**	16	1	15	0	**32**	6	1	4	0	**11**	**43**	**121**
TOTAL	56	206	38	0	**300**	1	63	25	0	**89**	**389**	77	7	91	3	**178**	41	11	10	0	**62**	**240**	**629**
02:00 PM	32	28	11	0	**71**	2	28	9	0	**39**	**110**	9	1	31	0	**41**	18	0	2	0	**20**	**61**	**171**
02:15 PM	22	30	12	0	**64**	0	22	6	0	**28**	**92**	11	0	18	0	**29**	14	2	2	0	**18**	**47**	**139**
02:30 PM	18	30	17	0	**65**	1	27	11	0	**39**	**104**	7	1	22	0	**30**	11	2	1	0	**14**	**44**	**148**
02:45 PM	24	26	13	0	**63**	0	37	8	0	**45**	**108**	8	1	30	0	**39**	10	1	0	0	**11**	**50**	**158**
TOTAL	96	114	53	0	**263**	3	114	34	0	**151**	**414**	35	3	101	0	**139**	53	5	5	0	**63**	**202**	**616**
03:00 PM	33	36	23	0	**92**	0	31	11	0	**42**	**134**	7	1	27	0	**35**	24	3	1	0	**28**	**63**	**197**
03:15 PM	45	45	28	0	**118**	1	34	10	0	**45**	**163**	10	2	22	0	**34**	11	1	1	0	**13**	**47**	**210**
03:30 PM	30	28	14	0	**72**	0	31	13	0	**44**	**116**	3	2	26	1	**32**	10	4	0	0	**14**	**46**	**162**
03:45 PM	29	21	16	0	**66**	1	46	19	0	**66**	**132**	8	2	20	0	**30**	12	3	0	0	**15**	**45**	**177**
TOTAL	137	130	81	0	**348**	2	142	53	0	**197**	**545**	28	7	95	1	**131**	57	11	2	0	**70**	**201**	**746**
04:00 PM	39	38	10	0	**87**	3	45	19	0	**67**	**154**	10	5	30	0	**45**	9	1	0	0	**10**	**55**	**209**
04:15 PM	24	24	13	0	**61**	3	39	14	0	**56**	**117**	12	2	25	0	**39**	11	0	0	0	**11**	**50**	**167**
04:30 PM	29	27	9	0	**65**	0	55	18	0	**73**	**138**	10	1	16	0	**27**	8	1	1	0	**10**	**37**	**175**
04:45 PM	26	24	13	0	**63**	1	48	19	0	**68**	**131**	6	0	25	0	**31**	10	2	0	0	**12**	**43**	**174**
TOTAL	118	113	45	0	**276**	7	187	70	0	**264**	**540**	38	8	96	0	**142**	38	4	1	0	**43**	**185**	**725**
05:00 PM	29	28	17	0	**74**	0	63	17	0	**80**	**154**	6	2	27	0	**35**	8	0	1	0	**9**	**44**	**198**
05:15 PM	30	33	11	1	**75**	2	75	20	0	**97**	**172**	15	0	19	0	**34**	11	3	0	0	**14**	**48**	**220**
05:30 PM	37	38	19	0	**94**	1	68	30	0	**99**	**193**	5	3	20	0	**28**	7	0	3	0	**10**	**38**	**231**
05:45 PM	36	24	13	0	**73**	1	57	14	0	**72**	**145**	5	2	23	0	**30**	10	0	2	0	**12**	**42**	**187**
TOTAL	132	123	60	1	**316**	4	263	81	0	**348**	**664**	31	7	89	0	**127**	36	3	6	0	**45**	**172**	**836**
06:00 PM	25	30	15	0	**70**	1	59	26	0	**86**	**156**	3	2	27	1	**33**	13	3	1	0	**17**	**50**	**206**
06:15 PM	42	25	21	0	**88**	5	74	29	1	**109**	**197**	8	2	30	0	**40**	15	4	2	0	**21**	**61**	**258**
06:30 PM	28	13	2	0	**43**	5	62	21	0	**88**	**131**	3	0	16	0	**19**	6	2	0	0	**8**	**27**	**158**
06:45 PM	28	22	10	0	**60**	1	47	21	0	**69**	**129**	3	2	19	0	**24**	6	0	0	0	**6**	**30**	**159**
TOTAL	123	90	48	0	**261**	12	242	97	1	**352**	**613**	17	6	92	1	**116**	40	9	3	0	**52**	**168**	**781**
07:00 PM	42	19	10	0	**71**	2	52	16	0	**70**	**141**	3	2	30	0	**35**	9	1	2	0	**12**	**47**	**188**
07:15 PM	27	15	11	0	**53**	1	37	20	0	**58**	**111**	4	3	11	0	**18**	6	1	2	0	**9**	**27**	**138**
TOTAL	69	34	21	0	**124**	3	89	36	0	**128**	**252**	7	5	41	0	**53**	15	2	4	0	**21**	**74**	**326**
AM Peak																						**Peak Hour Factor:**	**0.898**
07:00 AM to 08:00 AM	**72**	**314**	**34**	**0**	**420**	**1**	**112**	**22**	**0**	**135**	**555**	**124**	**6**	**166**	**2**	**298**	**77**	**7**	**4**	**0**	**88**	**386**	**941**
Midday Peak																						**Peak Hour Factor:**	**0.865**
02:45 PM to 03:45 PM	**132**	**135**	**78**	**0**	**345**	**1**	**133**	**42**	**0**	**176**	**521**	**28**	**6**	**105**	**1**	**140**	**55**	**9**	**2**	**0**	**66**	**206**	**727**
PM Peak																						**Peak Hour Factor:**	**0.855**
05:30 PM to 06:30 PM	**140**	**117**	**68**	**0**	**325**	**8**	**258**	**99**	**1**	**366**	**691**	**21**	**9**	**100**	**1**	**131**	**45**	**7**	**8**	**0**	**60**	**191**	**882**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 22, 2019 (Wednesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Av & Peabody Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Av					Marigold Av						Peabody Rd					Peabody Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**4**
06:45 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**2**
TOTAL	1	1	0	0	**2**	0	1	0	0	**1**	**3**	1	0	2	0	**3**	0	0	0	0	**0**	**3**	**6**
07:00 AM	0	1	1	0	**2**	0	2	0	0	**2**	**4**	0	1	0	0	**1**	1	0	0	0	**1**	**2**	**6**
07:15 AM	1	1	1	0	**3**	0	2	1	0	**3**	**6**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**7**
07:30 AM	0	1	1	0	**2**	0	1	0	0	**1**	**3**	0	0	2	0	**2**	0	1	0	0	**1**	**3**	**6**
07:45 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	1	0	**1**	0	1	0	0	**1**	**2**	**3**
TOTAL	1	3	3	0	**7**	0	6	1	0	**7**	**14**	0	1	4	0	**5**	1	2	0	0	**3**	**8**	**22**
08:00 AM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**2**
08:15 AM	0	1	1	0	**2**	0	1	2	0	**3**	**5**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**6**
08:30 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
08:45 AM	0	1	0	0	**1**	0	0	1	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
TOTAL	0	4	1	0	**5**	0	2	3	0	**5**	**10**	0	1	0	0	**1**	0	1	0	0	**1**	**2**	**12**
02:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
02:15 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**2**
02:30 PM	3	0	0	0	**3**	0	0	0	0	**0**	**3**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**5**
02:45 PM	1	0	2	0	**3**	0	2	0	0	**2**	**5**	1	0	1	0	**2**	1	0	0	0	**1**	**3**	**8**
TOTAL	4	1	2	0	**7**	0	2	0	0	**2**	**9**	1	0	3	0	**4**	1	1	0	0	**2**	**6**	**15**
03:00 PM	1	0	1	0	**2**	0	0	1	0	**1**	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**4**
03:15 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
03:30 PM	1	0	1	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**3**
03:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	1	0	0	**1**	**2**	**2**
TOTAL	2	0	2	0	**4**	0	1	1	0	**2**	**6**	1	0	1	0	**2**	1	1	0	0	**2**	**4**	**10**
04:00 PM	1	1	1	0	**3**	0	1	0	0	**1**	**4**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**6**
04:15 PM	1	2	0	0	**3**	0	0	0	0	**0**	**3**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**5**
04:30 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**2**
04:45 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**3**
TOTAL	3	3	1	0	**7**	0	2	0	0	**2**	**9**	2	1	4	0	**7**	0	0	0	0	**0**	**7**	**16**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**2**
05:30 PM	0	0	1	0	**1**	0	0	1	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	1	1	0	**2**	0	0	1	0	**1**	**3**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**4**
06:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak																							
07:00 AM to 08:00 AM	**1**	**3**	**3**	**0**	**7**	**0**	**6**	**1**	**0**	**7**	**14**	**0**	**1**	**4**	**0**	**5**	**1**	**2**	**0**	**0**	**3**	**8**	**22**
Midday Peak																							
02:45 PM to 03:45 PM	**3**	**0**	**4**	**0**	**7**	**0**	**3**	**1**	**0**	**4**	**11**	**1**	**0**	**2**	**0**	**3**	**2**	**0**	**0**	**0**	**2**	**5**	**16**
PM Peak																							
05:30 PM to 06:30 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & Peabody Rd S

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				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**

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**0**	**0**

Peabody Rd S

EB ST NAME

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**0**	**0**

Peabody Rd S

WB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				Total
1	1	1						0	0	1	0	2				**6**
0	0	0						2	6	4	0	2				**14**
1	**1**	**1**						**2**	**6**	**5**	**0**	**4**				**20**

Marigold Av

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & Peabody Rd S

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				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**

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**0**	**0**

Peabody Rd S

EB ST NAME

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**0**	**0**

Peabody Rd S

WB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				Total
0	5	0						0	1	2	3	0				**11**
0	0	0						0	0	0	0	0				**0**
0	**5**	**0**						**0**	**1**	**2**	**3**	**0**				**11**

Marigold Av

NB ST NAME

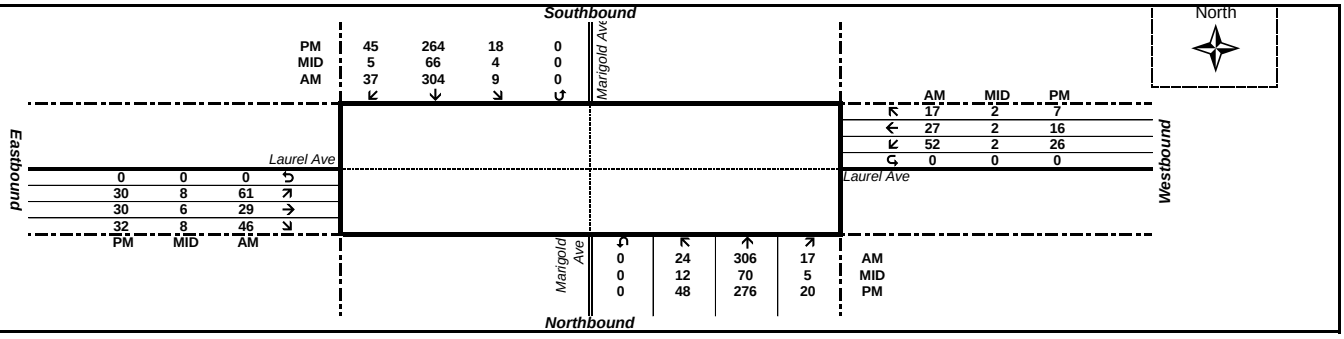
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: August 27, 2019 (Tuesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Ave & Laurel Ave **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Ave					Marigold Ave						Laurel Ave					Laurel Ave						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
06:30 AM	1	79	0	0	**80**	0	60	1	0	**61**	**141**	18	0	12	0	**30**	6	1	5	0	**12**	**42**	**183**
06:45 AM	1	61	1	0	**63**	3	52	3	0	**58**	**121**	13	1	9	0	**23**	3	2	4	0	**9**	**32**	**153**
TOTAL	2	140	1	0	**143**	3	112	4	0	**119**	**262**	31	1	21	0	**53**	9	3	9	0	**21**	**74**	**336**
07:00 AM	7	77	1	0	**85**	0	50	3	0	**53**	**138**	15	1	5	0	**21**	7	5	6	0	**18**	**39**	**177**
07:15 AM	6	68	4	0	**78**	1	47	2	0	**50**	**128**	15	1	8	0	**24**	6	0	4	0	**10**	**34**	**162**
07:30 AM	7	61	2	0	**70**	2	48	6	0	**56**	**126**	8	10	12	0	**30**	14	2	5	0	**21**	**51**	**177**
07:45 AM	3	47	4	0	**54**	4	74	9	0	**87**	**141**	13	5	11	0	**29**	12	11	5	0	**28**	**57**	**198**
TOTAL	23	253	11	0	**287**	7	219	20	0	**246**	**533**	51	17	36	0	**104**	39	18	20	0	**77**	**181**	**714**
08:00 AM	8	70	4	0	**82**	1	72	13	0	**86**	**168**	17	11	11	0	**39**	13	8	2	0	**23**	**62**	**230**
08:15 AM	0	60	3	0	**63**	1	63	7	0	**71**	**134**	8	2	4	0	**14**	7	6	1	0	**14**	**28**	**162**
08:30 AM	5	54	1	0	**60**	1	34	4	0	**39**	**99**	12	6	7	0	**25**	2	9	1	0	**12**	**37**	**136**
08:45 AM	7	34	0	0	**41**	0	37	5	0	**42**	**83**	5	4	14	0	**23**	11	7	2	0	**20**	**43**	**126**
TOTAL	20	218	8	0	**246**	3	206	29	0	**238**	**484**	42	23	36	0	**101**	33	30	6	0	**69**	**170**	**654**
02:00 PM	14	54	2	0	**70**	0	68	4	0	**72**	**142**	4	2	6	0	**12**	4	4	0	0	**8**	**20**	**162**
02:15 PM	6	64	7	0	**77**	2	49	5	0	**56**	**133**	0	1	4	0	**5**	6	0	1	0	**7**	**12**	**145**
02:30 PM	7	53	4	0	**64**	0	58	8	0	**66**	**130**	5	4	4	0	**13**	10	3	0	0	**13**	**26**	**156**
02:45 PM	12	70	5	0	**87**	4	66	5	0	**75**	**162**	8	6	8	0	**22**	2	2	2	0	**6**	**28**	**190**
TOTAL	39	241	18	0	**298**	6	241	22	0	**269**	**567**	17	13	22	0	**52**	22	9	3	0	**34**	**86**	**653**
03:00 PM	12	73	6	0	**91**	2	55	10	0	**67**	**158**	9	7	9	0	**25**	7	3	2	0	**12**	**37**	**195**
03:15 PM	12	74	7	0	**93**	12	75	17	0	**104**	**197**	9	5	9	0	**23**	6	6	3	0	**15**	**38**	**235**
03:30 PM	12	67	1	0	**80**	3	64	12	0	**79**	**159**	7	12	9	0	**28**	8	5	0	0	**13**	**41**	**200**
03:45 PM	12	62	6	0	**80**	1	70	6	0	**77**	**157**	5	6	5	0	**16**	5	2	2	0	**9**	**25**	**182**
TOTAL	48	276	20	0	**344**	18	264	45	0	**327**	**671**	30	30	32	0	**92**	26	16	7	0	**49**	**141**	**812**
04:00 PM	18	53	2	0	**73**	4	80	13	0	**97**	**170**	3	2	7	0	**12**	6	3	1	0	**10**	**22**	**192**
04:15 PM	9	70	5	0	**84**	2	71	8	0	**81**	**165**	1	3	9	0	**13**	3	7	1	0	**11**	**24**	**189**
04:30 PM	16	68	3	0	**87**	0	69	15	0	**84**	**171**	6	10	8	0	**24**	4	4	1	0	**9**	**33**	**204**
04:45 PM	12	59	3	0	**74**	3	61	17	0	**81**	**155**	5	3	7	0	**15**	6	3	0	0	**9**	**24**	**179**
TOTAL	55	250	13	0	**318**	9	281	53	0	**343**	**661**	15	18	31	0	**64**	19	17	3	0	**39**	**103**	**764**
05:00 PM	6	62	5	0	**73**	1	82	10	0	**93**	**166**	5	2	4	0	**11**	6	1	0	0	**7**	**18**	**184**
05:15 PM	9	78	4	0	**91**	3	83	9	0	**95**	**186**	6	4	5	0	**15**	5	2	0	0	**7**	**22**	**208**
05:30 PM	13	69	3	0	**85**	2	83	11	0	**96**	**181**	4	2	8	0	**14**	3	2	2	0	**7**	**21**	**202**
05:45 PM	4	75	5	0	**84**	1	72	14	0	**87**	**171**	4	7	5	0	**16**	5	4	2	0	**11**	**27**	**198**
TOTAL	32	284	17	0	**333**	7	320	44	0	**371**	**704**	19	15	22	0	**56**	19	9	4	0	**32**	**88**	**792**
06:00 PM	10	57	6	0	**73**	2	70	12	0	**84**	**157**	6	5	10	0	**21**	3	2	1	0	**6**	**27**	**184**
06:15 PM	5	58	5	0	**68**	2	68	16	0	**86**	**154**	5	6	5	0	**16**	6	4	0	0	**10**	**26**	**180**
06:30 PM	12	62	6	0	**80**	1	52	8	0	**61**	**141**	4	4	5	0	**13**	6	6	0	0	**12**	**25**	**166**
06:45 PM	15	80	2	0	**97**	1	60	17	0	**78**	**175**	3	5	4	0	**12**	7	3	0	0	**10**	**22**	**197**
TOTAL	42	257	19	0	**318**	6	250	53	0	**309**	**627**	18	20	24	0	**62**	22	15	1	0	**38**	**100**	**727**
07:00 PM	10	54	2	0	**66**	1	65	15	0	**81**	**147**	4	8	6	0	**18**	4	6	0	0	**10**	**28**	**175**
07:15 PM	8	57	2	0	**67**	0	56	4	0	**60**	**127**	2	1	7	0	**10**	6	1	0	0	**7**	**17**	**144**
TOTAL	18	111	4	0	**133**	1	121	19	0	**141**	**274**	6	9	13	0	**28**	10	7	0	0	**17**	**45**	**319**
AM Peak																						**Peak Hour Factor:**	**1.010**
07:15 AM to 08:15 AM	**24**	**306**	**17**	**0**	**347**	**9**	**304**	**37**	**0**	**350**	**697**	**61**	**29**	**46**	**0**	**136**	**52**	**27**	**17**	**0**	**96**	**232**	**929**
Midday Peak																						**Peak Hour Factor:**	**0.202**
02:45 PM to 03:45 PM	**12**	**70**	**5**	**0**	**87**	**4**	**66**	**5**	**0**	**75**	**162**	**8**	**6**	**8**	**0**	**22**	**2**	**2**	**2**	**0**	**6**	**28**	**190**
PM Peak																						**Peak Hour Factor:**	**0.864**
03:00 PM to 04:00 PM	**48**	**276**	**20**	**0**	**344**	**18**	**264**	**45**	**0**	**327**	**671**	**30**	**30**	**32**	**0**	**92**	**26**	**16**	**7**	**0**	**49**	**141**	**812**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: August 27, 2019 (Tuesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Ave & Laurel Ave **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Ave					Marigold Ave						Laurel Ave					Laurel Ave						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	0	2	0	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
06:45 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**3**
TOTAL	0	2	0	0	**2**	0	1	1	0	**2**	**4**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**5**
07:00 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**	0	1	1	0	**2**	0	1	0	0	**1**	**3**	**5**
07:15 AM	0	1	0	0	**1**	0	2	0	0	**2**	**3**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**4**
07:30 AM	1	1	0	0	**2**	0	1	1	0	**2**	**4**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**5**
07:45 AM	0	2	0	0	**2**	0	1	0	0	**1**	**3**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**4**
TOTAL	1	4	0	0	**5**	0	5	2	0	**7**	**12**	1	1	1	0	**3**	1	1	1	0	**3**	**6**	**18**
08:00 AM	0	1	0	0	**1**	0	2	1	0	**3**	**4**	1	0	0	0	**1**	1	0	1	0	**2**	**3**	**7**
08:15 AM	0	3	0	0	**3**	0	4	1	0	**5**	**8**	0	1	0	0	**1**	1	0	0	0	**1**	**2**	**10**
08:30 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**2**
08:45 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
TOTAL	0	4	0	0	**4**	0	7	4	0	**11**	**15**	2	1	0	0	**3**	2	0	1	0	**3**	**6**	**21**
02:00 PM	0	0	0	0	**0**	0	1	1	0	**2**	**2**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**3**
02:15 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
02:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
02:45 PM	2	2	1	0	**5**	0	1	0	0	**1**	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**6**
TOTAL	2	2	1	0	**5**	0	3	1	0	**4**	**9**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**10**
03:00 PM	0	4	0	0	**4**	1	0	0	0	**1**	**5**	0	0	0	0	**0**	1	1	1	0	**3**	**3**	**8**
03:15 PM	0	1	0	0	**1**	0	0	2	0	**2**	**3**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**4**
03:30 PM	0	1	0	0	**1**	0	4	1	0	**5**	**6**	1	1	0	0	**2**	0	0	0	0	**0**	**2**	**8**
03:45 PM	2	0	0	0	**2**	0	1	1	0	**2**	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**5**
TOTAL	2	6	0	0	**8**	1	5	4	0	**10**	**18**	1	1	1	0	**3**	1	1	2	0	**4**	**7**	**25**
04:00 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
04:15 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**2**
04:30 PM	0	1	1	0	**2**	0	1	1	0	**2**	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**4**
04:45 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**2**
TOTAL	0	3	1	0	**4**	0	2	1	0	**3**	**7**	0	0	1	0	**1**	0	1	0	0	**1**	**2**	**9**
05:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
05:15 PM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
05:30 PM	0	1	1	0	**2**	0	1	2	0	**3**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	2	1	0	**3**	0	2	3	0	**5**	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**8**
06:00 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
06:15 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
06:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	2	0	**2**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
07:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 PM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
AM Peak 07:15 AM to 08:15 AM	**1**	**8**	**0**	**0**	**9**	**0**	**10**	**3**	**0**	**13**	**22**	**2**	**1**	**0**	**0**	**3**	**3**	**0**	**2**	**0**	**5**	**8**	**30**
Midday Peak 02:45 PM to 03:45 PM	**2**	**2**	**1**	**0**	**5**	**0**	**1**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
PM Peak 03:00 PM to 04:00 PM	**2**	**6**	**0**	**0**	**8**	**1**	**5**	**4**	**0**	**10**	**18**	**1**	**1**	**1**	**0**	**3**	**1**	**1**	**2**	**0**	**4**	**7**	**25**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & Laurel Av

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	0	0	0	0			**0**
0	**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**			**0**

6:30-7:30	1	1	**2**
7:30-8:30	5	3	**8**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	2	0	**2**
4-5	0	1	**1**
5-6	1	0	**1**
6-7	0	0	**0**
7-8	1	0	**1**
Total	**10**	**5**	**15**

Laurel Av

EB ST NAME

6:30-7:30	0	1	**1**
7:30-8:30	0	0	**0**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**1**	**1**

Laurel Av

WB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
6	2	0						0	0	0	0	6	0			**14**
2	0	0						0	0	9	0	0	2			**13**
8	**2**	**0**						**0**	**0**	**9**	**0**	**6**	**2**			**27**

Marigold Av

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & Laurel Av

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	0	0	0	0			**0**
0	**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**			**0**

6:30-7:30	0	0	**0**
7:30-8:30	1	0	**1**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	1	0	**1**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**2**	**0**	**2**

Laurel Av

EB ST NAME

6:30-7:30	0	0	**0**
7:30-8:30	0	0	**0**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**0**	**0**

Laurel Av

WB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	6	2						0	0	0	3	2	0			**13**
0	0	0						0	0	9	0	0	0			**9**
0	**6**	**2**						**0**	**0**	**9**	**3**	**2**	**0**			**22**

Marigold Av

NB ST NAME

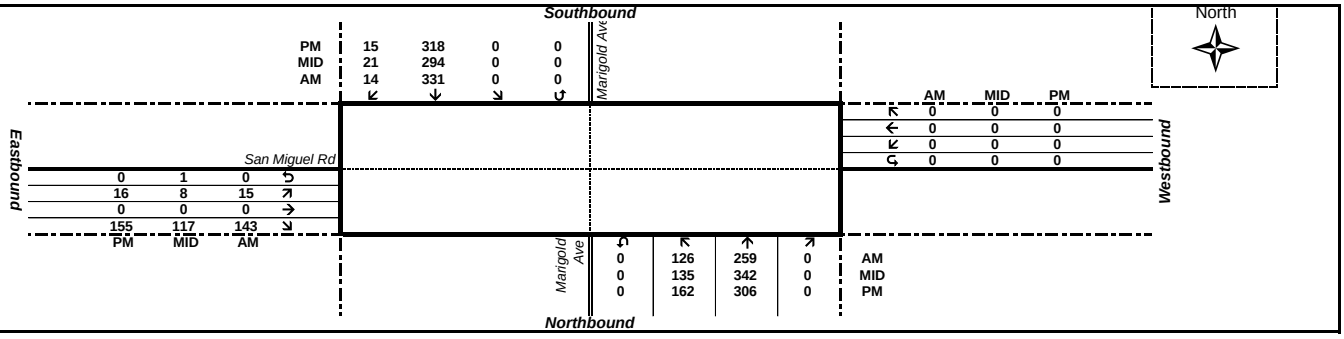
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: August 27, 2019 (Tuesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Ave & San Miguel Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Ave					Marigold Ave						San Miguel Rd											
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
06:30 AM	8	67	0	0	**75**	0	83	1	0	**84**	**159**	3	0	25	0	**28**	0	0	0	0	**0**	**28**	**187**
06:45 AM	11	65	0	0	**76**	0	66	0	0	**66**	**142**	8	0	39	0	**47**	0	0	0	0	**0**	**47**	**189**
TOTAL	19	132	0	0	**151**	0	149	1	0	**150**	**301**	11	0	64	0	**75**	0	0	0	0	**0**	**75**	**376**
07:00 AM	16	70	0	0	**86**	0	53	1	0	**54**	**140**	8	0	35	0	**43**	0	0	0	0	**0**	**43**	**183**
07:15 AM	18	75	0	0	**93**	0	64	0	0	**64**	**157**	5	0	22	0	**27**	0	0	0	0	**0**	**27**	**184**
07:30 AM	21	72	0	0	**93**	0	75	2	0	**77**	**170**	4	0	33	0	**37**	0	0	0	0	**0**	**37**	**207**
07:45 AM	26	53	0	0	**79**	0	93	3	0	**96**	**175**	1	0	28	0	**29**	0	0	0	0	**0**	**29**	**204**
TOTAL	81	270	0	0	**351**	0	285	6	0	**291**	**642**	18	0	118	0	**136**	0	0	0	0	**0**	**136**	**778**
08:00 AM	35	75	0	0	**110**	0	91	3	0	**94**	**204**	8	0	37	0	**45**	0	0	0	0	**0**	**45**	**249**
08:15 AM	44	59	0	0	**103**	0	72	6	0	**78**	**181**	2	0	45	0	**47**	0	0	0	0	**0**	**47**	**228**
08:30 AM	37	56	0	0	**93**	0	41	1	0	**42**	**135**	4	0	27	0	**31**	0	0	0	0	**0**	**31**	**166**
08:45 AM	45	37	0	0	**82**	0	58	1	0	**59**	**141**	3	0	40	0	**43**	0	0	0	0	**0**	**43**	**184**
TOTAL	161	227	0	0	**388**	0	262	11	0	**273**	**661**	17	0	149	0	**166**	0	0	0	0	**0**	**166**	**827**
02:00 PM	22	70	0	0	**92**	0	74	1	0	**75**	**167**	1	0	28	0	**29**	0	0	0	0	**0**	**29**	**196**
02:15 PM	29	69	0	0	**98**	0	54	3	0	**57**	**155**	5	0	19	0	**24**	0	0	0	0	**0**	**24**	**179**
02:30 PM	22	65	0	0	**87**	0	72	6	0	**78**	**165**	4	0	24	0	**28**	0	0	0	0	**0**	**28**	**193**
02:45 PM	31	78	0	0	**109**	0	64	6	0	**70**	**179**	2	0	19	0	**21**	0	0	0	0	**0**	**21**	**200**
TOTAL	104	282	0	0	**386**	0	264	16	0	**280**	**666**	12	0	90	0	**102**	0	0	0	0	**0**	**102**	**768**
03:00 PM	36	83	0	0	**119**	0	71	3	0	**74**	**193**	3	0	34	0	**37**	0	0	0	0	**0**	**37**	**230**
03:15 PM	28	98	0	0	**126**	0	77	6	0	**83**	**209**	2	0	30	1	**33**	0	0	0	0	**0**	**33**	**242**
03:30 PM	40	83	0	0	**123**	0	82	6	0	**88**	**211**	1	0	34	0	**35**	0	0	0	0	**0**	**35**	**246**
03:45 PM	47	79	0	0	**126**	0	74	3	0	**77**	**203**	3	0	30	0	**33**	0	0	0	0	**0**	**33**	**236**
TOTAL	151	343	0	0	**494**	0	304	18	0	**322**	**816**	9	0	128	1	**138**	0	0	0	0	**0**	**138**	**954**
04:00 PM	40	72	0	0	**112**	0	79	5	0	**84**	**196**	1	0	19	0	**20**	0	0	0	0	**0**	**20**	**216**
04:15 PM	39	75	0	0	**114**	0	87	6	0	**93**	**207**	7	0	35	0	**42**	0	0	0	0	**0**	**42**	**249**
04:30 PM	36	80	0	0	**116**	0	78	1	0	**79**	**195**	5	0	71	0	**76**	0	0	0	0	**0**	**76**	**271**
04:45 PM	28	71	0	0	**99**	0	70	4	0	**74**	**173**	4	0	35	0	**39**	0	0	0	0	**0**	**39**	**212**
TOTAL	143	298	0	0	**441**	0	314	16	0	**330**	**771**	17	0	160	0	**177**	0	0	0	0	**0**	**177**	**948**
05:00 PM	27	67	0	0	**94**	0	81	4	0	**85**	**179**	1	0	21	0	**22**	0	0	0	0	**0**	**22**	**201**
05:15 PM	46	95	0	0	**141**	0	91	6	0	**97**	**238**	2	0	21	0	**23**	0	0	0	0	**0**	**23**	**261**
05:30 PM	49	73	0	0	**122**	0	82	5	0	**87**	**209**	3	0	32	0	**35**	0	0	0	0	**0**	**35**	**244**
05:45 PM	38	92	0	0	**130**	0	84	6	0	**90**	**220**	1	0	16	0	**17**	0	0	0	0	**0**	**17**	**237**
TOTAL	160	327	0	0	**487**	0	338	21	0	**359**	**846**	7	0	90	0	**97**	0	0	0	0	**0**	**97**	**943**
06:00 PM	43	73	0	0	**116**	0	74	5	0	**79**	**195**	2	0	20	0	**22**	0	0	0	0	**0**	**22**	**217**
06:15 PM	41	62	0	0	**103**	0	77	3	0	**80**	**183**	2	0	26	0	**28**	0	0	0	0	**0**	**28**	**211**
06:30 PM	33	82	0	0	**115**	0	65	3	0	**68**	**183**	2	0	24	0	**26**	0	0	0	0	**0**	**26**	**209**
06:45 PM	31	88	0	0	**119**	0	67	4	0	**71**	**190**	2	0	23	0	**25**	0	0	0	0	**0**	**25**	**215**
TOTAL	148	305	0	0	**453**	0	283	15	0	**298**	**751**	8	0	93	0	**101**	0	0	0	0	**0**	**101**	**852**
07:00 PM	35	72	0	0	**107**	0	69	3	0	**72**	**179**	0	0	31	0	**31**	0	0	0	0	**0**	**31**	**210**
07:15 PM	32	66	0	0	**98**	0	71	7	0	**78**	**176**	2	0	19	0	**21**	0	0	0	0	**0**	**21**	**197**
TOTAL	67	138	0	0	**205**	0	140	10	0	**150**	**355**	2	0	50	0	**52**	0	0	0	0	**0**	**52**	**407**
AM Peak																						**Peak Hour Factor:**	**0.892**
07:30 AM to 08:30 AM	**126**	**259**	**0**	**0**	**385**	**0**	**331**	**14**	**0**	**345**	**730**	**15**	**0**	**143**	**0**	**158**	**0**	**0**	**0**	**0**	**0**	**158**	**888**
Midday Peak																						**Peak Hour Factor:**	**0.933**
02:45 PM to 03:45 PM	**135**	**342**	**0**	**0**	**477**	**0**	**294**	**21**	**0**	**315**	**792**	**8**	**0**	**117**	**1**	**126**	**0**	**0**	**0**	**0**	**0**	**126**	**918**
PM Peak																						**Peak Hour Factor:**	**0.897**
03:45 PM to 04:45 PM	**162**	**306**	**0**	**0**	**468**	**0**	**318**	**15**	**0**	**333**	**801**	**16**	**0**	**155**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**171**	**972**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: August 27, 2019 (Tuesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Ave & San Miguel Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Ave					Marigold Ave						San Miguel Rd											
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	0	2	0	0	**2**	0	1	0	0	**1**	**3**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**5**
06:45 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
TOTAL	0	3	0	0	**3**	0	2	0	0	**2**	**5**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**7**
07:00 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
07:15 AM	1	1	0	0	**2**	0	3	0	0	**3**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
07:30 AM	0	2	0	0	**2**	0	3	0	0	**3**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
07:45 AM	2	2	0	0	**4**	0	0	1	0	**1**	**5**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**6**
TOTAL	3	5	0	0	**8**	0	7	1	0	**8**	**16**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**17**
08:00 AM	2	0	0	0	**2**	0	3	0	0	**3**	**5**	1	0	3	0	**4**	0	0	0	0	**0**	**4**	**9**
08:15 AM	0	2	0	0	**2**	0	3	2	0	**5**	**7**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**9**
08:30 AM	2	0	0	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
08:45 AM	7	0	0	0	**7**	0	1	0	0	**1**	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**8**
TOTAL	11	2	0	0	**13**	0	7	2	0	**9**	**22**	2	0	4	0	**6**	0	0	0	0	**0**	**6**	**28**
02:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
02:15 PM	0	0	0	0	**0**	0	2	0	0	**2**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
02:30 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
02:45 PM	2	4	0	0	**6**	0	1	0	0	**1**	**7**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**9**
TOTAL	3	4	0	0	**7**	0	3	0	0	**3**	**10**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**12**
03:00 PM	4	5	0	0	**9**	0	0	0	0	**0**	**9**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**11**
03:15 PM	2	1	0	0	**3**	0	0	0	0	**0**	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**4**
03:30 PM	2	2	0	0	**4**	0	1	2	0	**3**	**7**	0	0	3	0	**3**	0	0	0	0	**0**	**3**	**10**
03:45 PM	2	1	0	0	**3**	0	3	0	0	**3**	**6**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**7**
TOTAL	10	9	0	0	**19**	0	4	2	0	**6**	**25**	1	0	6	0	**7**	0	0	0	0	**0**	**7**	**32**
04:00 PM	2	1	0	0	**3**	0	0	0	0	**0**	**3**	0	0	3	0	**3**	0	0	0	0	**0**	**3**	**6**
04:15 PM	1	1	0	0	**2**	0	1	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
04:30 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	1	0	9	0	**10**	0	0	0	0	**0**	**10**	**11**
04:45 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	3	2	0	0	**5**	0	3	0	0	**3**	**8**	1	0	12	0	**13**	0	0	0	0	**0**	**13**	**21**
05:00 PM	1	0	0	0	**1**	0	1	0	0	**1**	**2**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**3**
05:15 PM	1	1	0	0	**2**	0	1	0	0	**1**	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**4**
05:30 PM	0	2	0	0	**2**	0	1	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	2	3	0	0	**5**	0	3	0	0	**3**	**8**	0	0	2	0	**2**	0	0	0	0	**0**	**2**	**10**
06:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak 07:30 AM to 08:30 AM	**4**	**6**	**0**	**0**	**10**	**0**	**9**	**3**	**0**	**12**	**22**	**2**	**0**	**5**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**29**
Midday Peak 02:45 PM to 03:45 PM	**10**	**12**	**0**	**0**	**22**	**0**	**2**	**2**	**0**	**4**	**26**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**34**
PM Peak 03:45 PM to 04:45 PM	**5**	**3**	**0**	**0**	**8**	**0**	**5**	**0**	**0**	**5**	**13**	**2**	**0**	**12**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**14**	**27**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & San Miguel Rd

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	0	0	0	0			**0**
0	**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**			**0**

6:30-7:30	2	2	**4**
7:30-8:30	8	4	**12**
8:30-9:30	0	0	**0**
2-3	1	0	**1**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	1	0	**1**
6-7	1	0	**1**
7-8	1	0	**1**
Total	**14**	**6**	**20**

San Miguel Rd

EB ST NAME

6:30-7:30	0	0	**0**
7:30-8:30	0	0	**0**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**0**	**0**

WB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	0	0	0	0			**0**
0	**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**			**0**

Marigold Av

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & San Miguel Rd

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	0	0	0	0			**0**
0	**0**	**0**						**0**	**0**	**0**	**0**	**0**	**0**			**0**

6:30-7:30	0	0	**0**
7:30-8:30	2	0	**2**
8:30-9:30	1	0	**1**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	1	**1**
5-6	1	0	**1**
6-7	0	1	**1**
7-8	0	0	**0**
Total	**4**	**2**	**6**

San Miguel Rd

EB ST NAME

6:30-7:30	0	0	**0**
7:30-8:30	0	0	**0**
8:30-9:30	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
Total	**0**	**0**	**0**

WB ST NAME

6:30-7:30	7:30-8:30	8:30-9:30						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0	0						0	0	0	0	0	0			**0**
0	0	0						0	0	1	0	0	0			**1**
0	**0**	**0**						**0**	**0**	**1**	**0**	**0**	**0**			**1**

Marigold Av

NB ST NAME

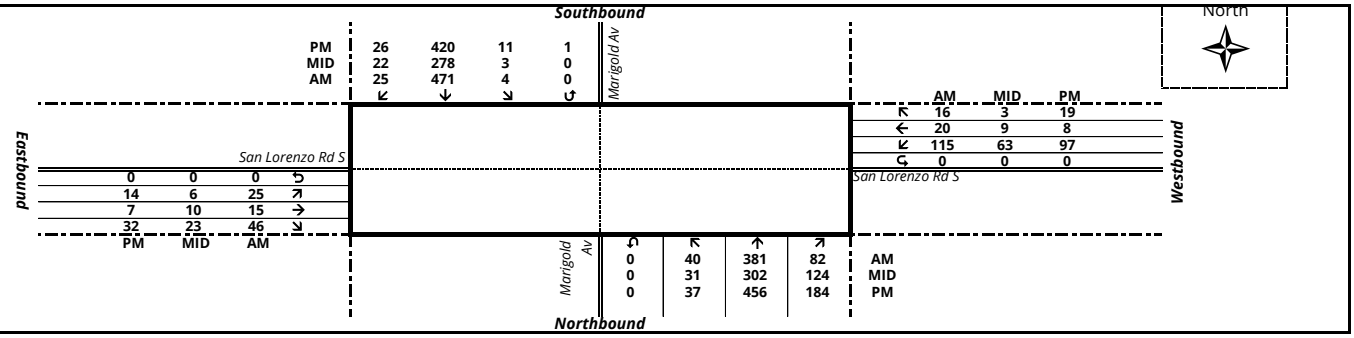
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 22, 2019 (Wednesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Av & San Lorenzo Rd S **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Av					Marigold Av						San Lorenzo Rd S					San Lorenzo Rd S						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	0	48	10	0	**58**	1	94	0	0	**95**	**153**	8	1	6	0	**15**	29	2	2	0	**33**	**48**	**201**
06:45 AM	3	79	14	0	**96**	0	82	1	0	**83**	**179**	11	0	6	0	**17**	31	1	3	0	**35**	**52**	**231**
TOTAL	3	127	24	0	**154**	1	176	1	0	**178**	**332**	19	1	12	0	**32**	60	3	5	0	**68**	**100**	**432**
07:00 AM	3	84	17	0	**104**	1	99	3	0	**103**	**207**	16	0	9	0	**25**	33	5	2	0	**40**	**65**	**272**
07:15 AM	7	76	17	0	**100**	1	85	9	0	**95**	**195**	7	4	8	0	**19**	31	3	3	0	**37**	**56**	**251**
07:30 AM	18	85	22	0	**125**	1	118	9	0	**128**	**253**	4	3	14	0	**21**	31	4	9	0	**44**	**65**	**318**
07:45 AM	8	91	26	0	**125**	2	154	10	0	**166**	**291**	9	3	20	0	**32**	35	10	4	0	**49**	**81**	**372**
TOTAL	36	336	82	0	**454**	5	456	31	0	**492**	**946**	36	10	51	0	**97**	130	22	18	0	**170**	**267**	**1,213**
08:00 AM	8	91	15	0	**114**	0	109	3	0	**112**	**226**	7	7	8	0	**22**	25	4	1	0	**30**	**52**	**278**
08:15 AM	6	114	19	0	**139**	1	90	3	0	**94**	**233**	5	2	4	0	**11**	24	2	2	0	**28**	**39**	**272**
08:30 AM	3	98	20	0	**121**	0	111	3	0	**114**	**235**	4	2	6	0	**12**	32	3	5	0	**40**	**52**	**287**
08:45 AM	0	78	15	0	**93**	1	117	1	0	**119**	**212**	2	2	5	0	**9**	29	0	1	0	**30**	**39**	**251**
TOTAL	17	381	69	0	**467**	2	427	10	0	**439**	**906**	18	13	23	0	**54**	110	9	9	0	**128**	**182**	**1,088**
02:00 PM	5	76	30	0	**111**	1	94	2	0	**97**	**208**	3	1	7	0	**11**	27	1	4	0	**32**	**43**	**251**
02:15 PM	5	99	32	0	**136**	6	90	2	0	**98**	**234**	3	3	5	0	**11**	28	0	1	0	**29**	**40**	**274**
02:30 PM	6	83	28	0	**117**	3	75	8	0	**86**	**203**	10	0	5	0	**15**	22	7	0	0	**29**	**44**	**247**
02:45 PM	9	86	44	0	**139**	0	97	9	0	**106**	**245**	1	1	9	0	**11**	13	7	1	0	**21**	**32**	**277**
TOTAL	25	344	134	0	**503**	10	356	21	0	**387**	**890**	17	5	26	0	**48**	90	15	6	0	**111**	**159**	**1,049**
03:00 PM	17	100	39	0	**156**	3	83	6	0	**92**	**248**	2	9	11	0	**22**	26	1	1	0	**28**	**50**	**298**
03:15 PM	5	116	41	0	**162**	0	98	7	0	**105**	**267**	3	0	3	0	**6**	24	1	1	0	**26**	**32**	**299**
03:30 PM	14	126	45	0	**185**	2	92	7	0	**101**	**286**	3	2	5	0	**10**	28	3	5	0	**36**	**46**	**332**
03:45 PM	11	122	47	0	**180**	1	74	4	0	**79**	**259**	4	1	12	0	**17**	20	1	3	0	**24**	**41**	**300**
TOTAL	47	464	172	0	**683**	6	347	24	0	**377**	**1,060**	12	12	31	0	**55**	98	6	10	0	**114**	**169**	**1,229**
04:00 PM	6	117	52	0	**175**	4	127	4	1	**136**	**311**	5	2	7	0	**14**	21	2	7	0	**30**	**44**	**355**
04:15 PM	6	91	40	0	**137**	4	127	11	0	**142**	**279**	2	2	8	0	**12**	28	2	4	0	**34**	**46**	**325**
04:30 PM	12	109	59	0	**180**	2	101	5	0	**108**	**288**	2	1	4	0	**7**	29	3	1	0	**33**	**40**	**328**
04:45 PM	7	93	50	0	**150**	1	89	2	0	**92**	**242**	3	2	2	0	**7**	26	3	0	0	**29**	**36**	**278**
TOTAL	31	410	201	0	**642**	11	444	22	1	**478**	**1,120**	12	7	21	0	**40**	104	10	12	0	**126**	**166**	**1,286**
05:00 PM	8	114	45	0	**167**	0	93	9	0	**102**	**269**	3	2	7	0	**12**	24	2	0	0	**26**	**38**	**307**
05:15 PM	10	112	47	0	**169**	2	114	15	0	**131**	**300**	1	1	7	0	**9**	31	2	1	0	**34**	**43**	**343**
05:30 PM	10	117	46	0	**173**	3	93	3	0	**99**	**272**	3	0	5	0	**8**	25	6	6	0	**37**	**45**	**317**
05:45 PM	8	103	45	0	**156**	4	98	3	0	**105**	**261**	1	2	4	0	**7**	22	2	0	0	**24**	**31**	**292**
TOTAL	36	446	183	0	**665**	9	398	30	0	**437**	**1,102**	8	5	23	0	**36**	102	12	7	0	**121**	**157**	**1,259**
06:00 PM	13	115	54	0	**182**	1	77	12	0	**90**	**272**	4	2	3	0	**9**	22	2	0	0	**24**	**33**	**305**
06:15 PM	6	117	41	0	**164**	4	113	8	0	**125**	**289**	6	0	5	0	**11**	25	0	2	0	**27**	**38**	**327**
06:30 PM	10	94	43	0	**147**	1	113	3	0	**117**	**264**	1	1	4	0	**6**	32	4	0	0	**36**	**42**	**306**
06:45 PM	16	112	34	0	**162**	1	88	5	0	**94**	**256**	2	2	5	0	**9**	29	1	1	0	**31**	**40**	**296**
TOTAL	45	438	172	0	**655**	7	391	28	0	**426**	**1,081**	13	5	17	0	**35**	108	7	3	0	**118**	**153**	**1,234**
07:00 PM	6	106	44	0	**156**	3	82	4	0	**89**	**245**	0	3	4	0	**7**	28	1	1	0	**30**	**37**	**282**
07:15 PM	9	89	48	0	**146**	1	63	2	0	**66**	**212**	1	1	4	0	**6**	25	1	0	0	**26**	**32**	**244**
TOTAL	15	195	92	0	**302**	4	145	6	0	**155**	**457**	1	4	8	0	**13**	53	2	1	0	**56**	**69**	**526**
AM Peak																						**Peak Hour Factor:**	**0.833**
07:30 AM to 08:30 AM	**40**	**381**	**82**	**0**	**503**	**4**	**471**	**25**	**0**	**500**	**1,003**	**25**	**15**	**46**	**0**	**86**	**115**	**20**	**16**	**0**	**151**	**237**	**1,240**
Midday Peak																						**Peak Hour Factor:**	**0.658**
02:45 PM to 03:45 PM	**31**	**302**	**124**	**0**	**457**	**3**	**278**	**22**	**0**	**303**	**760**	**6**	**10**	**23**	**0**	**39**	**63**	**9**	**3**	**0**	**75**	**114**	**874**
PM Peak																						**Peak Hour Factor:**	**0.924**
03:30 PM to 04:30 PM	**37**	**456**	**184**	**0**	**677**	**11**	**420**	**26**	**1**	**458**	**1,135**	**14**	**7**	**32**	**0**	**53**	**97**	**8**	**19**	**0**	**124**	**177**	**1,312**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 22, 2019 (Wednesday) **CITY:** Poinciana **LATITUDE:** 0

LOCATION: Marigold Av & San Lorenzo Rd S **COUNTY:** Osceola County **LONGITUDE:** 0

	Marigold Av					Marigold Av						San Lorenzo Rd S					San Lorenzo Rd S						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
06:30 AM	0	1	1	0	**2**	1	0	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
06:45 AM	1	1	0	0	**2**	0	0	1	0	**1**	**3**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**5**
TOTAL	1	2	1	0	**4**	1	0	1	0	**2**	**6**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**8**
07:00 AM	1	1	1	0	**3**	0	1	0	0	**1**	**4**	0	0	0	0	**0**	0	1	1	0	**2**	**2**	**6**
07:15 AM	0	5	0	0	**5**	1	4	0	0	**5**	**10**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**11**
07:30 AM	0	1	2	0	**3**	0	0	0	0	**0**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
07:45 AM	2	2	0	0	**4**	0	5	0	0	**5**	**9**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**10**
TOTAL	3	9	3	0	**15**	1	10	0	0	**11**	**26**	0	1	0	0	**1**	0	2	1	0	**3**	**4**	**30**
08:00 AM	0	4	1	0	**5**	0	5	1	0	**6**	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**11**
08:15 AM	1	11	3	0	**15**	0	1	0	0	**1**	**16**	1	0	0	0	**1**	0	1	1	0	**2**	**3**	**19**
08:30 AM	0	5	2	0	**7**	0	12	0	0	**12**	**19**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**20**
08:45 AM	0	0	0	0	**0**	0	6	0	0	**6**	**6**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**7**
TOTAL	1	20	6	0	**27**	0	24	1	0	**25**	**52**	2	0	0	0	**2**	1	1	1	0	**3**	**5**	**57**
02:00 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
02:15 PM	0	5	2	0	**7**	0	1	0	0	**1**	**8**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**9**
02:30 PM	1	5	0	0	**6**	0	3	0	0	**3**	**9**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**9**
02:45 PM	0	6	4	0	**10**	0	4	1	0	**5**	**15**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**17**
TOTAL	1	16	7	0	**24**	0	8	1	0	**9**	**33**	1	0	0	0	**1**	2	0	0	0	**2**	**3**	**36**
03:00 PM	0	5	1	0	**6**	0	1	1	0	**2**	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**8**
03:15 PM	0	4	1	0	**5**	0	2	0	0	**2**	**7**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**8**
03:30 PM	0	8	0	0	**8**	1	3	0	0	**4**	**12**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**12**
03:45 PM	0	4	2	0	**6**	0	0	0	0	**0**	**6**	0	0	2	0	**2**	1	0	0	0	**1**	**3**	**9**
TOTAL	0	21	4	0	**25**	1	6	1	0	**8**	**33**	0	0	2	0	**2**	2	0	0	0	**2**	**4**	**37**
04:00 PM	0	0	1	0	**1**	2	10	0	0	**12**	**13**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**14**
04:15 PM	1	3	2	0	**6**	0	4	0	0	**4**	**10**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**12**
04:30 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**2**
04:45 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	1	4	3	0	**8**	2	15	0	0	**17**	**25**	0	0	1	0	**1**	3	0	0	0	**3**	**4**	**29**
05:00 PM	0	1	2	0	**3**	0	0	0	0	**0**	**3**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**4**
05:15 PM	0	2	0	0	**2**	0	1	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	3	3	0	**6**	0	1	0	0	**1**	**7**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**8**
06:00 PM	0	0	2	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
06:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
06:30 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
06:45 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	0	3	0	**3**	0	1	0	0	**1**	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**4**
07:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:15 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
AM Peak																							
07:30 AM to 08:30 AM	**3**	**18**	**6**	**0**	**27**	**0**	**11**	**1**	**0**	**12**	**39**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**3**	**4**	**43**
Midday Peak																							
02:45 PM to 03:45 PM	**0**	**15**	**6**	**0**	**21**	**0**	**7**	**2**	**0**	**9**	**30**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**3**	**33**
PM Peak																							
03:30 PM to 04:30 PM	**1**	**15**	**5**	**0**	**21**	**3**	**17**	**0**	**0**	**20**	**41**	**0**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**3**	**6**	**47**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & San Lorenzo Rd S

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				Total
0	4	0						5	2	7	1	5				**24**
0	1	8						2	0	1	0	1				**13**
0	**5**	**8**						**7**	**2**	**8**	**1**	**6**				**37**

6:30-7	0	0	**0**
7-8	1	0	**1**
8-9	1	0	**1**
2-3	1	0	**1**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	2	0	**2**
Total	**5**	**0**	**5**

San Lorenzo Rd S

EB ST NAME

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	3	**3**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**3**	**3**

San Lorenzo Rd S

WB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				Total
0	0	0						0	0	0	1	0				**1**
0	0	0						0	0	0	0	0				**0**
0	**0**	**0**						**0**	**0**	**0**	**1**	**0**				**1**

Marigold Av

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Poinciana **COUNTY** Osceola

STATE ROUTE **INTERSECTING ROUTE** Marigold Av & San Lorenzo Rd S

OBSERVER **DATE**

REMARKS

FORM COMPLETED BY CM

Marigold Av

SB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				Total
0	1	0						0	1	1	0	0				**3**
0	0	0						0	2	0	0	2				**4**
0	**1**	**0**						**0**	**3**	**1**	**0**	**2**				**7**

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	1	0	**1**
3-4	1	1	**2**
4-5	1	2	**3**
5-6	0	0	**0**
6-7:30	2	3	**5**
Total	**5**	**6**	**11**

San Lorenzo Rd S

EB ST NAME

6:30-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7:30	0	0	**0**
Total	**0**	**0**	**0**

San Lorenzo Rd S

WB ST NAME

6:30-7	7-8	8-9						2-3	3-4	4-5	5-6	6-7:30				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**

Marigold Av

NB ST NAME