CERTIFICATION

AGENCY: Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33831-1249

I hereby certify that I am a registered professional engineer in the State of Florida and that I have supervised the preparation of, and approved the analysis, findings, opinions, conclusions and technical advice hereby reported for:

REPORT: Final SR 72 Project Traffic Analysis Report (PTAR)

PROJECT: SR 72 Project Development and Environment (PD&E) Study

LOCATION: SR 72 from East of I-75 to Lorraine Road
Sarasota County, Florida

ROADWAY ID: 17070000

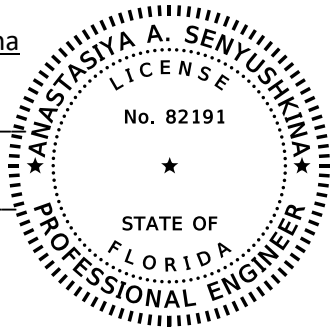
FPID No.: 444634-1-22-01

I acknowledge that the procedures and references used to develop the information contained in this report are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

Engineer in Responsible Charge: Anastasiya A. Senyushkina

Professional Registration No.: 82191

Date: 3/9/2023



Anastasiya A Senyushkina 2023.03.09 15:47:11-05'00'

FINAL

PROJECT TRAFFIC ANALYSIS REPORT

SR 72 from East of I-75 to Lorraine Road

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

Sarasota County, Florida

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

FINANCIAL PROJECT ID: 444634-1-22-01

March 2023

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study along SR 72 in Sarasota County to evaluate roadway capacity and safety improvements. The PD&E study limits extend approximately 2.9 miles from east of I-75 (i.e., the Queensbury Boulevard intersection) to Lorraine Road. This study will evaluate the benefits, costs and impacts of widening this portion of SR 72 from a two-lane undivided roadway to a four-lane divided roadway.

This Project Traffic Analysis Report was prepared to document the existing year (2022), opening year (2030), and design year (2050) traffic volumes and peak hour traffic operations. The results of the design year (2050) No-Build Alternative traffic analysis support the need for additional mainline and intersection capacity, even after taking into account the recently constructed (or soon to be completed) roundabouts and traffic signals. The results of the design year Build Alternative traffic analysis indicate that a four-lane divided roadway is projected to provide sufficient additional mainline capacity to accommodate the 2050 peak hour volumes at acceptable levels of service. The four major study corridor intersections (i.e., Talon Boulevard/Ibis Street, Proctor Road/Dove Avenue, Coash Road/Hawkins Road and Lorraine Road) are recommended to proceed to the Intersection Control Evaluation (ICE) process as viable candidates for two-lane roundabouts.

A Highway Safety Manual (HSM)-based safety analysis also supports the proposed Build Alternative improvements and predicts that the Build Alternative will prevent approximately 68 fatal and injury crashes and approximately 133 property damage only crashes (compared to the No-Build Alternative over the 20-year design life of the project, resulting in a net present value of approximately $27 million.

SECTION 1.0 INTRODUCTION / PURPOSE OF STUDY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development & Environment (PD&E) Study for SR 72 in Sarasota County. The limits of the PD&E Study extend from east of I-75 (i.e., the Queensbury Boulevard intersection) to Lorraine Road and are illustrated in **Figure 1-1**. The purpose of the PD&E study is to document the need for capacity, safety, and multimodal improvements within the SR 72 corridor and to determine the specific improvements that should be implemented in this approximately 2.9-mile corridor. The purpose of the SR 72 Project Traffic Analysis Report is to document the existing traffic volumes and peak hour traffic operations, as well as the future year volumes and traffic operations both with and without additional roadway capacity.

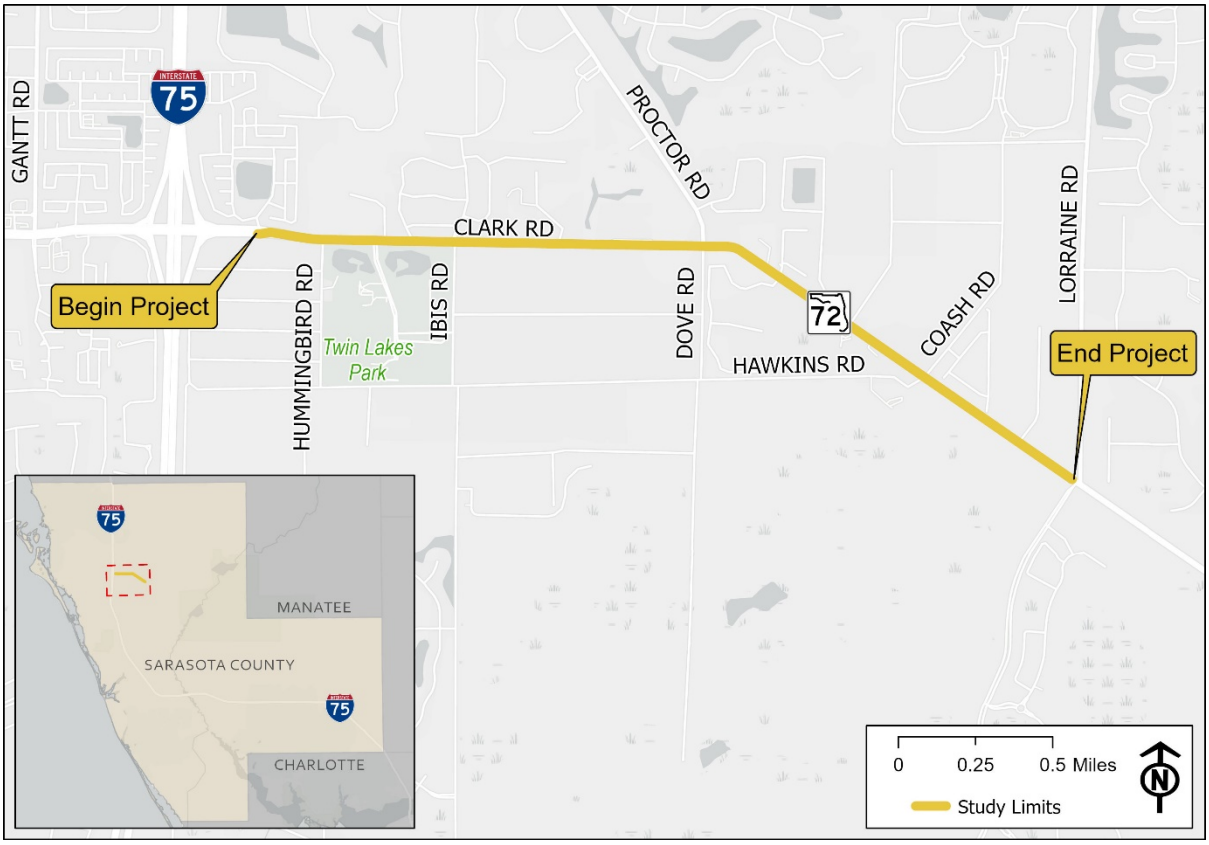


Figure 1-1: Project Location Map

SECTION 2.0 EXISTING CONDITIONS

2.1 Existing Roadway and Intersection Characteristics

SR 72 is a two-lane undivided roadway from Hummingbird Avenue to Lorraine Road. The number of through lanes in the portion of SR 72 between Queensbury Boulevard and Hummingbird Avenue transitions from two lanes to one lane in the eastbound direction and from one lane to two lanes in the westbound direction. The study corridor has an east/west alignment between Queensbury Boulevard and Proctor Road. East of Proctor Road, the roadway has a northwest/southeast alignment. SR 72 is functionally classified as an urban minor arterial. The context classification for this roadway is C3R (Suburban Residential). The study corridor includes the nine intersections listed below:

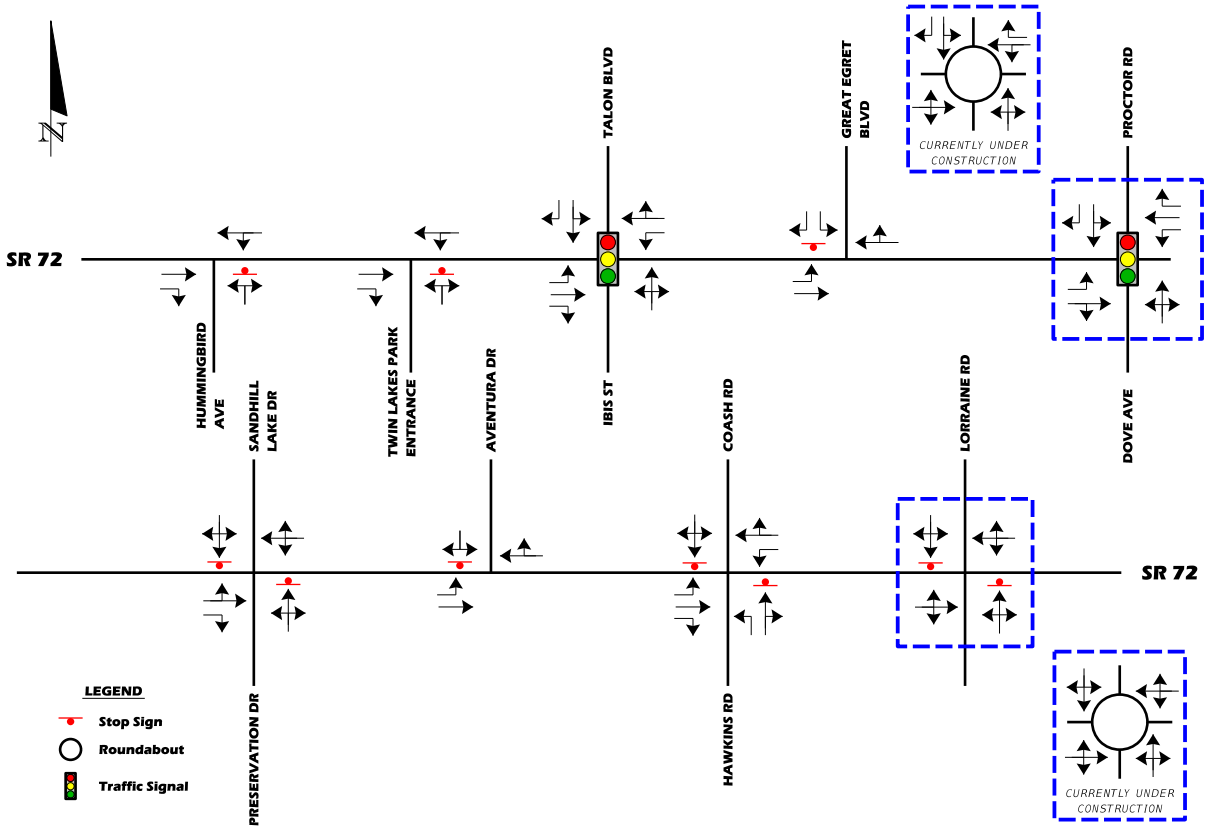
- Hummingbird Avenue (unsignalized T-intersection to the south) – Milepost 5.282
- The Twin Lakes Park Entrance/Exit (unsignalized T-intersection to the south) – Milepost 5.451
- Talon Boulevard/Ibis Street (signalized four-legged intersection) – Milepost 5.708
- Great Egret Boulevard (unsignalized T-intersection to the north) – Milepost 6.148
- Proctor Road/Dove Avenue (signalized four-legged intersection) – Milepost 6.516
- Sandhill Lake Drive/Preservation Drive (unsignalized four-legged intersection) – Milepost 6.791
- Aventura Drive (unsignalized T-intersection to the north) – Milepost 6.951
- Coash Road/Hawkins Road (unsignalized four-legged intersection) – Milepost 7.356
- Lorraine Road (unsignalized four-legged intersection) – Milepost 7.967

The Queensbury Boulevard intersection is not included in this PD&E study. Several of these cross streets provide the sole access to residential developments. These cross streets (and the associated residential developments) are listed below:

- Talon Boulevard (Red Hawk Reserve)
- Great Egret Boulevard (Heron Landing)
- Sandhill Lake Drive/Preservation Drive (Sandhill Lake/The Preserve at Heron Lake)
- Aventura Drive (East Lake)

Hummingbird Avenue, Ibis Street, Proctor Road, Dove Avenue, Coash Road, Hawkins Road and Lorraine Road are all collector roadways/local roads that provide access to other roads. All of the unsignalized intersections are controlled by stop signs located on the cross streets. A one-lane roundabout is being constructed at the Proctor Road/Dove Avenue intersection and there is a temporary signal at this location. A one-lane roundabout is also being constructed at the Lorraine Road intersection; however, this intersection is currently operating as a two-way stop control intersection. **Figure 2-1** depicts the existing intersection laneage.

FIGURE 2-1: EXISTING (2022) INTERSECTION GEOMETRY



There are two posted speed limits within the study corridor. The portion of SR 72 from Hummingbird Avenue to Sandhill Lake Drive/Preservation Drive has a posted speed of 45 miles per hour. The portion from Sandhill Lake Drive/Preservation Drive to Lorraine Road has a posted speed of 55 mph. There is also a 25 mph advisory speed sign in advance of the horizontal curve located just east of the Proctor Road/Dove Avenue intersection. Passing is not allowed throughout the majority of the study corridor.

2.2 Existing Average Annual Daily Traffic (AADT) Volumes

Forty-eight (48)-hour bi-directional volume counts at 15-minute increments were conducted by Adams Traffic, Inc. on May 11, 2022, at the following locations:

- SR 72 east of Queensbury Boulevard
- SR 72 east of Hummingbird Avenue
- SR 72 east of Talon Boulevard/Ibis Street
- SR 72 east of Proctor Road/Dove Avenue
- SR 72 east of Lorraine Road
- Hummingbird Avenue south of SR 72
- Twin Lakes Park Entrance south of SR 72 (weekday and weekend)
- Talon Boulevard north of SR 72
- Ibis Street south of SR 72
- Great Egret Boulevard north of SR 72
- Proctor Road north of SR 72
- Dove Avenue south of SR 72
- Sandhill Lake Drive north of SR 72
- Preservation Drive south of SR 72
- Aventura Drive north of SR 72
- Coash Road north of SR 72
- Hawkins Road south of SR 72
- Lorraine Road north of SR 72

All of the 48-hour volume counts are provided in **Appendix A**. Bi-directional vehicle classification counts were conducted at 15-minute increments for seventy-two (72) hours at the following two locations:

- SR 72 west of Talon Boulevard/Ibis Street
- SR 72 west of Lorraine Road

The 72-hour vehicle classification counts are also provided in **Appendix A**. The 2022 volume counts and vehicle classification counts were multiplied by a Weekly Seasonal Adjustment Factor equal to 0.97. This adjustment factor was obtained from the Florida Traffic Online website and is provided in **Appendix B**. The SR 72 mainline volume counts were also multiplied by an Axle Adjustment Factor equal to 0.94 to obtain estimates of the 2022 AADT volumes. The Axle

Adjustment Factor was calculated using the vehicle classification count data obtained at the two locations. The Axle Adjustment Factor calculations are provided in **Appendix B**. **Table 2-1** summarizes the volume count data, classification count data and AADT volumes for the SR 72 mainline.

Table 2-1: Existing (2022) SR 72 Mainline Average Annual Daily Traffic (AADT) Volumes

Location	Date	24-Hour Count	SF [2]	AF [3]	AADT Volume [4]	AADT Volume [5]
East of Queensbury Boulevard	5/11/2022	19,839	0.97	0.94	18,089	
	5/12/2022	20,688	0.97	0.94	18,863	
	Average	20,264			18,476	18,500
East of Hummingbird Avenue	5/11/2022	17,934	0.97	0.94	16,352	
	5/12/2022	18,481	0.97	0.94	16,851	
	Average	18,208			16,602	16,600
West of Talon Boulevard/Ibis Street [1]	5/10/2022	16,541	0.97	1.00	16,045	
	5/11/2022	16,611	0.97	1.00	16,113	
	5/12/2022	16,922	0.97	1.00	16,414	
	Average	16,691			16,191	16,200
East of Talon Boulevard/Ibis Street	5/11/2022	13,414	0.97	0.94	12,231	
	5/12/2022	13,523	0.97	0.94	12,330	
	Average	13,469			12,281	12,300
East of Proctor Road/Dove Avenue	5/11/2022	13,355	0.97	0.94	12,177	
	5/12/2022	13,353	0.97	0.94	12,175	
	Average	13,354			12,176	12,200
West of Lorraine Road [1]	5/10/2022	10,620	0.97	1.00	10,301	
	5/11/2022	10,942	0.97	1.00	10,614	
	5/12/2022	10,702	0.97	1.00	10,381	
	Average	10,755			10,432	10,400
East of Lorraine Road	5/11/2022	7,792	0.97	0.94	7,105	
	5/12/2022	8,094	0.97	0.94	7,380	
	Average	7,943			7,252	7300

[1] Vehicle classification count location

[2] Weekly seasonal adjustment factor

[3] Axle adjustment factor

[4] AADT Volume = 24-Hour Traffic Count x SF x AF

[5] AADT Volume rounded to the nearest 100 vehicles

There were no axle adjustment factors available for any of the SR 72 cross streets, therefore, several assumptions were made. The SR 72 mainline Axle Adjustment Factor was also applied to the volume counts on Proctor Road north of SR 72 and Lorraine Road north of SR 72. It was also assumed the daily truck volumes on Talon Boulevard, Ibis Street, Great Egret Boulevard,

Dove Avenue, Sandhill Lake Drive, Preservation Drive, Aventura Drive, Coash Road and Hawkins Road were minimal since these cross streets all serve residential land uses. An Axle Adjustment Factor equal to 1.00 was used for these cross streets. Since Hummingbird Avenue provides access to Sarasota County Fire Department Station No. 16 and the entrance/exit for Twin Lakes Park also provides access to Sarasota County Operations Maintenance and the Sarasota County Parks and Recreation Department, it was assumed that the daily truck volumes for these two roadways were lower than the daily truck volumes for Proctor Road and Lorraine Road but higher than the daily truck volumes for all of the other cross streets. Consequently, an Axle Adjustment Factor equal to 0.98 was used for these two roadways. **Table 2-2** summarizes the volume count data, classification count data and AADT volumes for the SR 72 cross streets. All of the 2022 AADT volumes within the study corridor are also graphically depicted in **Figure 2-2**.

2.3 Existing Daily Truck Volumes and Percentages

As stated earlier, vehicle classification counts were conducted for two SR 72 mainline locations. The 2022 daily vehicle composition at these two locations is summarized in **Appendix C**. The daily truck percentages were between 11.5% and 11.6%. These percentages are very similar to the 2021 daily truck percentage on SR 72 west of Proctor Road/Dove Avenue (i.e., at FDOT Count Station No. 170024). According to FDOT's 2021 Annual Vehicle Classification Report, the daily truck percentage at this location was approximately 11.1%. According to this same report, the 2021 daily truck percentage on SR 72 east of Lorraine Road (i.e., at FDOT Count Station No. 170054) was approximately 14.9%.

2.4 Existing Peak Hour Volumes

Manual turning movement counts were conducted by Adams Traffic, Inc. on May 11, 2022, at the nine study intersections listed in Section 2.1. All intersections were counted during the time periods from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Heavy vehicles (i.e., trucks and buses), pedestrians and bicyclists were also counted at these intersections in addition to passenger vehicles. The Suncoast Academy School is located south of SR 72 and is accessed via Hawkins Road. It was anticipated the turning movements to and from this road might be significantly higher during the time when students are dismissed from school, as opposed to the two-hour period between 4:00 p.m. and 6:00 p.m. Consequently, manual turning movement counts were also conducted at the Coash Road/Hawkins Road intersection between 2:00 p.m. and 4:00 p.m. It was also anticipated the turning movements to and from Twin Lakes Park might be higher on a weekend than on a weekday. Manual turning movement counts were also conducted at this location and at the Talon Boulevard/Ibis Street intersection on Saturday May 14, 2022, during the time periods from 9:00 a.m. to 11:00 a.m. and 4:30 p.m. to 6:30 p.m. Weekend turning movement counts were conducted at the Talon Boulevard/Ibis Street intersection because Ibis Street also provides access to Twin Lakes Park. The peak hour turning movement count data is provided in **Appendix D**.

Table 2-2: Existing (2022) SR 72 Cross Street Average Annual Daily Traffic (AADT) Volumes

Location	Date	24-Hour Count	SF [2]	AF [3]	AADT Volume [4]	AADT Volume [5]
Hummingbird Avenue	5/11/2022	1,861	0.97	0.98	1,769	
	5/12/2022	2,070	0.97	0.98	1,968	
	Average	1,966			1,868	1,900
Twin Lakes Park Entrance	5/11/2022	838	0.97	0.98	797	
	5/12/2022	981	0.97	0.98	933	
	Average	910			865	900
Talon Boulevard	5/10/2022	1,219	0.97	1.00	1,182	
	5/11/2022	1,196	0.97	1.00	1,160	
	Average	1,208			1,171	1,200
Ibis Street	5/11/2022	3,790	0.97	1.00	3,676	
	5/12/2022	3,945	0.97	1.00	3,827	
	Average	3,868			3,751	3,800
Great Egret Boulevard	5/11/2022	724	0.97	1.00	702	
	5/12/2022	764	0.97	1.00	741	
	Average	744			722	700
Proctor Road	5/10/2022	4,934	0.97	0.94	4,499	
	5/11/2022	4,574	0.97	0.94	4,171	
	Average	4,754			4,335	4,300
Dove Avenue	5/11/2022	1,087	0.97	1.00	1,054	
	5/12/2022	1,080	0.97	1.00	1,048	
	Average	1,084			1,051	1,100
Preservation Drive	5/11/2022	253	0.97	1.00	245	
	5/12/2022	224	0.97	1.00	217	
	Average	239			231	200
Sandhill Lake Drive	5/11/2022	235	0.97	1.00	228	
	5/12/2022	191	0.97	1.00	185	
	Average	213			207	200
Aventura Drive	5/11/2022	764	0.97	1.00	741	
	5/12/2022	669	0.97	1.00	649	
	Average	717			695	700
Hawkins Road	5/11/2022	1,708	0.97	1.00	1,657	
	5/12/2022	1,665	0.97	1.00	1,615	
	Average	1,687			1,636	1,600
Coash Road	5/11/2022	1,179	0.97	1.00	1,144	
	5/12/2022	1,213	0.97	1.00	1,177	
	Average	1,196			1,160	1,200
Lorraine Road	5/11/2022	5,577	0.97	0.94	5,085	
	5/12/2022	5,030	0.97	0.94	4,586	
	Average	5,304			4,836	4,800

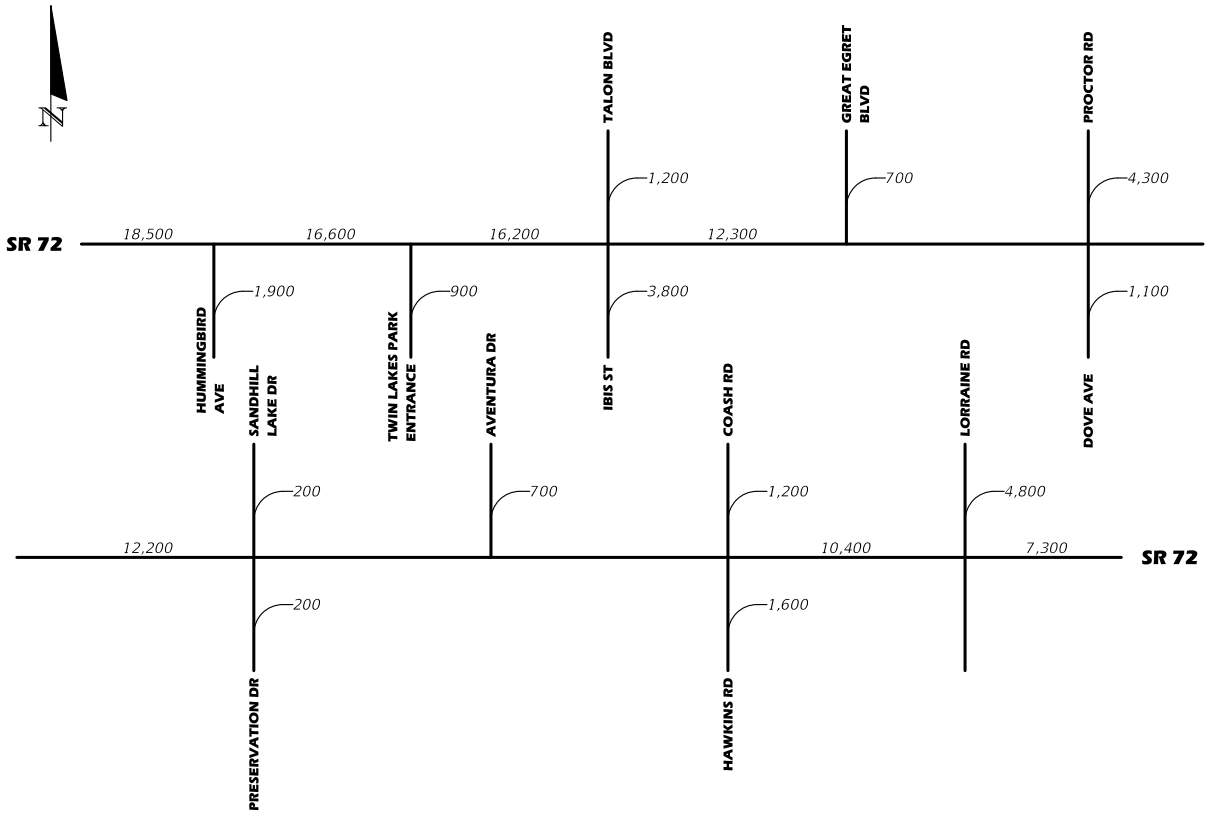
[2] Weekly seasonal adjustment factor

[3] Axle adjustment factor

[4] AADT Volume = 24-Hour Traffic Count x SF x AF

[5] AADT Volume rounded to the nearest 100 vehicles

FIGURE 2-2: EXISTING (2022) AADT VOLUMES



A review of the weekday turning movement count data indicated the highest 60-minute volumes typically occurred between 7:30 a.m. and 8:30 a.m. and between 4:45 p.m. and 5:45 p.m. A review of the weekend turning movement count data indicated the highest 60-minute volumes occurred between 9:30 a.m. and 10:30 a.m. and between 4:30 p.m. and 5:30 p.m. The SR 72 mainline departure and approach volumes at adjacent intersections were compared and the differences were calculated. The reasonableness of the volume differences was assessed based on the number of cross streets/driveways located between intersections and the intensities of the land uses that utilize these cross streets/driveways. Slight adjustments were made to several individual movement volumes to reduce (or eliminate) departure and approach volume differences. The resulting 2022 a.m. and p.m. peak hour intersection volumes are depicted in **Figure 2-3** and **Figure 2-4**, respectively. The 2022 weekend peak hour volumes are depicted in **Figure 2-5**.

FIGURE 2-3: EXISTING (2022) AM PEAK HOUR VOLUMES

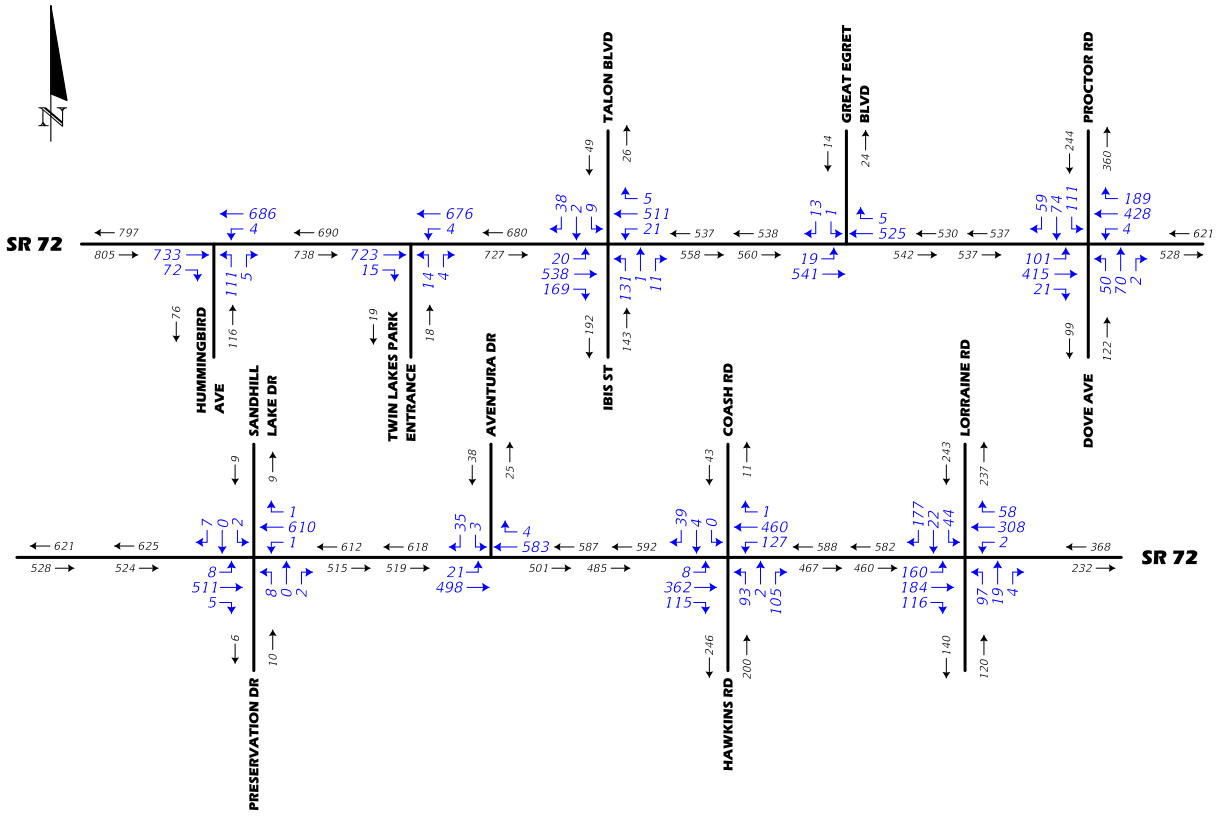


FIGURE 2-4: EXISTING (2022) PM PEAK HOUR VOLUMES

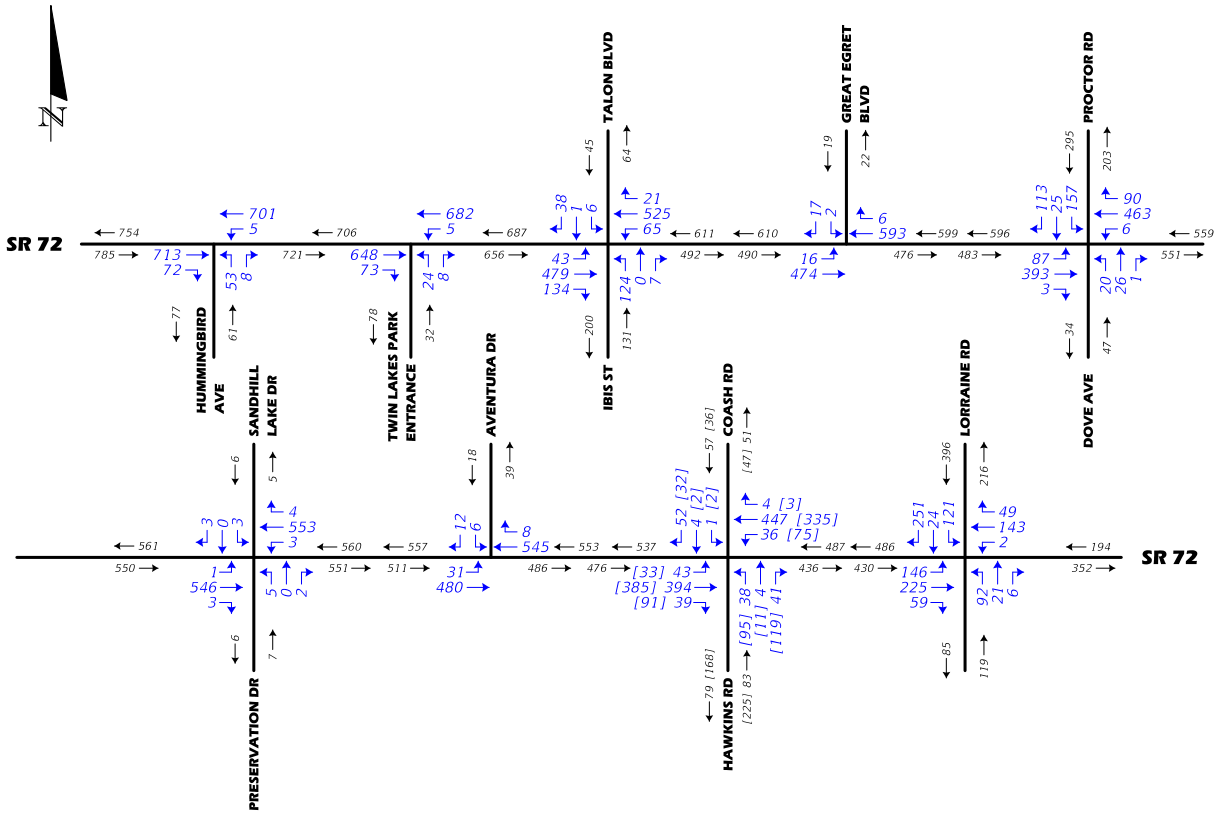
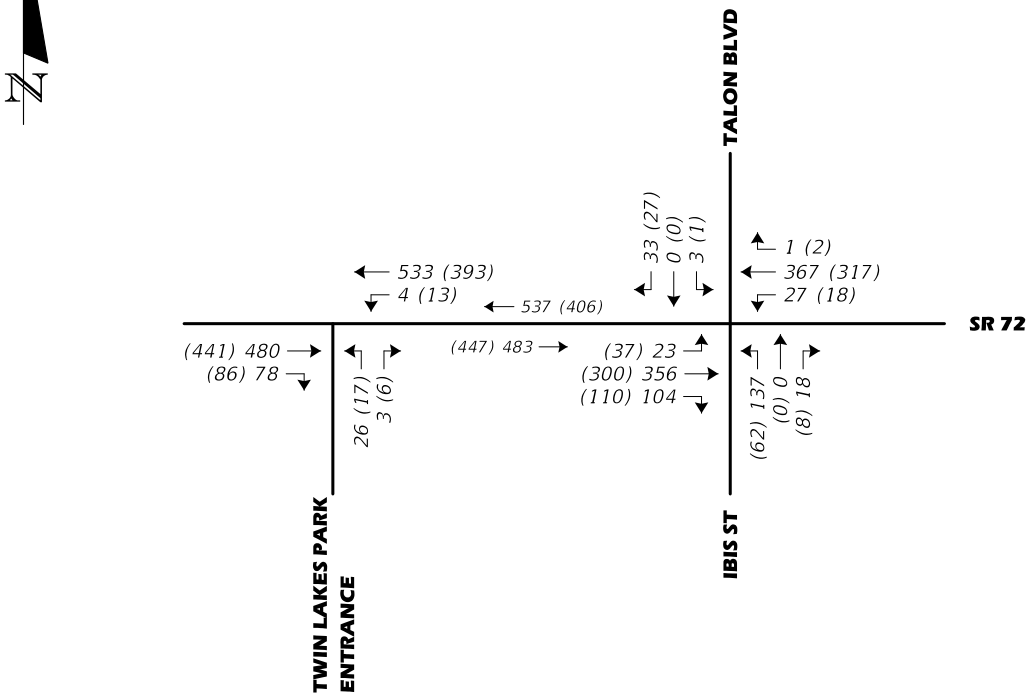


FIGURE 2-5: EXISTING (2022) WEEKEND PEAK HOUR VOLUMES



XXX = AM PEAK HOUR
(XXX) = PM PEAK HOUR

2.5 Existing Peak Hour Traffic Characteristics

The percentage of the daily traffic volume that occurs in the a.m. and p.m. peak hours (i.e., the K-factor) was calculated for each SR 72 mainline location and is summarized in **Table 2-3**. The overall average a.m. and p.m. peak hour mainline K-factor values for the study corridor are 8.7% and 8.1%, respectively. A review of the K-factor information contained in the FDOT's 2022 Annual Average Daily Traffic Report indicates that a Standard K-factor value of 9.0% is associated with the FDOT count station located west of Proctor Road/Dove Avenue. This Standard K-factor value is slightly higher than the overall average corridor K-factor for the a.m. peak hour. K-factor values were also calculated for all of the SR 72 cross streets, and these are summarized in **Table 2-4**.

Table 2-3: Existing (2022) SR 72 Mainline Peak Hour K-Factors

Location	Date	24-Hour Volume	AM Peak Hour (7:30 - 8:30) Two-Way Volume	AM Peak Hour (7:30 - 8:30) K-Factor	PM Peak Hour (4:45 - 5:45) Two-Way Volume	PM Peak Hour (4:45 - 5:45) K-Factor
East of Queensbury Boulevard	5/11/2022	19,839	1,696	8.55%	1,589	8.01%
	5/12/2022	20,688	1,752	8.47%	1,653	7.99%
East of Hummingbird Avenue	5/11/2022	17,934	1,487	8.29%	1,437	8.01%
	5/12/2022	18,481	1,515	8.20%	1,463	7.92%
West of Talon Boulevard/Ibis Street [(1)]	5/10/2022	16,541	1,374	8.31%	1,407	8.51%
	5/11/2022	16,611	1,406	8.46%	1,349	8.12%
	5/12/2022	16,922	1,398	8.26%	1,349	7.97%
East of Talon Boulevard/Ibis Street	5/11/2022	13,414	1,177	8.77%	1,110	8.27%
	5/12/2022	13,523	1,171	8.66%	1,070	7.91%
East of Proctor Road/Dove Avenue	5/11/2022	13,355	1,214	9.09%	1,117	8.36%
	5/12/2022	13,353	1,191	8.92%	1,033	7.74%
West of Lorraine Road [(1)]	5/10/2022	10,620	1,003	9.44%	885	8.33%
	5/11/2022	10,942	1,047	9.57%	917	8.38%
	5/12/2022	10,702	1,001	9.35%	827	7.73%
Overall corridor average				8.74%		8.09%
East of Lorraine Road	5/11/2022	7,792	637	8.18%	551	7.07%
	5/12/2022	8,094	666	8.23%	544	6.72%

[(1)] Vehicle classification count location

Note: The data for SR 72 east of Lorraine Road was not used in the calculation of the overall corridor average K-factors.

The percentage of the two-way peak hour volume that occurs in the peak direction during the a.m. and p.m. peak hours (i.e., the D-factors) was also calculated for each location. These D-factors are summarized in **Table 2-5**. The predominant travel directions are westbound in the a.m. peak hour and eastbound in the p.m. peak hour. During the a.m. peak hour, the westbound D-factor ranges from 50.7% to 58.8% and the overall average corridor D-factor is equal to 54.3%. During the p.m. peak hour, the eastbound D-factor ranges from 50.2% to 61.7% and the overall average corridor D-factor is equal to 55.9%. **Table 2-5** also summarizes the D-factor values that were calculated using the weekend traffic count data. Overall, these values indicate there is less directionality in the mainline traffic flow during the weekend; however, the p.m. peak hour D-factor for SR 72 west of the Twin Lakes Park entrance/exit is approximately 56.4%. D-factors were also calculated for all the SR 72 cross streets, and these are summarized in **Table 2-6**. Most of the cross streets have higher D-factor values than the SR 72 mainline.

Table 2-4: Existing (2022) SR 72 Cross Street Peak Hour K-Factors

Location	Date	24-Hour Volume	AM Peak Hour (7:30 - 8:30) Two-Way Volume	AM Peak Hour (7:30 - 8:30) K-Factor	PM Peak Hour (4:45 - 5:45) Two-Way Volume	PM Peak Hour (4:45 - 5:45) K-Factor
Hummingbird Avenue	5/11/2022	1,861	195	10.48%	133	7.15%
	5/12/2022	2,070	227	10.97%	171	8.26%
	Average			10.72%		7.70%
Twin Lakes Park Entrance	5/11/2022	838	35	4.18%	106	12.65%
	5/12/2022	981	43	4.38%	113	11.52%
	Average			4.28%		12.08%
Talon Boulevard	5/10/2022	1,219	72	5.91%	116	9.52%
	5/11/2022	1,196	96	8.03%	99	8.28%
	Average			6.97%		8.90%
Ibis Street	5/11/2022	3,790	334	8.81%	330	8.71%
	5/12/2022	3,945	321	8.14%	339	8.59%
	Average			8.47%		8.65%
Great Egret Boulevard	5/11/2022	724	55	7.60%	45	6.22%
	5/12/2022	764	54	7.07%	62	8.12%
	Average			7.33%		7.17%
Proctor Road	5/11/2022	4,934	642	13.01%	495	10.03%
	5/12/2022	4,574	577	12.61%	423	9.25%
	Average			12.81%		9.64%
Dove Avenue	5/11/2022	1,087	243	22.36%	82	7.54%
	5/12/2022	1,080	238	22.04%	79	7.31%
	Average			22.20%		7.43%
Sandhill Lake Drive	5/11/2022	235	17	7.23%	13	5.53%
	5/12/2022	191	7	3.66%	4	2.09%
	Average			5.45%		3.81%
Preservation Drive	5/11/2022	253	16	6.32%	14	5.53%
	5/12/2022	224	13	5.80%	17	7.59%
	Average			6.06%		6.56%
Aventura Drive	5/11/2022	764	79	10.34%	54	7.07%
	5/12/2022	669	58	8.67%	66	9.87%
	Average			9.50%		8.47%
Coash Road	5/11/2022	1,179	55	4.66%	106	8.99%
	5/12/2022	1,213	67	5.52%	90	7.42%
	Average			5.09%		8.21%
Hawkins Road	5/11/2022	1,708	463	27.11%	167	9.78%
	5/12/2022	1,665	471	28.29%	89	5.35%
	Average			27.70%		7.56%
Lorraine Road	5/11/2022	5,577	521	9.34%	640	11.48%
	5/12/2022	5,030	544	10.82%	450	8.95%
	Average			10.08%		10.21%

Table 2-5: Existing (2022) SR 72 Mainline Peak Hour D-Factors

Location	Date	AM Peak Hour (7:30 - 8:30) Two-Way Volume	AM Peak Hour (7:30 - 8:30) Peak Dir Volume	AM Peak Hour (7:30 - 8:30) D-Factor	AM Peak Hour (7:30 - 8:30) Peak Dir	PM Peak Hour (4:45 - 5:45) Two-Way Volume	PM Peak Hour (4:45 - 5:45) Peak Dir Volume	PM Peak Hour (4:45 - 5:45) D-Factor	PM Peak Hour (4:45 - 5:45) Peak Dir
East of Queensbury Boulevard	5/11/2022	1,696	852	50.24%	EB	1,589	804	50.60%	EB
	5/12/2022	1,752	939	53.60%	WB	1,653	1,008	60.98%	EB
	Average	1,724	896			1,621	906	55.79%	
East of Hummingbird Avenue	5/11/2022	1,487	778	52.32%	EB	1,437	727	50.59%	EB
	5/12/2022	1,515	782	51.62%	WB	1,463	902	61.65%	EB
	Average	1,501	780			1,450	815	56.12%	
West of Twin Lakes Park Entrance [2]	5/14/2022	1,115	559	50.13%	WB	945	533	56.40%	EB
West of Talon Boulevard/Ibis Street [1]	5/10/2022	1,374	706	51.38%	WB	1,407	809	57.50%	EB
	5/11/2022	1,406	726	51.64%	EB	1,349	692	51.30%	WB
	5/12/2022	1,398	734	52.50%	WB	1,349	815	60.42%	EB
	Average	1,393	722			1,368	772		
West of Talon Boulevard/Ibis Street [2]	5/14/2022	1,021	538	52.69%	WB	857	449	52.39%	EB
East of Talon Boulevard/Ibis Street	5/11/2022	1,177	597	50.72%	WB	1,110	628	56.58%	WB
	5/12/2022	1,171	644	55.00%	WB	1,070	590	55.14%	EB
	Average	1,174	621	52.86%		1,090	609		
East of Talon Boulevard/Ibis Street [2]	5/14/2022	773	396	51.23%	WB	649	339	52.23%	WB
East of Proctor Road/Dove Avenue	5/11/2022	1,214	657	54.12%	WB	1,117	561	50.22%	EB
	5/12/2022	1,191	678	56.93%	WB	1,033	582	56.34%	EB
	Average	1,203	668	55.52%		1,075	572	53.28%	
West of Lorraine Road [1]	5/10/2022	1,003	564	56.23%	WB	885	488	55.14%	EB
	5/11/2022	1,047	589	56.26%	WB	917	489	53.33%	WB
	5/12/2022	1,001	589	58.84%	WB	827	461	55.74%	EB
	Average	1,017	581	57.11%		876	479		
Overall corridor average				54.29%	WB			55.85%	EB
East of Lorraine Road	5/11/2022	637	401	62.95%	WB	551	354	64.25%	EB
	5/12/2022	666	449	67.42%	WB	544	320	58.82%	EB
	Average	652	425	65.18%		548	337	61.54%	

[1] Vehicle classification count location

[2] Based on peak hour turning movement counts conducted on a Saturday. The a.m. peak hour was 9:30 - 10:30 a.m. The p.m. peak hour was 4:30 - 5:30 p.m.

Peach colored cells were used in the calculation of the average weekday D-factor.

The a.m. and p.m. peak hour vehicle composition on SR 72 west of Talon Boulevard/Ibis Street and west of Lorraine Road is summarized in **Appendix E**. A review of this table indicates the following:

- There are more trucks west of Talon Boulevard/Ibis Street than west of Lorraine Road.
- There are approximately twice as many trucks in the a.m. peak hour as compared to the p.m. peak hour at both locations.
- There are more heavy trucks than medium trucks during the a.m. peak hour at both locations.
- There are more medium trucks than heavy trucks during the p.m. peak hour at both locations

The a.m. and p.m. peak hour truck percentages were also calculated for each individual movement at the nine PD&E study intersections based on the peak hour turning movement count data. The peak hour truck volumes and percentages are provided in **Appendix F**.

Table 2-6: Existing (2022) SR 72 Cross Street Peak Hour D-Factors

Location	Date	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 - 5:45)			
		Two-Way Volume	Peak Dir Volume	D-Factor	Peak Dir	Two-Way Volume	Peak Dir Volume	D-Factor	Peak Dir
Hummingbird Avenue	5/11/2022	195	119	61.03%	NB	133	74	55.64%	SB
	5/12/2022	227	142	62.56%	NB	171	103	60.23%	SB
	Average			61.79%				57.94%	
Twin Lakes Park Entrance	5/11/2022	35	18	51.43%	SB	106	74	69.81%	SB
	5/12/2022	43	23	53.49%	SB	113	87	76.99%	SB
	Average			52.46%				73.40%	
Twin Lakes Park Entrance [1]	5/14/2022	111	82	73.87%	SB	122	99	81.15%	SB
Talon Boulevard	5/10/2022	72	47	65.28%	SB	116	65	56.03%	NB
	5/11/2022	96	62	64.58%	SB	99	58	58.59%	NB
	Average			64.93%				57.31%	
Talon Boulevard [1]	5/14/2022	60	36	60.00%	SB	68	40	58.82%	NB
Ibis Street	5/11/2022	334	194	58.08%	SB	330	201	60.91%	SB
	5/12/2022	321	183	57.01%	SB	339	226	66.67%	SB
	Average			57.55%				63.79%	
Ibis Street [1]	5/14/2022	286	155	54.20%	NB	198	128	64.65%	SB
Great Egret Boulevard	5/11/2022	55	35	63.64%	NB	45	23	51.11%	NB
	5/12/2022	54	28	51.85%	NB	62	40	64.52%	NB
	Average			57.74%				57.81%	
Proctor Road	5/11/2022	642	370	57.63%	NB	495	297	60.00%	SB
	5/12/2022	577	367	63.60%	NB	423	224	52.96%	SB
	Average			60.62%				56.48%	
Dove Avenue	5/11/2022	243	139	57.20%	NB	82	46	56.10%	NB
	5/12/2022	238	156	65.55%	NB	79	41	51.90%	SB
	Average			61.37%					
Preservation Drive	5/11/2022	16	10	62.50%	NB	14	8	57.14%	SB
	5/12/2022	13	8	61.54%	NB	17	10	58.82%	SB
	Average			62.02%				57.98%	
Sandhill Lake Drive	5/11/2022	17	9	52.94%	NB	13	8	61.54%	NB
	5/12/2022	7	4	57.14%	NB	4	2	50.00%	NB
	Average			55.04%				55.77%	
Aventura Drive	5/11/2022	79	48	60.76%	SB	54	35	64.81%	NB
	5/12/2022	58	40	68.97%	SB	66	39	59.09%	NB
	Average			64.86%				61.95%	
Hawkins Road	5/11/2022	463	254	54.86%	SB	167	87	52.10%	NB
	5/12/2022	471	262	55.63%	SB	89	45	50.56%	SB
	Average			55.24%					
Coash Road	5/11/2022	55	44	80.00%	SB	106	56	52.83%	SB
	5/12/2022	67	47	70.15%	SB	90	53	58.89%	NB
	Average			75.07%					
Lorraine Road	5/11/2022	521	263	50.48%	NB	640	411	64.22%	SB
	5/12/2022	544	279	51.29%	SB	450	237	52.67%	NB
	Average								

[1] Based on peak hour turning movement counts conducted on a Saturday. The a.m. peak hour was 9:30 - 10:30 a.m. The p.m. peak hour was 4:30 - 5:30 p.m.

Table 2-7 summarizes the peak hour volumes and the peak 15-minute volumes used to calculate the existing intersection peak hour factors (PHF's). The a.m. PHF's range from approximately 0.83 to approximately 0.98, with an overall weighted average corridor value of approximately 0.89. The p.m. PHF's range from approximately 0.87 to approximately 0.98, with an overall weighted average corridor value of approximately 0.93. The PHF for the Coash Road/Hawkins Road intersection during the Suncoast Academy p.m. peak hour dismissal hour (i.e., 2:45 p.m. to 3:45 p.m.) is approximately 0.86. **Table 2-7** also summarizes the weekend a.m. and p.m. PHF's for the Twin Lakes Park entrance/exit and the Talon Boulevard/Ibis Street intersection.

Table 2-7: Existing (2022) SR 72 Intersection Peak Hour Factors (PHF's)

Weekday

Intersection	AM Peak Hour (7:30 - 8:30)			PM Peak Hour (4:45 - 5:45)		
	Total Volume	Peak 15-Min Volume	PHF	Total Volume	Peak 15-Min Volume	PHF
Hummingbird Avenue	1,596	458	0.871	1,556	397	0.980
Twin Lakes Park Entrance	1,424	402	0.886	1,441	389	0.926
Talon Boulevard/Ibis Street	1,450	405	0.895	1,444	398	0.907
Great Egret Boulevard	1,104	320	0.863	1,108	302	0.917
Proctor Road/Dove Avenue	1,524	431	0.884	1,384	396	0.874
Sandhill Lake Drive/Preservation Drive	1,150	294	0.978	1,123	304	0.924
Aventura Drive	1,145	296	0.967	1,086	288	0.943
Coash Road/Hawkins Road	1,316	395	0.833	1,103	311	0.887
Lorraine Road	1,182	354	0.835	1,129	293	0.963
Average			0.890			0.924
Weighted Average			0.888			0.925
Coash Road/Hawkins Road				1,183	344	0.860

Blue font denotes the values associated with the p.m. peak dismissal hour for the Suncoast Academy school (2:45 - 3:45).

Weekend

Intersection	AM Peak Hour (9:30 - 10:30)			PM Peak Hour (4:30 - 5:30)		
	Total Volume	Peak 15-Min Volume	PHF	Total Volume	Peak 15-Min Volume	PHF
Twin Lakes Park Entrance	1,122	302	0.929	964	250	0.964
Talon Boulevard/Ibis Street	1,070	286	0.935	886	226	0.980

2.6 Existing (2022) Peak Hour Traffic Operations

The existing conditions peak hour roadway segment level of service analyses were conducted using the two-lane highway module of the Highway Capacity Software (HCS) Version 7. The eastbound and westbound SR 72 mainline peak hour truck percentages were calculated using the peak hour intersection turning movement counts while the eastbound and westbound mainline PHF's were calculated based on the 48-hour and 72-hour machine traffic counts. The HCS uses a minimum roadway segment length of 0.25 miles to calculate several of the performance measures; therefore, it is recommended that all the roadway segments analyzed have lengths greater than or equal to 1,320 feet. Based on this, the portion of SR 72 between Hummingbird Avenue and the Twin Lakes Park entrance/exit was combined with the portion of SR 72 between the Twin Lakes Park entrance/exit and Talon Boulevard/Ibis Street and was analyzed as one segment. Similarly, the portion of SR 72 between Sandhill Lake Drive/Preservation Drive and Aventura Drive was combined with the portion of SR 72 between Aventura Drive and Coash Road/Hawkins Road and was also analyzed as one segment. The average directional volumes, truck percentages and PHF's were used for these two segments. For any other segment where the directional volume was not constant (i.e., the departure volume and the approach volume at adjacent intersections was different), the larger of the two volumes was used to conduct the analysis. Although passing is

prohibited in both directions on SR 72 between Hummingbird Avenue and Coash Road/Hawkins Road, passing is allowed between Coash Road/Hawkins Road and Lorraine Road. Passing is initially permitted in the eastbound direction only, but the SR 72 pavement markings subsequently transition to allow passing in both directions and then finally to the westbound direction only. To account for these three different passing conditions, the portion of SR 72 between Coash Road/Hawkins Road and Lorraine Road was subdivided into three segments. Although each of these segments are less than 0.25 miles in length, the analysis of the three different passing conditions was viewed as being more accurate.

Table 2-8 and **Table 2-9** summarize the existing (2022) roadway segment operational analysis results for the a.m. and p.m. peak hours, respectively. All roadway segments are operating at Level of Service D or better in both travel directions during both peak hours. The portion of SR 72 between Great Egret Boulevard and Lorraine Road is currently operating at Level of Service C during both peak hours. The HCS existing conditions segment analysis summary sheets are provided in **Appendix G**.

Table 2-8: Existing (2022) AM Peak Hour Two-Lane Highway Segment Analysis Summary

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	733	0.50	45.7	72.1%	13.5	D
	WB	685	0.44	45.8	68.9%	11.3	D
Between Ibis Street and Great Egret Blvd	EB	560	0.38	41.6	65.4%	10.1	D
	WB	538	0.36	41.6	64.3%	9.6	C
Between Great Egret Blvd and Proctor Rd	EB	542	0.37	41.4	65.0%	9.8	C
	WB	537	0.36	41.6	62.5%	9.3	C
Between Proctor Rd and Preservation Dr	EB	528	0.33	47.1	62.2%	7.4	C
	WB	625	0.40	46.9	66.9%	9.6	C
Between Preservation Dr and Hawkins Rd	EB	505	0.34	55.9	58.6%	6.0	C
	WB	602	0.38	55.7	62.3%	7.3	C
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	467	0.34	58.9	59.7%	5.8	C
	WB	588	0.38	58.7	63.2%	7.0	C
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	467	0.34	59.1	58.8%	5.7	C
	WB	588	0.38	58.7	63.2%	7.0	C
Between Timberland Ln and Lorraine Rd	EB	460	0.33	57.8	59.6%	5.8	C
	WB	582	0.38	57.9	61.6%	6.8	C

V/C Ratio = Volume-to-Capacity Ratio

FD = Follower Density (in followers/mile/lane)

LOS = Level of Service

Table 2-9: Existing (2022) PM Peak Hour Two-Lane Highway Segment Analysis Summary

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	689	0.44	46.0	68.8%	11.2	D
	WB	697	0.44	46.0	68.5%	11.0	D
Between Ibis Street and Great Egret Blvd	EB	492	0.31	42.1	60.3%	7.6	C
	WB	611	0.38	41.7	65.6%	10.2	D
Between Great Egret Blvd and Proctor Rd	EB	483	0.31	41.8	60.4%	7.5	C
	WB	599	0.37	41.7	62.9%	9.6	C
Between Proctor Rd and Preservation Dr	EB	551	0.36	47.2	64.5%	8.4	C
	WB	560	0.37	47.1	65.5%	8.8	C
Between Preservation Dr and Hawkins Rd	EB	506	0.33	56.2	58.1%	5.8	C
	WB	552	0.36	56.0	60.5%	6.6	C
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	436	0.28	59.3	55.3%	4.5	C
	WB	487	0.31	59.1	57.7%	5.2	C
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	436	0.28	59.6	53.7%	4.4	C
	WB	487	0.31	59.1	57.7%	5.2	C
Between Timberland Ln and Lorraine Rd	EB	436	0.28	58.3	55.3%	4.5	C
	WB	487	0.31	58.3	56.1%	5.1	C

V/C Ratio = Volume-to-Capacity Ratio

FD = Follower Density (in followers/mile/lane)

LOS = Level of Service

The existing conditions peak hour intersection level of service analyses were conducted using the SYNCHRO Version 11 and SIDRA Version 9 software packages. Only unsignalized intersection analyses were conducted for the following six intersections:

- Hummingbird Avenue
- Twin Lakes Park Entrance/Exit
- Great Egret Boulevard
- Sandhill Lake Drive/Preservation Drive
- Aventura Drive
- Coash Road/Hawkins Road

The results of these unsignalized intersection analyses are summarized in **Table 2-10**. A majority of the unsignalized intersection movements are operating under capacity (i.e., with volume-to-capacity (v/c) ratios less than 1.00) during both peak hours. In the a.m. peak hour, the northbound left-turn and right-turn movements at the Hummingbird Avenue intersection and the northbound left-turn movement at the Coash Road/Hawkins Road intersection are estimated to have v/c ratios greater than 1.00. Although the average vehicle delays for these three movements are estimated to be greater than 200 seconds/vehicle, field observations suggest that the magnitude of these delays are being overestimated. The Coash Road/Hawkins Road intersection was also analyzed for the 2:45 p.m. to 3:45 p.m. time period (i.e., during the afternoon dismissal of the Suncoast Academy school) and the analysis results indicate that all movements are operating under capacity.

Table 2-10: Existing (2022) Peak Hour Unsignalized Intersection Operations Summary

Hummingbird Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	4	0.01	9.9	A	5	0.01	9.4	A
NB LT	111	1.19	218.0	F	53	0.40	43.4	E
NB RT	5	1.19	218.0	F	8	0.40	43.4	E
NB APPROACH	116		218.0	F	61		43.4	E

Twin Lakes Park Entrance/Exit

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	4	0.01	9.5	A	5	0.01	9.3	A
NB LT	14	0.15	35.8	E	24	0.19	30.2	D
NB RT	4	0.15	35.8	E	8	0.19	30.2	D
NB APPROACH	18		35.8	E	32		30.2	D

Great Egret Boulevard

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	19	0.02	9.0	A	16	0.02	8.9	A
SB LT	1	0.01	25.2	D	2	0.01	16.5	C
SB RT	13	0.03	12.5	B	17	0.03	10.3	B
SB APPROACH	14		13.4	B	19		11.0	B

Sandhill Lake Drive/Preservation Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	8.8	A	1	0.00	8.7	A
WB LT	1	0.00	10.3	B	3	0.00	8.6	A
NB LT	8	0.06	25.8	D	5	0.04	23.8	C
NB TH	0	0.06	25.8	D	0	0.04	23.8	C
NB RT	2	0.06	25.8	D	2	0.04	23.8	C
NB APPROACH	10		25.8	D	7		23.8	C
SB LT	2	0.03	16.0	C	3	0.03	20.2	C
SB TH	0	0.03	16.0	C	0	0.03	20.2	C
SB RT	7	0.03	16.0	C	3	0.03	20.2	C
SB APPROACH	9		16.0	C	6		20.2	C

Aventura Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	21	0.02	8.9	A	31	0.03	8.7	A
SB LT	3	0.09	13.8	B	6	0.06	15.9	C
SB RT	35	0.09	13.8	B	12	0.06	15.9	C
SB APPROACH	38		13.8	B	18		15.9	C

Coash Road/Hawkins Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	8.5	A	43 (33)	0.05 (0.03)	8.5 (8.2)	A (A)
WB LT	127	0.15	9.2	A	36 (75)	0.04 (0.09)	8.5 (8.9)	A (A)
NB LT	93	1.12	205.5	F	38 (95)	0.29 (0.69)	39.9 (66.7)	E (F)
NB TH	2	0.22	13.0	B	4 (11)	0.10 (0.29)	12.8 (14.8)	B (B)
NB RT	105	0.22	13.0	B	41 (119)	0.10 (0.29)	12.8 (14.8)	B (B)
NB APPROACH	200		102.5	F	83 (225)		25.2 (36.7)	D (E)
SB LT	0	0.13	15.6	C	1 (2)	0.14 (0.10)	13.9 (14.5)	B (B)
SB TH	4	0.13	15.6	C	4 (2)	0.14 (0.10)	13.9 (14.5)	B (B)
SB RT	39	0.13	15.6	C	52 (32)	0.14 (0.10)	13.9 (14.5)	B (B)
SB APPROACH	43		15.6	C	57 (36)		13.9 (14.5)	B (B)

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

The Talon Boulevard/Ibis Street intersection was analyzed as both an unsignalized intersection and a signalized intersection. At the time when the turning movement counts were conducted, this intersection was an unsignalized intersection; however, FDOT has recently signalized this intersection. The results of these weekday peak hour intersection analyses are summarized in **Table 2-11**. When this intersection was operating under two-way stop control, the northbound left-turn, through and right-turn movements were operating overcapacity during both peak hours. Now that this intersection is currently operating under signal control, all movements are estimated to operate under capacity. The highest intersection approach delay is estimated to be approximately 47 seconds/vehicle. This delay is for the northbound approach during the a.m. peak hour. All movements are estimated to operate at Level of Service D or better.

Table 2-11: Existing (2022) Peak Hour Intersection Operations Summary - Talon Boulevard/Ibis Street

Unsignalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	20	0.03	8.6	A	43	0.05	8.8	A
WB LT	21	0.03	9.5	A	65	0.08	9.3	A
NB LT	131	1.20	208.0	F	124	1.35	278.9	F
NB TH	1	1.20	208.0	F	0	1.35	278.9	F
NB RT	11	1.20	208.0	F	7	1.35	278.9	F
NB APPROACH	143		208.0	F	131		278.9	F
SB LT	9	0.10	38.7	E	6	0.08	42.8	E
SB TH	2	0.10	38.7	E	1	0.08	42.8	E
SB RT	38	0.08	12.6	B	38	0.08	12.7	B
SB APPROACH	49		18.5	C	45		17.4	C

Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	20	0.08	10.9	B	43	0.18	11.7	B
EB TH	538	0.84	35.2	D	479	0.80	34.5	C
EB RT	169	0.25	3.5	A	134	0.21	1.9	A
EB APPROACH	727		27.1	C	656		26.4	C
WB LT	21	0.09	11.1	B	65	0.24	12.1	B
WB TH	511	0.82	33.6	C	525	0.84	35.7	D
WB RT	5	0.82	33.6	C	21	0.84	35.7	D
WB APPROACH	537		32.7	C	611		33.2	C
NB LT	131	0.65	46.7	D	124	0.35	4.5	A
NB TH	1	0.65	46.7	D	0	0.35	4.5	A
NB RT	11	0.65	46.7	D	7	0.35	4.5	A
NB APPROACH	143		46.7	D	131		4.5	A
SB LT	9	0.05	33.2	C	6	0.03	34.7	C
SB TH	2	0.05	33.2	C	1	0.03	34.7	C
SB RT	38	0.11	0.6	A	38	0.11	0.6	A
SB APPROACH	49		7.8	A	45		6.0	A

The Proctor Road/Dove Avenue intersection was analyzed as both a signalized intersection and a one-lane roundabout. As stated in **Section 2.0** of this report, this intersection is currently operating as a signalized intersection; however, the traffic signal at this location is a temporary signal. A one-lane roundabout is currently being constructed at this location and once the construction is complete, the temporary signal will be removed. The results of these weekday peak hour intersection analyses are summarized in **Table 2-12**. All signalized movements are currently operating under capacity and at Level of Service E or better during both peak hours. If the roundabout had been open to traffic at the time when the turning movement counts were conducted, significantly lower overall average delays would be occurring at this intersection.

The Lorraine Road intersection was analyzed as both an unsignalized intersection and a one-lane roundabout. As stated in **Section 2.0** of this report, this intersection is currently operating under two-way stop control; however, a one-lane roundabout is currently being constructed at this location. The results of these weekday peak hour intersection analyses are summarized in **Table 2-13**. A majority of the unsignalized movements are operating under capacity during both peak hours. Only the northbound left-turn, through and right-turn movements operate over capacity and this condition is only occurring during the a.m. peak hour. Like the Proctor Road/Dove Avenue intersection, if the Lorraine Road roundabout had been open to traffic at the time when the turning movement counts were conducted, significantly lower overall average delays would be occurring at this intersection.

Existing conditions weekend peak hour intersection level of service analyses were also conducted for the Twin Lakes Park entrance/exit and the Talon Boulevard/Ibis Street intersection using the SYNCHRO software. The results of these weekend analyses are summarized in **Table 2-14**. All of the unsignalized movements at the Twin Lakes Park entrance/exit are operating under capacity during both of the peak hours. All the unsignalized movements at the Talon Boulevard/Ibis Street intersection were also operating under capacity during both weekend peak hours when this intersection was operating under two-way stop control. In addition, all movements at this intersection are estimated to operate under capacity after the installation of the traffic signal. All of the SYNCHRO and SIDRA intersection analysis summary sheets are provided in **Appendix H**.

Table 2-12: Existing (2022) Peak Hour Intersection Operations Summary - Proctor Road/Dove Avenue								
Signalized Intersection								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	101	0.33	12.8	B	87	0.29	11.6	B
EB TH	415	0.63	20.9	C	393	0.52	17.4	B
EB RT	21	0.63	20.9	C	3	0.52	17.4	B
EB APPROACH	537		19.4	B	483		16.3	B
WB LT	4	0.02	10.0	A	6	0.02	9.7	A
WB TH	428	0.85	41.6	D	463	0.85	38.9	D
WB RT	189	0.32	4.4	A	90	0.15	0.5	A
WB APPROACH	621		30.0	C	559		32.4	C
NB LT	50	0.57	47.3	D	20	0.29	39.9	D
NB TH	70	0.57	47.3	D	26	0.29	39.9	D
NB RT	2	0.57	47.3	D	1	0.29	39.9	D
NB APPROACH	122		47.3	D	47		39.9	D
SB LT	111	0.88	74.3	E	157	0.82	63.7	E
SB TH	74	0.88	74.3	E	25	0.82	63.7	E
SB RT	59	0.17	1.0	A	113	0.33	3.5	A
SB APPROACH	244		56.6	E	295		40.6	D
Roundabout								
EB LT	101	0.60	11.7	B	87	0.51	9.2	A
EB TH	415	0.60	11.8	B	393	0.51	9.2	A
EB RT	21	0.60	11.7	B	3	0.51	9.2	A
EB APPROACH	537		11.8	B	483		9.2	A
WB LT	4	0.49	9.9	A	6	0.46	7.8	A
WB TH	428	0.49	9.4	A	463	0.46	7.9	A
WB RT	189	0.19	4.7	A	90	0.08	3.6	A
WB APPROACH	621		8.0	A	559		7.2	A
NB LT	50	0.23	8.5	A	20	0.08	6.5	A
NB TH	70	0.23	8.7	A	26	0.08	6.5	A
NB RT	2	0.23	11.4	B	1	0.08	6.5	A
NB APPROACH	122		8.7	A	47		6.5	A
SB LT	111	0.26	7.5	A	157	0.25	7.0	A
SB TH	74	0.26	7.4	A	25	0.25	7.0	A
SB RT	59	0.08	5.3	A	113	0.16	6.0	A
SB APPROACH	244		6.9	A	295		6.6	A

Table 2-13: Existing (2022) Peak Hour Intersection Operations Summary - Lorraine Road

Unsignalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	160	0.17	8.9	A	146	0.11	8.0	A
WB LT	2	0.00	8.0	A	2	0.00	7.8	A
NB LT	97	1.64	417.7	F	92	0.72	66.8	F
NB TH	19	1.64	417.7	F	21	0.72	66.8	F
NB RT	4	1.64	417.7	F	6	0.72	66.8	F
NB APPROACH	120		417.7	F	119		66.8	F
SB LT	44	0.90	63.7	F	121	0.86	43.6	E
SB TH	22	0.90	63.7	F	24	0.86	43.6	E
SB RT	177	0.90	63.7	F	251	0.86	43.6	E
SB APPROACH	243		63.7	F	396		43.6	E

Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	160	0.48	8.3	A	146	0.39	7.1	A
EB TH	184	0.48	8.4	A	255	0.39	7.0	A
EB RT	116	0.48	8.4	A	59	0.39	7.1	A
EB APPROACH	460		8.4	A	430		7.1	A
WB LT	2	0.50	10.3	B	2	0.21	5.5	A
WB TH	308	0.50	10.8	B	143	0.21	5.7	A
WB RT	58	0.50	10.7	B	49	0.21	5.7	A
WB APPROACH	368		10.7	B	194		5.7	A
NB LT	97	0.19	6.8	A	92	0.17	6.6	A
NB TH	19	0.19	6.4	A	21	0.17	6.7	A
NB RT	4	0.19	7.5	A	6	0.17	7.0	A
NB APPROACH	120		6.8	A	119		6.6	A
SB LT	44	0.39	10.4	B	121	0.41	7.9	A
SB TH	22	0.39	10.0	A	24	0.41	8.0	A
SB RT	177	0.39	9.9	A	251	0.41	8.0	A
SB APPROACH	243		10.0	A	396		8.0	A

Table 2-14: Existing (2022) Weekend Peak Hour Intersection Operations Summary								
Twin Lakes Park Entrance/Exit - Unsignalized Intersection								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	4	0.00	8.7	A	13	0.01	8.5	A
NB LT	26	0.12	21.3	C	17	0.07	16.2	C
NB RT	3	0.12	21.3	C	6	0.07	16.2	C
NB APPROACH	29	0.12	21.3	C	23	0.07	16.2	C
Talon Boulevard/Ibis Street - Unsignalized Intersection								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	23	0.02	8.1	A	37	0.03	8.0	A
WB LT	27	0.03	8.5	A	18	0.02	8.2	A
NB LT	137	0.64	40.4	E	62	0.22	19.2	C
NB TH	0	0.64	40.4	E	0	0.22	19.2	C
NB RT	18	0.64	40.4	E	8	0.22	19.2	C
NB APPROACH	155		40.4	E	70		19.2	C
SB LT	3	0.01	20.9	C	1	0.00	17.4	C
SB TH	0	0.01	20.9	C	0	0.00	17.4	C
SB RT	33	0.05	10.7	B	27	0.04	10.2	B
SB APPROACH	36		11.6	B	28		10.5	B
Talon Boulevard/Ibis Street - Signalized Intersection								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	23	0.08	12.5	B	37	0.11	12.3	B
EB TH	356	0.73	31.3	C	300	0.50	21.0	C
EB RT	104	0.19	0.7	A	110	0.17	0.5	A
APPROACH	483	n/a	23.8	C	447	n/a	15.3	B
WB LT	27	0.10	12.7	B	18	0.05	11.8	B
WB TH	368	0.75	32.2	C	319	0.70	32.2	C
WB RT	1	0.75	32.2	C	2	0.70	32.2	C
APPROACH	396	n/a	30.8	C	339	n/a	31.1	C
NB LT	137	0.34	3.9	A	62	0.15	0.6	A
NB TH	0	0.34	3.9	A	0	0.15	0.6	A
NB RT	18	0.34	3.9	A	8	0.15	0.6	A
APPROACH	155	0.34	3.9	A	70	0.15	0.6	A
SB LT	3	0.01	28.0	C	1	0.00	28.0	C
SB TH	0	0.01	28.0	C	0	0.00	28.0	C
SB RT	33	0.08	0.3	A	27	0.06	0.3	A
APPROACH	36	n/a	2.5	A	28	n/a	1.2	A

2.7 Crash History

Crash data for the five-year period 2017-2021 was provided by FDOT District One and is included in **Appendix I**. The source of the crash data was Signal Four Analytics; therefore, this crash data was not certified. **Table 2-15** summarizes the number of fatal crashes, personal injury crashes and property damage only crashes that occurred within the study corridor during each of these five years. There was a total of 119 crashes that occurred during this five-year period. Although the majority of the crashes involved property damage only, there were 43 personal injury crashes

(approximately 36.0% of the total) resulting in 81 injuries. There were no fatal crashes during these five years. **Table 2-16** summarizes the locations of these crashes. Approximately 69% of the crashes occurred at or within 250 feet of one of the following four intersections:

- Hummingbird Avenue (22 crashes)
- Proctor Road/Dove Avenue (22 crashes)
- Talon Boulevard/Ibis Street (21 crashes)
- Lorraine Road (17 crashes)

No other intersection had more than six crashes during this five-year period.

Table 2-15: Number of Crashes by Year and Severity

Year	Total Fatal Crashes	Total Fatalities	Total Injury Crashes	Total Injuries	Total Property Damage Crashes	Total Crashes
2017	0	0	11	24	20	31
2018	0	0	10	15	10	20
2019	0	0	8	22	18	26
2020	0	0	7	11	10	17
2021	0	0	7	9	18	25
Total	0	0	43	81	76	119

Table 2-16: Number of Crashes by Intersection Location

Location	No. of Crashes
Proctor Road/Dove Avenue	22
Hummingbird Avenue	22
Talon Boulevard/Ibis Street	21
Lorraine Road	17
Queensbury Boulevard	6
Coash Road/Hawkins Road	6
Sandhill Lake Drive/Preservation Drive	5
Churchill Downs Road	2
Safari Drive	2
Fox Trotting Road	1
Twin Lakes Park Entrance/Exit	2
Not within 250 feet of a named cross street	13
Total	119

Table 2-17 summarizes the lighting and road surface conditions that were present at the time of the crashes. A majority of the crashes occurred on dry roadway surfaces during clear daylight conditions. This indicates that poor visibility and/or wet pavement conditions were not significant contributing causes of the crashes. Approximately 13.0% of the crashes occurred during dark, non-lighted conditions and approximately 13.0% occurred on wet roadway surfaces.

Table 2-17: Number of Crashes by Lighting and Surface Conditions

Lighting Conditions	No. of Crashes	% of Total
Daylight	92	77.3%
Dark (Not Lighted)	15	12.6%
Dark (Lighted)	6	5.0%
Dawn/Dusk	6	5.0%
Total	119	100.0%
Surface Condition	**No. of Crashes**	**% of Total**
Dry	103	86.6%
Wet	15	12.6%
Unknown	1	0.8%
Total	119	100.0%

Table 2-18 summarizes the types of crashes that occurred within the study corridor. Rear-end crashes (38) and left-turn angle crashes (33) were the most prevalent types of crashes, representing approximately 60.0% of the total crashes. There was one crash involving a bicyclist and no pedestrian crashes. Three crashes involved speeding and/or aggressive driving and four crashes involved drugs or alcohol.

Table 2-18: Number of Crashes by Crash Type

Crash Type	No. of Crashes	% of Total
Rear-End	38	31.9%
Angle/Left-Turn	33	27.7%
Right Angle/Front-to-Side	19	16.0%
Off Road	11	9.2%
Hit Animal	7	5.9%
Sideswipe (Same Direction)	5	4.2%
Sideswipe (Opposite Direction)	2	1.7%
Head-On	1	0.8%
Rollover	1	0.8%
Bicycle	1	0.8%
Other	1	0.8%
Total	119	100.0%

Roadway segment and intersection crash rates were calculated using the Signal Four Analytics data. **Table 2-19** summarizes the SR 72 roadway segment crash rates. The actual mainline crash rates range between 0.086 crashes per million vehicle miles of travel and 0.286 crashes per million vehicle miles of travel. These rates are lower than the five-year average crash rates for two-lane two-way undivided suburban state roadways in Sarasota County.

Table 2-19: SR 72 Mainline Crash Rates

Location	No. of Crashes	AADT Volume	Length (miles)	Actual Crash Rate [1]	County Crash Rate [1] [2]
Between Queensbury Blvd and Hummingbird Ave	2	18,500	0.207	0.286	1.135
Between Hummingbird Ave and Talon Blvd/Ibis St	3	16,400	0.426	0.235	1.135
Between Talon Blvd/Ibis St and Proctor Rd/Dove Ave	3	12,300	0.852	0.157	1.135
Between Proctor Rd/Dove Ave and Coash Rd/Hawkins Rd	4	12,200	0.840	0.214	1.135
Between Coash Rd/Hawkins Rd and Lorraine Rd	1	10,400	0.611	0.086	1.135

[1] *Crashes per million vehicle-miles traveled*

[2] *Five-year average for suburban 2-3 lane two-way undivided roadways in Sarasota County (2015-2019)*

Table 2-20 summarizes the SR 72 intersection crash rates. The actual intersection crash rates range between 0.00 crashes per million entering vehicles and 0.828 crashes per million entering vehicles. The Proctor Road/Dove Avenue, Hummingbird Avenue, Talon Boulevard/Ibis Street and Lorraine Road intersections have significantly higher crash rates than the five-year average crash rates for three-leg or four-leg intersections located on two-lane two-way undivided suburban state roadways in Sarasota County.

Table 2-20: SR 72 Intersection Crash Rates

Location	No. of Crashes	Total Entering AADT Volume	Actual Crash Rate [1]	County Crash Rate [1] [2]
Proctor Road/Dove Avenue	22	14,950	0.806	0.283
Hummingbird Avenue	22	18,450	0.653	0.169
Talon Boulevard/Ibis Street	21	16,750	0.687	0.283
Lorraine Road	17	11,250	0.828	0.283
Coash Road/Hawkins Road	6	12,700	0.259	0.283
Sandhill Lake Drive/Preservation Drive	5	12,400	0.221	0.283
Twin Lakes Park Entrance/Exit	2	16,850	0.065	0.169
Great Egret Boulevard	0	12,650	0.000	0.169
Aventura Drive	0	12,550	0.000	0.169

[1] *Crashes per million entering vehicles*

[2] *Five-year average for suburban 2-3 lane two-way undivided roadways in Sarasota County (2015-2019)*

SECTION 3.0 TRAFFIC FORECASTING/FUTURE YEAR TRAFFIC VOLUMES

3.1 Future Year AADT Volumes

This section summarizes the development of the opening year (2030) and design year (2050) AADT volumes for the SR 72 study corridor. District One conducted two travel demand model runs using the 2045 District One Regional Planning Model (D1RPM) and provided 2045 AADT volume plots for the following two alternatives:

- No-Build Alternative – Existing laneage on SR 72 from Queensbury Boulevard to Lorraine Road
- Build Alternative – Four-lane divided roadway on SR 72 from Queensbury Boulevard to Lorraine Road

The No-Build Alternative was modeled to document the need for additional capacity (i.e., lanes) within the SR 72 study corridor. It should be noted that the Sarasota/Manatee Metropolitan Planning Organization's (MPO's) 2045 Cost-Feasible Long Range Transportation Plan (LRTP) includes southern extensions of Ibis Street, Dove Avenue, and Lorraine Road. The Lorraine Road extension will ultimately connect to I-75 at the SR 681 (Venice Connector) interchange and the Ibis Street and Dove Avenue extensions will connect to the Lorraine Road extension. All three of these future roadway extensions are included in the 2045 D1RPM as two-lane roadways.

3.1.1 Design Year (2050) AADT Volumes

Table 3-1 provides a comparison of the 2045 No-Build and Build Alternative mainline AADT volumes that were provided by District One. The 2045 AADT volume plots are also provided in **Appendix J**.

Table 3-1: District One Regional Planning Model AADT Volume Comparison

Roadway	Location	AADT Volumes			Growth Rates	
		2015	2045 No-Build	2045 Build	2045 No-Build	2045 Build
SR 72	Between Queensbury Blvd & Talon Blvd/Ibis St	13,234	34,745	37,743	5.42%	6.17%
SR 72	Between Talon Blvd/Ibis St & Proctor Rd/Dove Ave	10,558	19,227	21,658	2.74%	3.50%
SR 72	Between Proctor Rd/Dove Ave & Churchill Downs Rd	10,754	21,082	22,879	3.20%	3.76%
SR 72	Average				3.79%	4.48%
SR 72	Between Coash Rd/Hawkins Rd & Lorraine Rd	6,546	19,237	20,885	6.46%	7.30%
SR 72	Average (all four locations)				4.45%	5.18%
Roadway	Location	AADT Volumes			Growth Rates	
		2015	2045 No-Build	2045 Build	2045 No-Build	2045 Build
Proctor Rd	North of SR 72	2,236	11,082	10,795	13.19%	12.76%
Lorraine Rd	North of SR 72	2,954	14,816	14,935	13.39%	13.52%

The 2015 and 2045 AADT volumes are District One Regional Planning Model (D1RPM) volumes provided by FDOT District One.

A review of **Table 3-1** indicates the Build Alternative AADT volumes are approximately 1,600 vpd to 3,000 vpd higher than the No-Build Alternative. The 2045 model mainline AADT volumes were also compared to the 2015 Base Year D1RPM AADT volumes and average yearly growth rates were calculated. These growth rates are also provided in **Table 3-1**. On average, the 2045 No-Build model AADT volumes reflect a 4.45% per year growth rate, while the 2045 Build model AADT volumes reflect a 5.18% per year growth rate. The 2045 D1RPM AADT volumes estimated for each alternative were also compared to the existing (2022) AADT volumes and average yearly traffic growth rates were calculated. The 2022 and 2045 AADT volumes, along with the average yearly growth rates, are provided in **Table 3-2**. Within the study corridor limits, the No-Build Alternative mainline growth rates range from 2.44% per year to 4.97% per year with an average mainline growth rate of 3.44% per year. The segment of SR 72 just east of Lorraine Road is projected to experience an average yearly growth rate of 6.43% per year. Within the study corridor limits, the Build Alternative mainline growth rates range from 3.32% per year to 5.77% per year with an average mainline growth rate of 4.19% per year. The segment of SR 72 just east of Lorraine Road is projected to experience an average yearly growth rate of 6.61% per year.

Table 3-2: AADT Volume Comparison - Existing (2022) vs. District One Regional Planning Model (2045)

Location	2022 AADT Volume	2045 No-Build AADT Volume	2045 Build AADT Volume	Growth Rates	
				2045 No-Build Alternative	2045 Build Alternative
West of Hummingbird Avenue	18,500	34,700	37,700	3.81%	4.51%
East of Hummingbird Avenue	16,600	34,700	37,700	4.74%	5.53%
West of Talon Boulevard/Ibis Street	16,200	34,700	37,700	4.97%	5.77%
Average	17,100	34,700	37,700	4.47%	5.24%
East of Talon Boulevard/Ibis Street	12,300	19,200	21,700	2.44%	3.32%
East of Proctor Road/Dove Avenue	12,200	21,100	22,900	3.17%	3.81%
West of Lorraine Road	10,400	19,200	20,900	3.68%	4.39%
Study Corridor Average				**3.44%**	**4.19%**
East of Lorraine Road	7,300	18,100	18,400	6.43%	6.61%

These increases in AADT volumes are due to the significant amounts of future residential and non-residential land use that is projected to occur in the vicinity of the SR 72 study corridor. **Table 3-3** provides a comparison of the number of dwelling units in 2015 and 2045 for each of the seven TAZ's that are located between I-75 and just east of Lorraine Road, as well as the overall total. The total dwelling units in 2045 reflect an overall increase of 2,929 dwelling units, which represents an average yearly increase of 2.79% per year.

Table 3-3 also provides a comparison of the number of employees in 2015 and 2045 for each of these same TAZ's, as well as the overall total. The total employees in 2045 reflect an overall increase of 140 employees, which represents an average yearly increase of 0.35% per year. There are even larger increases in residential and non-residential land use projected to occur in areas further to the east of Lorraine Road and further south of SR 72 (in the vicinity of the Ibis Street, Dove Avenue and Lorraine Road extensions). When compared to the forecasted growth in land use, the forecasted growth in daily traffic volumes appears to be consistent with the land use growth.

Table 3-3: SR 72 Corridor Land Use Data Comparison

Location	TAZ No.	2015 DUs	2045 DUs	INCREASE	2015 EMP	2045 EMP	INCREASE
South Side of SR 72	5521	134	1,231	1,097	447	447	0
	5714	99	188	89	147	147	0
	5703	0	1,725	1,725	6	6	0
Location	TAZ No.	2015 DUs	2045 DUs	INCREASE	2015 EMP	2045 EMP	INCREASE
North Side of SR 72	5231	432	441	9	19	31	12
	5232	125	128	3	49	81	32
	5233	2198	2,203	5	559	626	67
	5234	506	507	1	124	153	29
Total		**3,494**	**6,423**	**2,929**	**1,351**	**1,491**	**140**
Avg. Yearly Increase			**2.79%**			**0.35%**	

DUs = Dwelling Units (Single Family + Multi-Family)

EMP = Total Employment (Industrial + Commercial + Service Employment)

Preliminary estimates of the design year (2050) mainline AADT volumes for the No-Build and Build Alternatives were obtained by extrapolation using the 2022 and 2045 AADT volumes. This method assumes that the implied D1RPM growth rates will continue for another five years into the future. These 2050 No-Build and Build Alternative AADT volumes are provided in **Table 3-4** and **Table 3-5**, respectively. Based on the large amount of residential and non-residential land use growth that is projected to occur in the vicinity of the study corridor, it did not seem reasonable to assume that the high rate of growth in daily traffic volumes that is projected to occur between 2022 and 2045 would continue for another five years. Consequently, a second estimate of the design year (2050) mainline AADT volumes for the No-Build and Build Alternatives was obtained by applying lower yearly growth rates to the 2045 AADT volumes. This was accomplished by using a modified extrapolation. The modified extrapolation assumed that 50% of the average yearly increase in AADT volume that was projected to occur between 2022 and 2045 would occur between 2045 and 2050. These 2050 No-Build and Build Alternative AADT Volumes are also provided in **Table 3-4** and **Table 3-5**, respectively. In essence, these 2050 AADT volume forecasts approximate a negative exponential growth curve because they reflect an increase in AADT volume (compared to the 2045 AADT volumes) but at a decreasing rate of increase. Compared to the 2022 AADT volumes, these 2050 AADT volume forecasts reflect average study corridor growth rates of 3.15% per year (for the No-Build Alternative) and 3.81% per year (for the Build Alternative). The 2050 AADT volumes were also compared to the 2045 AADT volumes and average yearly traffic growth rates for this 5-year time period were calculated. These growth rates are also provided in **Table 3-4** and **Table 3-5**. The overall average SR 72 study corridor growth rates for this five-year period are 0.99% per year (for the No-Build Alternative) and 1.05% per year (for the Build Alternative).

Table 3-4: SR 72 Mainline 2045 and 2050 AADT Volumes - No-Build Alternative

Location	2022 AADT Volume	2045 No-Build Alt [1]	2045 No-Build Alt [2]	Avg. Yearly Growth Rate (2022-2045)	2045 No-Build Alt [3]	2045 No-Build Alt [4]	2050 No-Build Alt[5]	2050 No-Build Alt [6]	2050 No-Build Alt [7]	2050 No-Build Alt [8]	Avg. Yearly Growth Rate (2022-2050)	Avg. Yearly Growth Rate (2045-2050)
East of Queensbury Blvd	18,500				37,551	37,600	41,752	41,800	39,676	39,700	4.09%	1.12%
East of Hummingbird Ave	16,600	34,745	34,700		33,685	33,700	37,417	37,400	35,559	35,600	4.09%	1.13%
West of Talon Blvd/Ibis St	16,200				32,874	32,900	36,530	36,500	34,715	34,700	4.08%	1.09%
Average	17,100	34,745	34,700	4.47		34,700	38,567	38,600	36,650	36,700	4.09%	1.15%
East of Talon Blvd/Ibis St	12,300	19,227	19,200	2.44		19,200	20,700	20,700	19,950	20,000	2.24%	0.83%
East of Proctor Rd/Dove Ave	12,200	21,082	21,100	3.17		21,100	23,035	23,000	22,067	22,100	2.90%	0.95%
West of Lorraine Rd	10,400	19,237	19,200	3.68		19,200	21,113	21,100	20,157	20,200	3.37%	1.04%
Study Corridor Average				**3.44**							**3.15%**	0.99%
East of Lorraine Rd	7,300	18,148	18,100	6.43		18,100	20,448	20,400	19,274	19,300	5.87%	1.33%

[1] AADT volumes obtained from the 2045 District One Regional Planning Model (D1RPM).

[2] 2045 AADT volumes rounded to the nearest 100 vehicles.

[3] 2045 AADT volumes for these three locations were estimated by applying the D1RPM implied growth rate (4.47%) to the existing (2022) AADT volumes.

[4] 2045 AADT volumes rounded to the nearest 100 vehicles.

[5] 2050 AADT volumes were estimated by extrapolation using the 2022 and 2045 AADT volumes.

[6] 2050 AADT volumes rounded to the nearest 100 vehicles.

[7] 2050 AADT volumes were estimated by using a modified extrapolation (50% of the average yearly increase between 2022 and 2045 was assumed to occur between 2045 and 2050).

[8] Recommended 2050 No-Build Alternative AADT volumes rounded to the nearest 100 vehicles.

Table 3-5: SR 72 Mainline 2045 and 2050 AADT Volumes - Build Alternative

Location	2022 AADT Volume	2045 Build Alt [1]	2045 Build Alt [2]	Avg. Yearly Growth Rate (2022-2045)	2045 Build Alt [3]	2045 Build Alt [4]	2050 Build Alt[5]	2050 Build Alt [6]	2050 Build Alt [7]	2050 Build Alt [8]	Avg. Yearly Growth Rate (2022-2050)	Avg. Yearly Growth Rate (2045-2050)
East of Queensbury Blvd	18,500				40,787	40,800	45,648	45,600	43,224	43,200	4.77%	1.18%
East of Hummingbird Ave	16,600	37,743	37,700		36,598	36,600	40,948	40,900	38,774	38,800	4.78%	1.20%
West of Talon Blvd/Ibis St	16,200				35,716	35,700	39,939	39,900	37,820	37,800	4.76%	1.18%
Average	17,100	37,743	37,700	5.24		37,700	42,178	42,200	39,939	39,900	4.76%	1.17%
East of Talon Blvd/Ibis St	12,300	21,658	21,700	3.32		21,700	23,743	23,700	22,722	22,700	3.02%	0.92%
East of Proctor Rd/Dove Ave	12,200	22,879	22,900	3.81		22,900	25,226	25,200	24,063	24,100	3.48%	1.05%
West of Lorraine Rd	10,400	20,885	20,900	4.39		20,900	23,183	23,200	22,041	22,000	3.98%	1.05%
Study Corridor Average				**4.19**							**3.81%**	1.05%
East of Lorraine Rd	7,300	18,448	18,400	6.61		18,400	20,813	20,800	19,607	19,600	6.02%	1.30%

[1] AADT volumes obtained from the 2045 District One Regional Planning Model (D1RPM).

[2] 2045 AADT volumes rounded to the nearest 100 vehicles.

[3] 2045 AADT volumes for these three locations were estimated by applying the D1RPM implied growth rate (4.47%) to the existing (2022) AADT volumes.

[4] 2045 AADT volumes rounded to the nearest 100 vehicles.

[5] 2050 AADT volumes were estimated by extrapolation using the 2022 and 2045 AADT volumes.

[6] 2050 AADT volumes rounded to the nearest 100 vehicles.

[7] 2050 AADT volumes were estimated by using a modified extrapolation (50% of the average yearly increase between 2022 and 2045 was assumed to occur between 2045 and 2050).

[8] Recommended 2050 Build Alternative AADT volumes rounded to the nearest 100 vehicles.

A historic growth trend analysis was also conducted for SR 72 west of Proctor Road/Dove Avenue using the historic volumes from 2007 through 2021 and the FDOT's Traffic Trends software. This analysis resulted in an annual historic growth rate of 2.14% per year; however, the correlation coefficient (i.e., the R^2-value) associated with the regression line (i.e., the linear growth trend line) was very low (i.e., only 43.0 %). This indicates there has been no strong linear trend in historic AADT volume growth. In addition, the historic growth trend methodology is unable to take into account the impacts of future land use growth and future roadway connections on future travel demand. Additional growth trend analyses were conducted for this same location using the historic volumes and the 2045 D1RPM No-Build and Build Alternative AADT volumes. These analyses yielded 2050 AADT volumes of 23,300 vehicles/day for the No-Build Alternative and 25,500 vehicles per day for the Build Alternative. The No-Build and Build Alternative growth rates were estimated to be 2.93% per year and 3.53% per year, respectively. These growth rates were viewed as being too high for use in the derivation of design year AADT volume forecasts almost 30 years in the future. As stated earlier, based on the large amount of residential and non-residential land use growth that is projected to occur in the vicinity of the study corridor, it did not seem reasonable to assume that the high rate of growth in daily traffic volumes that is projected to occur between 2022 and 2045 would continue for another five years. Based on a review of all of the 2050 AADT volume forecasts, it was determined that the 2050 mainline AADT volumes that were derived using the modified extrapolation method were the most reasonable AADT volumes to use for this study. The historic trend analyses are included in **Appendix K**.

Several different methodologies were utilized to derive the design year (2050) AADT volumes for the SR 72 cross streets. These were necessary because of the following conditions:

- Some of the "cross streets" function as single points of access for residential developments (e.g., Talon Boulevard, Preservation Drive, Aventura Drive) and do not connect to any other roadways.
- Some of the existing residential developments (e.g., Red Hawk Reserve, The Preserve at Heron Lake, East Lake) are already built-out with no ability to increase in size.
- Several other roadways are either currently functioning as collector roadways or will function as collector roadways in the future once they are extended to the south (e.g., Ibis Street, Dove Avenue and Lorraine Road). These roadways will have access to I-75 via Lorraine Road. In addition, there is a significant amount of future land use projected to occur in the vicinity of these southern extensions.

The design year (2050) AADT volumes for Talon Boulevard, Preservation Drive and Aventura Drive were assumed to be equal to the existing (2022) AADT volumes. The same modified extrapolation method that was used to derive the 2050 AADT volumes for the SR 72 mainline was also used to derive the 2050 AADT volumes for Ibis Street, Proctor Road, Dove Avenue and Lorraine Road north of SR 72. The 2045 D1RPM AADT volume on Lorraine Road south of SR 72 was estimated to be the same as the 2045 AADT volume on Lorraine Road north of SR 72. Consequently, the 2050 AADT volume on Lorraine Road south of SR 72 was assumed to be the same as the 2050 AADT volume on Lorraine Road north of SR 72. For several other more minor cross streets (i.e., Hummingbird Avenue, Coash Road and Hawkins Road), as well as the entrance/exit for Twin Lakes Park, the 2050 AADT volumes were derived by applying a 2.0% per

year linear growth rate to the 2022 AADT volumes. There does exist the potential for modest amounts of additional future development to occur in those areas that are accessed via these roadways.

The remaining two cross streets (Sandhill Lake Drive and Great Egret Boulevard) also provide access to residential developments. Although neither of these developments were built-out at the time the existing traffic counts were conducted, both are expected to be completed prior to the year 2030. The AADT volume for Sandhill Lake Drive at build-out was estimated by calculating the ratio of daily trips to residential dwelling units for the East Lake development (which is built-out and only accessed via Aventura Drive) and then multiplying this value by the number of residential dwelling units in the Sandhill Lake development at build-out (i.e., 43 dwelling units). The Heron Landing residential development was actively undergoing construction during the time when the traffic counts were conducted and only approximately 25% of the total dwelling units had been constructed and were occupied at that time. A significant amount of the vehicles entering and exiting this development via Great Egret Boulevard were associated with the ongoing construction of this residential development. Unlike most of the other residential developments located within the SR 72 study corridor, Heron Landing can be accessed via both SR 72 and Proctor Road. The AADT volume on Great Egret Boulevard at build-out was estimated by assuming that 50% of the existing AADT volume on this entrance/exit was construction vehicles and that 70% of the total build-out AADT volume would access this development via SR 72. The 2050 AADT volume forecasts for the SR 72 cross streets are summarized in **Table 3-6** (No-Build Alternative) and **Table 3-7** (Build Alternative). All of the 2050 AADT volumes for the No-Build Alternative and the Build Alternative are graphically illustrated in **Figure 3-1** and **Figure 3-2**, respectively. A comparison of the 2050 No-Build and Build Alternative cross street volumes indicates there is only one cross street (Proctor Road) that has a slightly lower Build Alternative AADT volume. The overall congestion level on SR 72 between Hummingbird Avenue and Proctor Road in the No-Build Alternative is projected to result in a slightly larger number of vehicles using Proctor Road to travel between locations west of I-75 and east of Proctor Road.

3.1.2 Opening Year (2030) AADT Volumes

An initial estimate of the opening year (2030) mainline AADT volumes was obtained by applying the historic AADT growth rate calculated for SR 72 west of Proctor Road (2.14% per year) to the existing (2022) AADT volumes. The 2030 AADT volumes derived from this methodology are summarized in **Table 3-8**. A second estimate of the 2030 AADT volumes was obtained by interpolating between the 2022 AADT volumes and the 2050 AADT volumes derived for the No-Build and Build Alternatives. The 2030 AADT volumes derived from this methodology are also summarized in **Table 3-8**. The 2030 AADT volumes derived via interpolation were viewed as being the more reasonable opening year forecasts because the current construction of the Skye Ranch development (located to the south of SR 72 across from the existing portion of Lorraine Road) and the Heron Landing development (located on the north side of SR 72 at Great Egret Boulevard) was anticipated to result in a higher growth in SR 72 daily traffic volumes than the historic growth. In addition, the interpolated volumes reflect slight differences between the No-Build and Build Alternative volumes.

Table 3-6: SR 72 Cross Street 2045 and 2050 AADT Volumes - No-Build Alternative

Location	2022 AADT Volume	2045 No-Build Alternative [1]	Avg. % Yearly Growth Rate (2022-2045)	2050 No-Build Alternative	Method Used	2050 No-Build Alternative [8]
Hummingbird Avenue	1,900			2,964	(2)	3,000
Twin Lakes Park Entrance	900			1,404	(2)	1,400
Talon Boulevard	1,200			1,200	(3)	1,200
Ibis Street	3,800	17,800	16.02	19,322	(4)	19,300
Great Egret Boulevard	700			980	(5)	1,000
Proctor Road	4,300	11,100	6.88	11,839	(4)	11,800
Dove Avenue	1,100	9,600	33.60	10,524	(4)	10,500
Preservation Drive	200			200	(3)	200
Sandhill Lake Drive	200			300	(6)	300
Aventura Drive	700			700	(3)	700
Hawkins Road	1,600			2,496	(2)	2,500
Coash Road	1,200			1,872	(2)	1,900
Lorraine Road (North of SR 72)	4,800	14,800	9.06	15,887	(4)	15,900
Lorraine Road (South of SR 72)	n/a	20,600		22,113	(7)	22,100

Table 3-7: SR 72 Cross Street 2045 and 2050 AADT Volumes - Build Alternative

Location	2022 AADT Volume	2045 Build Alternative [1]	Avg. % Yearly Growth Rate (2022-2045)	2050 Build Alternative	Method Used	2050 Build Alternative [8]
Hummingbird Avenue	1,900			2,964	(2)	3,000
Twin Lakes Park Entrance	900			1,404	(2)	1,400
Talon Boulevard	1,200			1,200	(3)	1,200
Ibis Street	3,800	18,200	16.48	19,765	(4)	19,800
Great Egret Boulevard	700			980	(5)	1,000
Proctor Road	4,300	10,800	6.57	11,507	(4)	11,500
Dove Avenue	1,100	9,800	34.39	10,746	(4)	10,700
Preservation Drive	200			200	(3)	200
Sandhill Lake Drive	200			300	(6)	300
Aventura Drive	700			700	(3)	700
Hawkins Road	1,600			2,496	(2)	2,500
Coash Road	1,200			1,872	(2)	1,900
Lorraine Road (North of SR 72)	4,800	14,900	9.15	15,998	(4)	16,000
Lorraine Road (South of SR 72)	n/a	20,600		22,118	(7)	22,100

[1] AADT volumes obtained from the 2045 District One Regional Planning Model (D1RPM) rounded to the nearest 100 vehicles.

[2] A 2% per year linear growth rate was applied to the existing (2022) AADT volume.

[3] Existing development is built-out. No growth in AADT volume was assumed.

[4] Modified linear extrapolation using the existing (2022) AADT volumes and the 2045 D1RPM AADT volumes.

[5] Appoximately 50% of the current daily volume is assumed to be construction vehicles. Only 25% of the build-out dwelling units have been constructed. Approximately 70% of the total daily trips at build-out were assumed to enter/exit via SR 72.

AADT = {(700 x 0.5)/(0.25)} x 0.70

[6] Based on a comparison of the number of dwelling units (97) and daily trips associated with the East Lake development (700) and the number of dwelling units in the Sandhill Lake residential development at build-out (43).

[7] The ratio of the 2045 AADT volumes on Lorraine Road south and north of SR 72 was assumed to continue through the year 2050.

[8] Recommended 2050 Build Alternative AADT volumes rounded to the nearest 100 vehicles.

FIGURE 3-1: DESIGN YEAR (2050) AADT VOLUMES - NO-BUILD ALTERNATIVE

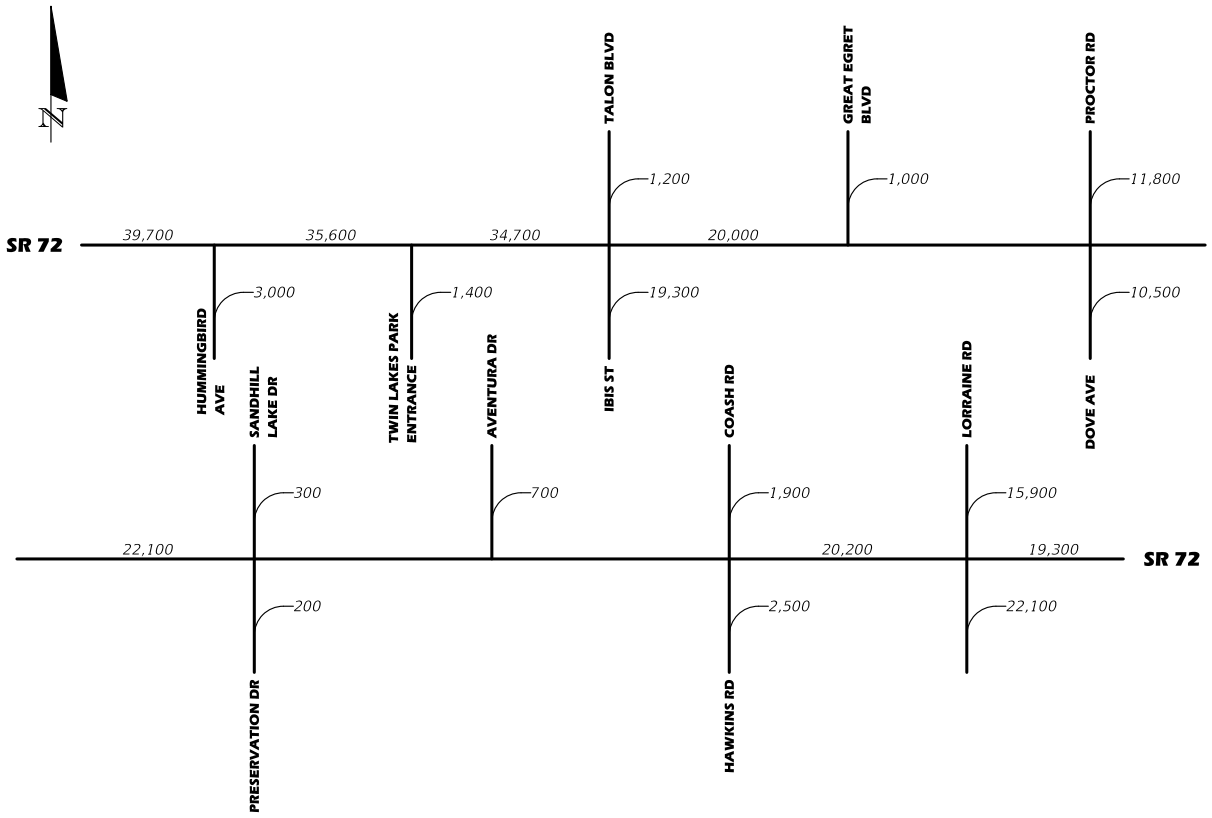


FIGURE 3-2: DESIGN YEAR (2050) AADT VOLUMES - BUILD ALTERNATIVE

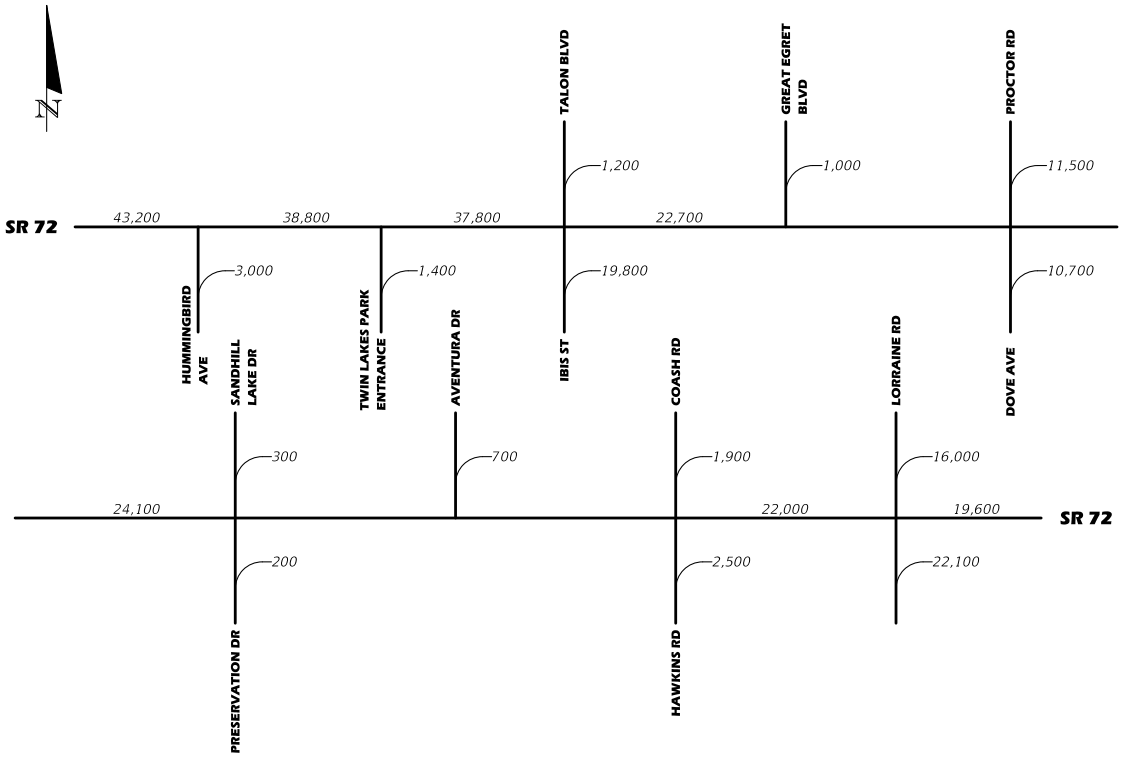


Table 3-8: SR 72 Mainline 2030 AADT Volumes - No-Build and Build Alternatives

Location	2022 AADT Volume	2030 AADT Volume [1]	2030 AADT Volume [2]	2050 AADT Volume No-Build Alt	2030 AADT Volume No-Build Alt [3]	2030 AADT Volume No-Build Alt [4]	2050 AADT Volume Build Alt	2030 AADT Volume Build Alt [3]	2030 AADT Volume Build Alt [5]
East of Queensbury Blvd	18,500	21,667	21,700	39,700	24,557	24,600	43,200	25,557	25,600
East of Hummingbird Ave	16,600	19,442	19,400	35,600	22,029	22,000	38,800	22,943	22,900
West of Talon Blvd/Ibis St	16,200	18,973	19,000	34,700	21,486	21,500	37,800	22,371	22,400
Average	17,100	20,028	20,000	36,700	22,690	22,700	39,900	23,624	23,600
East of Talon Blvd/Ibis St	12,300	14,406	14,400	20,000	14,500	14,500	22,700	15,271	15,300
East of Proctor Rd/Dove Ave	12,200	14,289	14,300	22,100	15,029	15,000	24,100	15,600	15,600
West of Lorraine Rd	10,400	12,180	12,200	20,200	13,200	13,200	22,000	13,714	13,700
Study Corridor Average									
East of Lorraine Rd	7,300	8,550	8,600	19,300	10,729	10,700	19,600	10,814	10,800

[1] *2030 AADT volumes derived by applying a historic growth rate equal to 2.14% per year.*

[2] *2030 AADT volumes rounded to the nearest 100 vehicles.*

[3] *2030 AADT volumes derived by interpolation using the 2022 and 2050 AADT volumes*

[4] *Recommended 2030 No-Build Alternative AADT volumes rounded to the nearest 100 vehicles.*

[5] *Recommended 2030 Build Alternative AADT volumes rounded to the nearest 100 vehicles.*

Table 3-9: SR 72 Cross Street 2030 AADT Volumes - No-Build and Build Alternatives

Location	2022 AADT Volume	2050 AADT Volume No-Build Alt	2030 AADT Volume No-Build Alt	2030 AADT Volume No-Build Alt [1]	2050 AADT Volume Build Alt	2030 AADT Volume Build Alt	2030 AADT Volume Build Alt [2]	Method Used
Hummingbird Avenue	1,900	3,000	2,214	2,200	3,000	2,214	2,200	(3)
Twin Lakes Park Entrance	900	1,400	1,043	1,000	1,400	1,043	1,000	(3)
Talon Boulevard	1,200	1,200	1,200	1,200	1,200	1,200	1,200	(4)
Ibis Street	3,800	19,300	8,229	8,200	19,800	8,371	8,400	(3)
Great Egret Boulevard	700	1,000	1,000	1,000	1,000	1,000	1,000	(5)
Proctor Road	4,300	11,800	6,443	6,400	11,500	6,357	6,400	(3)
Dove Avenue	1,100	10,500	3,786	3,800	10,700	3,843	3,800	(3)
Preservation Drive	200	200	200	200	200	200	200	(4)
Sandhill Lake Drive	200	300	300	300	300	300	300	(5)
Aventura Drive	700	700	700	700	700	700	700	(4)
Hawkins Road	1,600	2,500	1,857	1,900	2,500	1,857	1,900	(3)
Coash Road	1,200	1,900	1,400	1,400	1,900	1,400	1,400	(3)
Lorraine Road (North of SR 72)	4,800	15,900	7,971	8,000	16,000	8,000	8,000	(3)
Lorraine Road (South of SR 72)	n/a	22,100	11,080	11,100	22,100	11,050	11,100	(6)

[1] *Recommended 2030 No-Build Alternative AADT volumes rounded to the nearest 100 vehicles.*

[2] *Recommended 2030 Build Alternative AADT volumes rounded to the nearest 100 vehicles.*

[3] *Linear interpolation*

[4] *Existing development is built-out. No growth in AADT volume was assumed.*

[5] *Existing development was assumed to be built-out by the year 2030. The 2030 AADT volume was assumed to be equal to the 2050 AADT volume.*

[6] *The ratio of the 2045 AADT volumes on Lorraine Road south and north of SR 72 was assumed to continue through the year 2050.*

As was the case with the 2050 cross street AADT volumes, several different methodologies were used to derive the 2030 cross street AADT volumes. The 2030 AADT volumes for Talon Boulevard, Great Egret Boulevard, Sandhill Lake Drive, Preservation Drive, and Aventura Drive were assumed to be equal to the 2050 AADT volumes because the residential developments adjacent to these streets are either built-out already or will be built-out before the year 2030. The 2030 AADT volumes for Hummingbird Avenue, Ibis Street, Proctor Road, Dove Avenue, Coash Road, Hawkins Road, Lorraine Road, and the entrance/exit to Twin Lakes Park were derived by interpolating between the 2022 AADT volumes and the 2050 AADT volumes. **Table 3-9** summarizes the 2030 AADT volumes for the SR 72 cross streets. All of the 2030 AADT volumes for the No-Build Alternative and the Build Alternative are graphically illustrated in **Figure 3-3** and **Figure 3-4**, respectively.

3.2 Future Year Peak Hour Volumes

This section summarizes the development of the opening year (2030) and design year (2050) peak hour volumes for the SR 72 study corridor.

3.2.1 Design Year (2050) Peak Hour Volumes

The design year (2050) a.m. and p.m. peak hour volumes were initially estimated with the use of FDOT's TURNS5 software. The existing and design year AADT volumes were used as inputs along with a mainline K-factor equal to 9.0% and a mainline D-factor equal to 55.0%. The 9.0% K-factor is the Standard K-factor for this roadway as documented in the FDOT's 2021 Historical AADT Report for FDOT Count Station 170024. The 55.0% D-factor is the average of the overall a.m. and p.m. peak hour study corridor D-factors calculated based on the existing (2022) traffic counts. This D-factor is slightly lower than the 2021 D-factor documented in the FDOT's Historical AADT Report (i.e., 55.9%) but slightly higher than the average D-factor over the five-year period from 2017 to 2021 (i.e., 54.6%). A K-factor of 9.0% and a D-factor of 55.0% were also used as input to the TURNS5 software for Ibis Street, Proctor Road, Dove Avenue and Lorraine Road. Most of the other cross streets had K-factors and D-factors that were significantly higher or lower than these values. "Target" K-factors and D-factors that were closer to the existing factors were utilized with the TURNS5 software for these cross streets. The existing peak hour turning movement percentages were also used as input to the TURNS5 software for a majority of the study intersections. Significant future land use is projected for the area south of SR 72 that will be accessed via the southern extensions of Ibis Street, Dove Avenue and Lorraine Road. Under these future conditions, it is reasonable to expect the movements to and from the south via these three roadways will be a higher percentage of the total intersection volumes compared to current conditions. Consequently, the design year AADT departure volumes (i.e., AADT x K x (1-D)) were used to calculate the initial estimates of the future year turning movement percentages for these three intersections.

FIGURE 3-3: OPENING YEAR (2030) *AADT VOLUMES* - NO-BUILD ALTERNATIVE

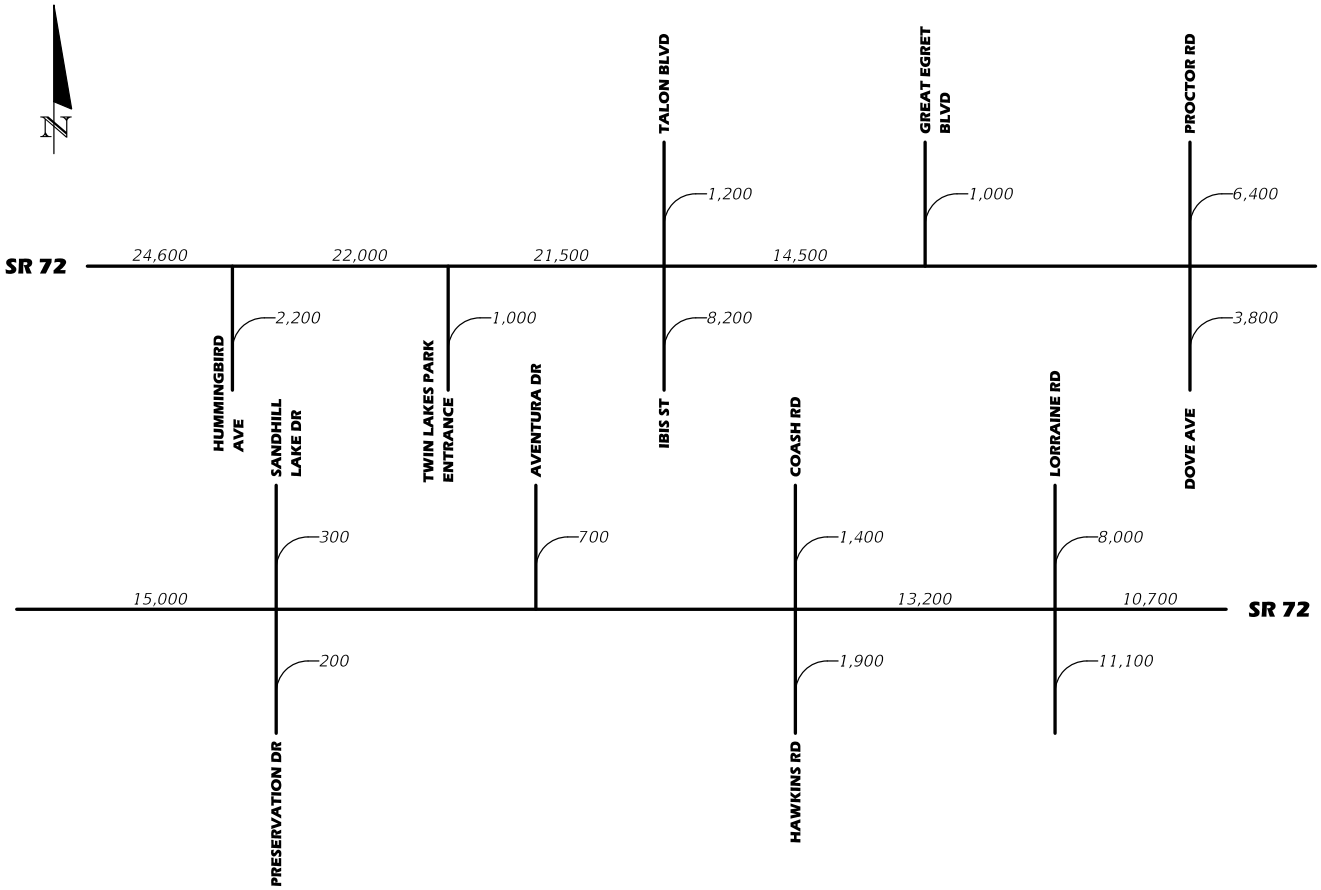
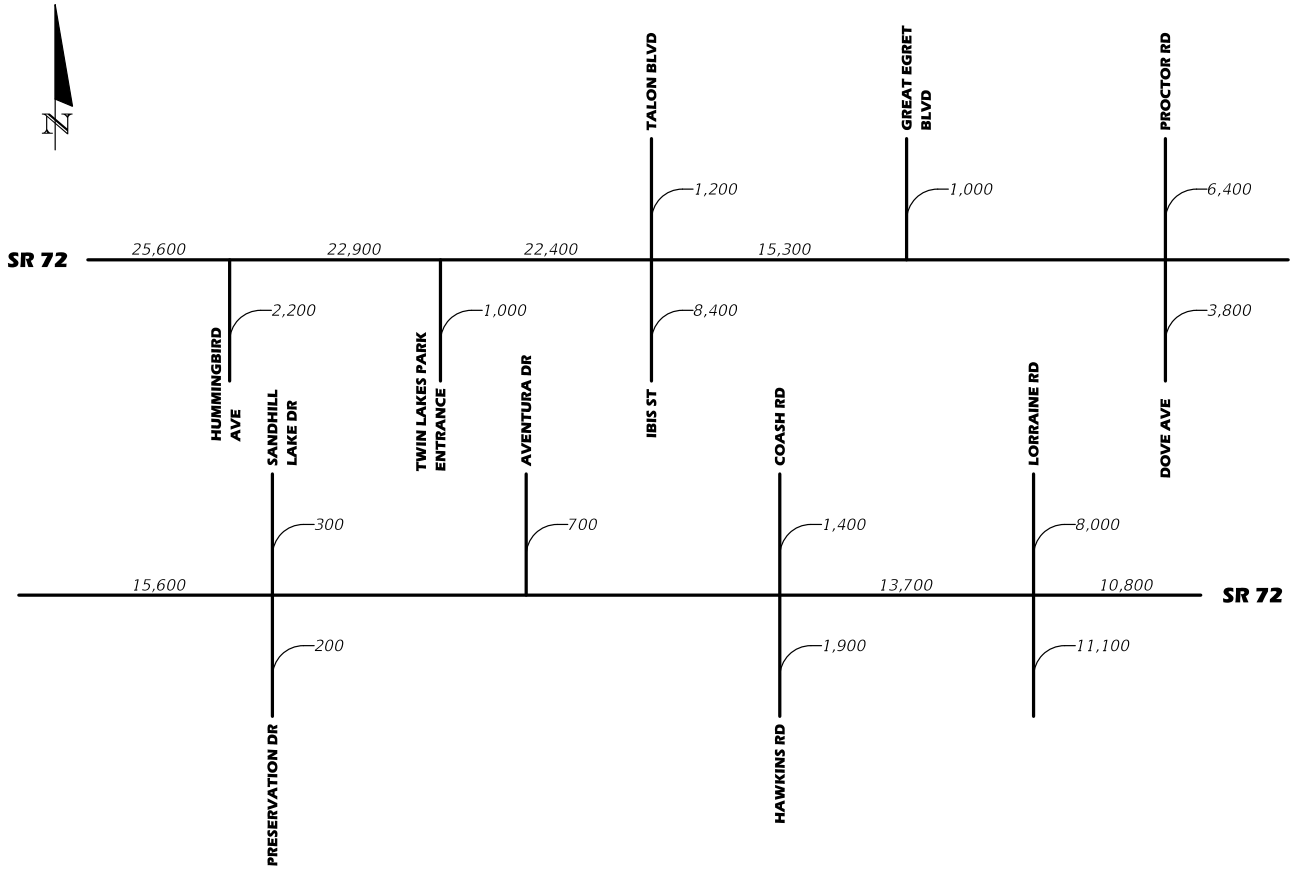


FIGURE 3-4: OPENING YEAR (2030) AADT VOLUMES - BUILD ALTERNATIVE



The 2050 a.m. and p.m. peak hour volumes estimated with the TURNS5 software were subsequently reviewed for reasonableness. Based on this review it was determined that manual adjustments to some of the individual turning movement volumes were necessary. Adjustments were necessary for one or more of the following reasons:

- To increase individual movement volumes that were estimated to be less than the existing volumes (if there is not a reasonable explanation for this);
- To obtain SR 72 mainline departure and approach volumes that more closely reflect the target directional distribution (i.e., 55% - peak direction and 45% - off-peak direction); or
- To eliminate or reduce the difference(s) between departure and approach volumes at adjacent study intersections when the difference(s) is/are not justifiable.

The TURNS5 input/output sheets are provided in **Appendix L**. There are also eight excel spreadsheets included in **Appendix L**. These spreadsheets summarize the peak hour directional volumes, peak hour total volumes, K-factors and D-factors for both the SR 72 mainline and cross streets. One pair of spreadsheets summarize this information based on the TURNS5 output and a second pair of spreadsheets summarize this information based on the adjusted 2050 volumes.

These spreadsheets are provided for both the No-Build and Build Alternatives. The final estimates of the 2050 a.m. and p.m. peak hour volumes for the No-Build Alternative are graphically depicted in **Figure 3-5** and **Figure 3-6**, respectively. **Figure 3-7** and **Figure 3-8** depict the 2050 Build Alternative peak hour volumes for the a.m. and p.m. peak hour, respectively.

Design year peak hour volumes were also derived for the 2:45 p.m. to 3:45 p.m. time period for the Coash Road/Hawkins Road intersection. These volumes were derived for both the No-Build Alternative and the Build Alternative. The methodology used to derive these volumes consisted of the following steps:

- Step 1 – The ratio of the 2022 mid-day peak hour volume to the 2022 p.m. peak hour volume was calculated for each individual intersection movement.
- Step 2 – The 2050 p.m. peak hour turning movement volumes estimated for the No-Build Alternative were multiplied by the turning movement volume ratios calculated in Step 1.
- Step 3 – The 2050 p.m. peak hour turning movement volumes estimated for the Build Alternative were also multiplied by the turning movement volume ratios calculated in Step 1.

The 2050 mid-day peak hour volumes for the Coash Road/Hawkins Road intersection are also depicted in **Figure 3-6** and **Figure 3-8**.

FIGURE 3-5: DESIGN YEAR (2050) AM PEAK HOUR VOLUMES - NO-BUILD ALTERNATIVE

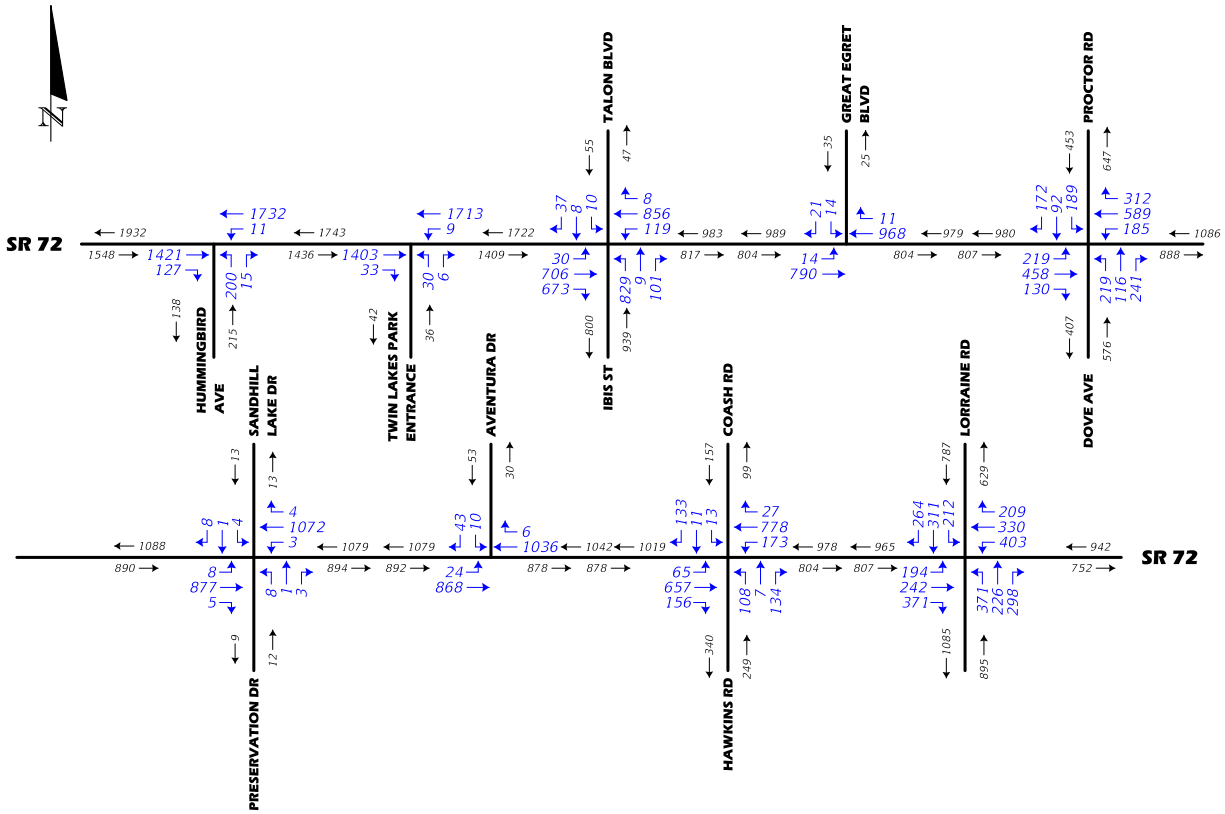


FIGURE 3-6: DESIGN YEAR (2050) PM PEAK HOUR VOLUMES - NO-BUILD ALTERNATIVE

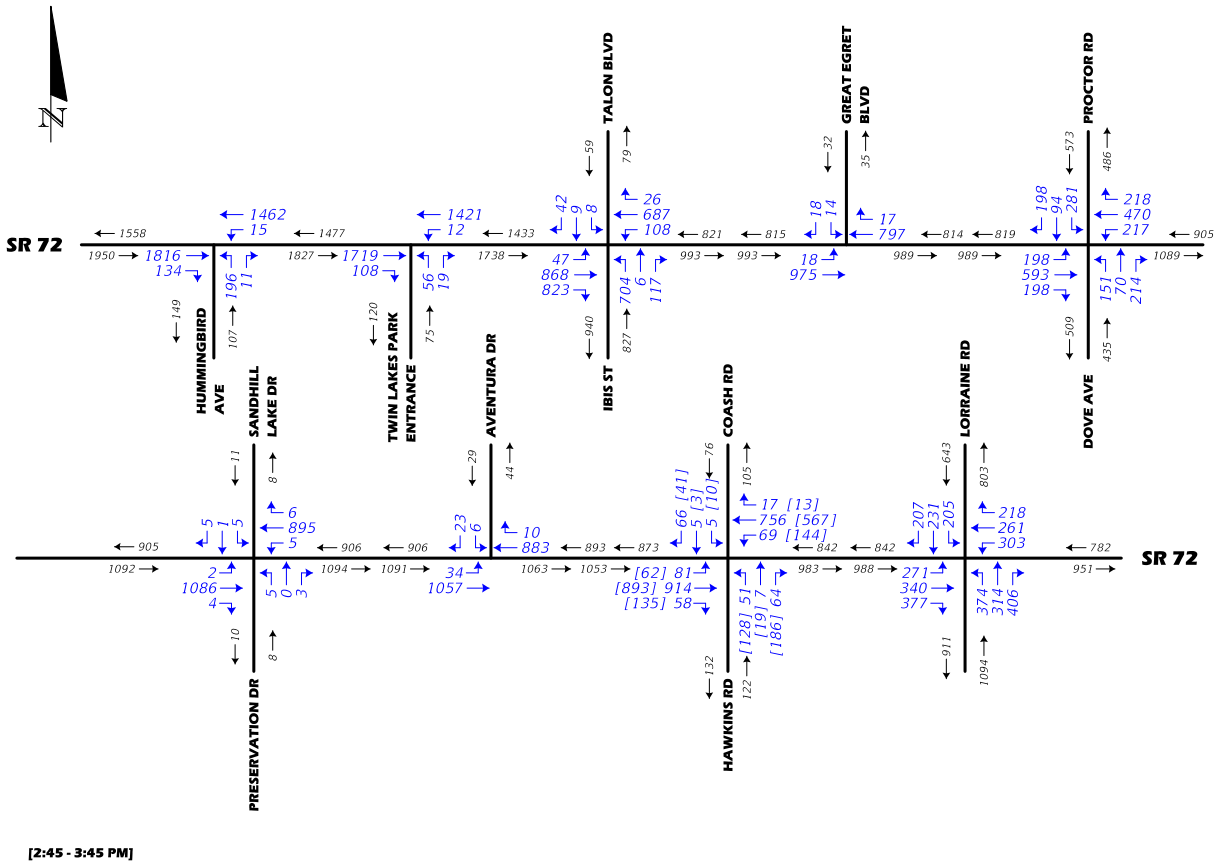


FIGURE 3-7: DESIGN YEAR (2050) AM PEAK HOUR VOLUMES - BUILD ALTERNATIVE

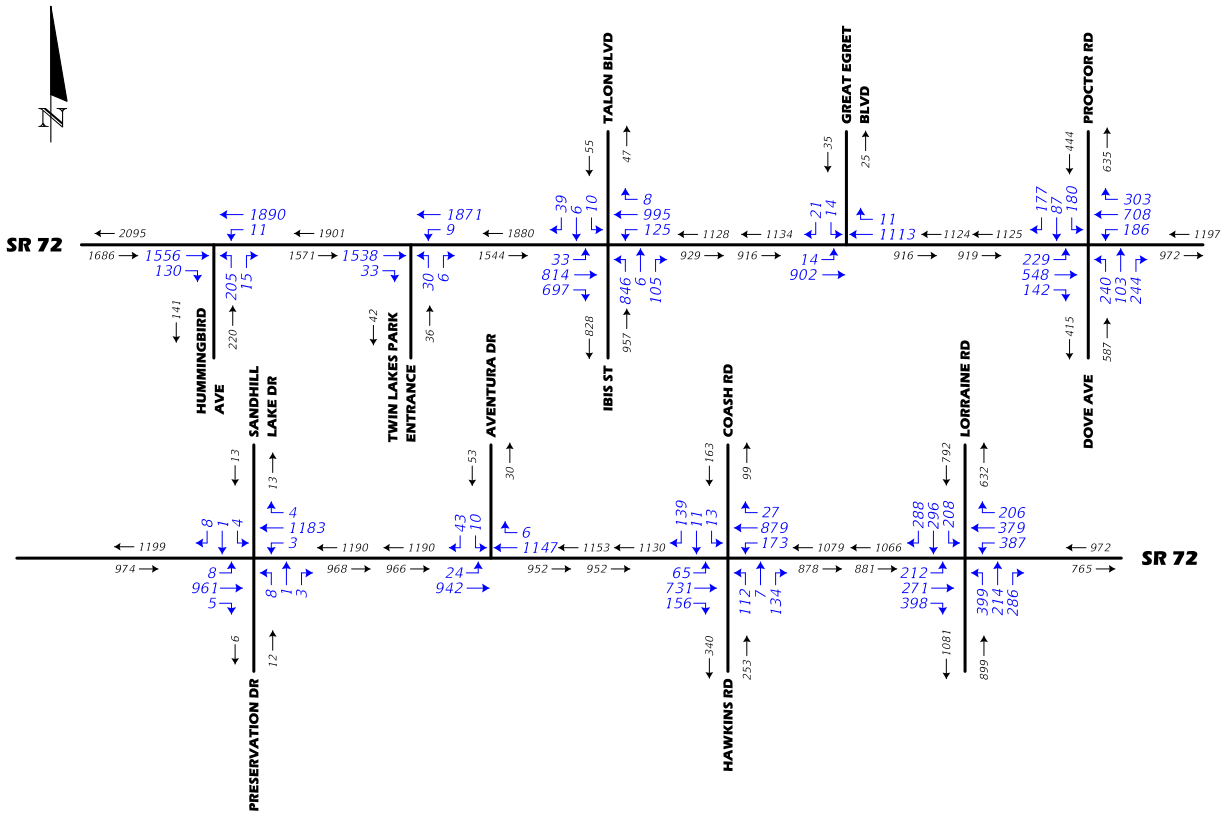
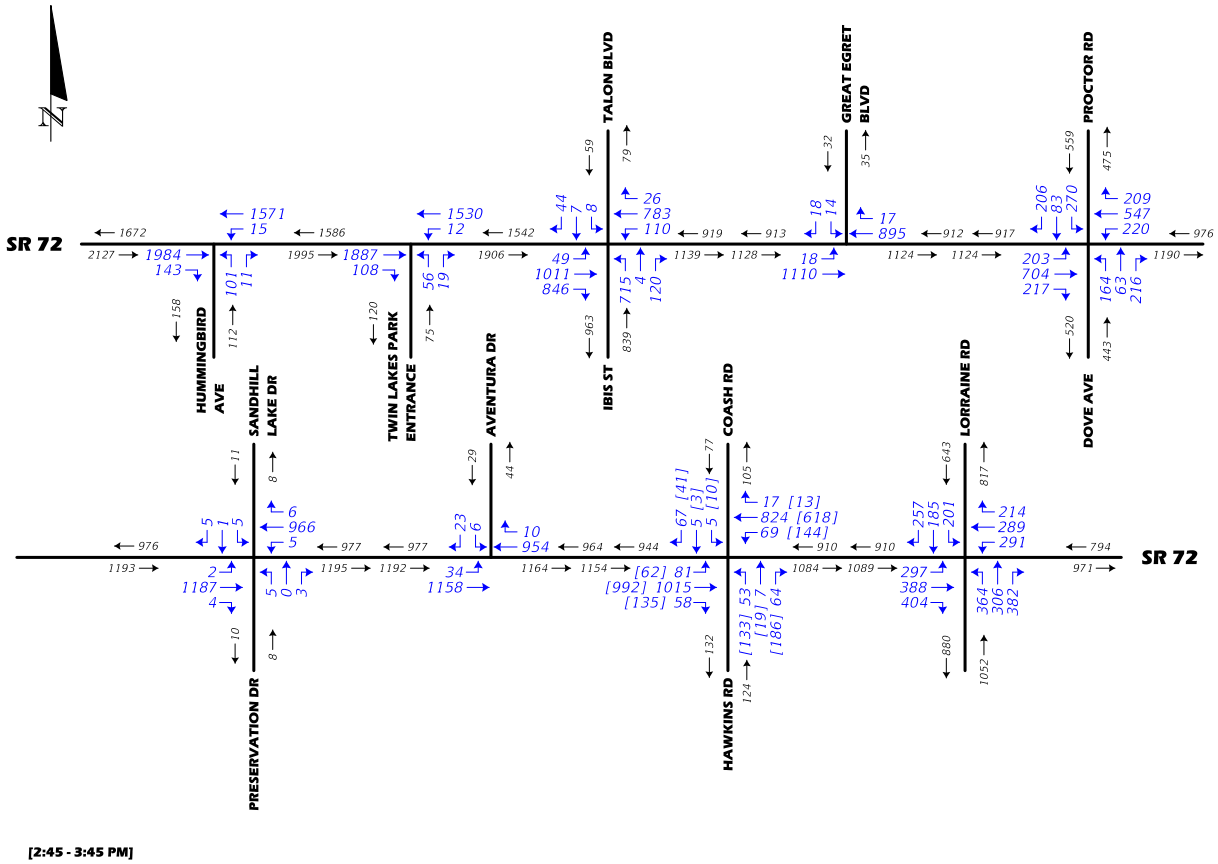


FIGURE 3-8: DESIGN YEAR (2050) PM PEAK HOUR VOLUMES - BUILD ALTERNATIVE

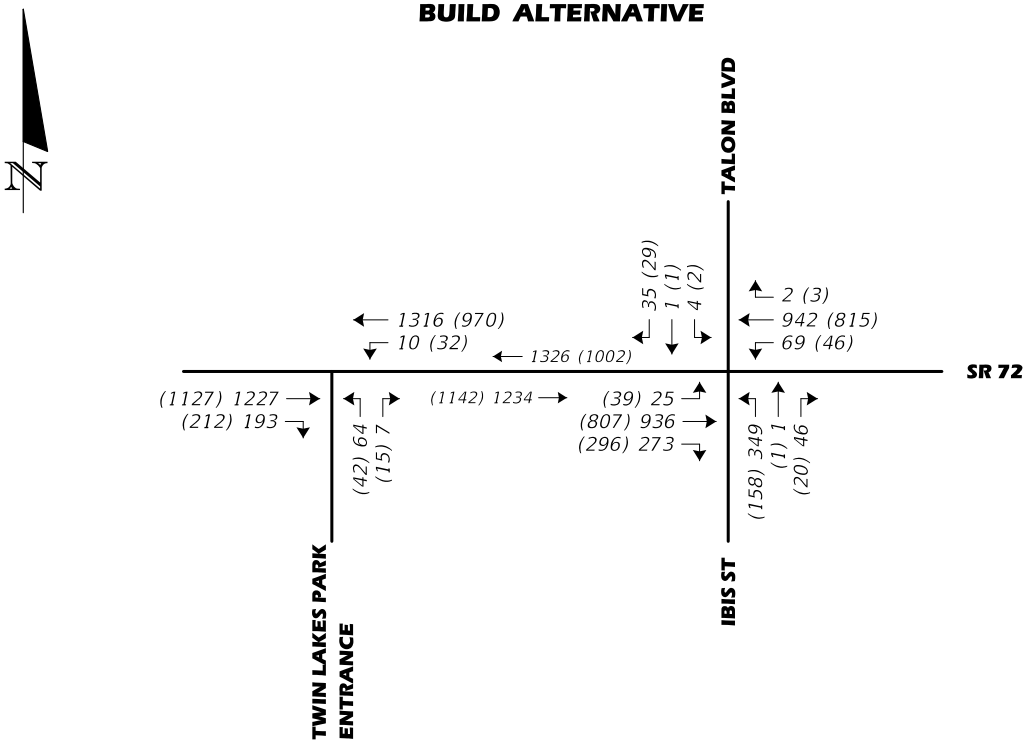


Design year weekend (i.e., Saturday) peak hour volumes were also estimated for the Twin Lakes Park entrance/exit and the Talon Boulevard/Ibis Street intersection for the Build Alternative. The methodology used to estimate the 2050 weekend peak hour volumes for these two intersections consisted of the following steps:

- Step 1 – The 2022 weekday total peak hour entering volumes were calculated for both peak hours.
- Step 2 – The 2050 weekday total peak hour entering volumes were calculated for both peak hours.
- Step 3 – The overall growth in total peak hour weekday entering volumes was calculated for both peak hours and the average of these two values was calculated.
- Step 4 – The 2022 weekend peak hour intersection approach volumes were multiplied by the average overall growth in total peak hour weekday entering volumes calculated in Step 3. This yielded estimates of the 2050 weekend peak hour intersection approach volumes.
- Step 5 – The 2050 weekend peak hour intersection turning movement volumes were estimated by multiplying the 2050 weekend peak hour intersection approach volumes by the existing weekend peak hour turning movement percentages.

The 2050 weekend peak hour volumes for the Twin Lakes Park entrance/exit and the Talon Boulevard/Ibis Street intersection are graphically depicted in **Figure 3-9**.

FIGURE 3-9: DESIGN YEAR (2050) WEEKEND PEAK HOUR VOLUMES
BUILD ALTERNATIVE



***XXX* = AM PEAK HOUR**
(XXX) = PM PEAK HOUR

3.2.2 Opening Year (2030) Peak Hour Volumes

The opening year (2030) peak hour volumes for the No-Build and Build Alternatives were derived by interpolating between the existing (2022) peak hour volumes and the design year (2050) peak hour volumes. The volumes for these two alternatives were compared and minor manual adjustments were made to some of the individual movement volumes. The 2030 a.m. and p.m. peak hour volumes for the No-Build Alternative are graphically depicted in **Figure 3-10** and **Figure 3-11**, respectively. **Figure 3-12** and **Figure 3-13** depict the 2030 Build Alternative peak hour volumes for the a.m. and p.m. peak hour, respectively.

Opening year peak hour volumes were also derived for the 2:45 p.m. to 3:45 p.m. time period for the Coash Road/Hawkins Road intersection. These volumes were derived for both the No-Build Alternative and the Build Alternative. The same methodology that was used to derive the design year mid-day peak hour volumes was used to derive the opening year mid-day peak hour volumes.

FIGURE 3-10: OPENING YEAR (2030) AM PEAK HOUR VOLUMES - NO-BUILD ALTERNATIVE

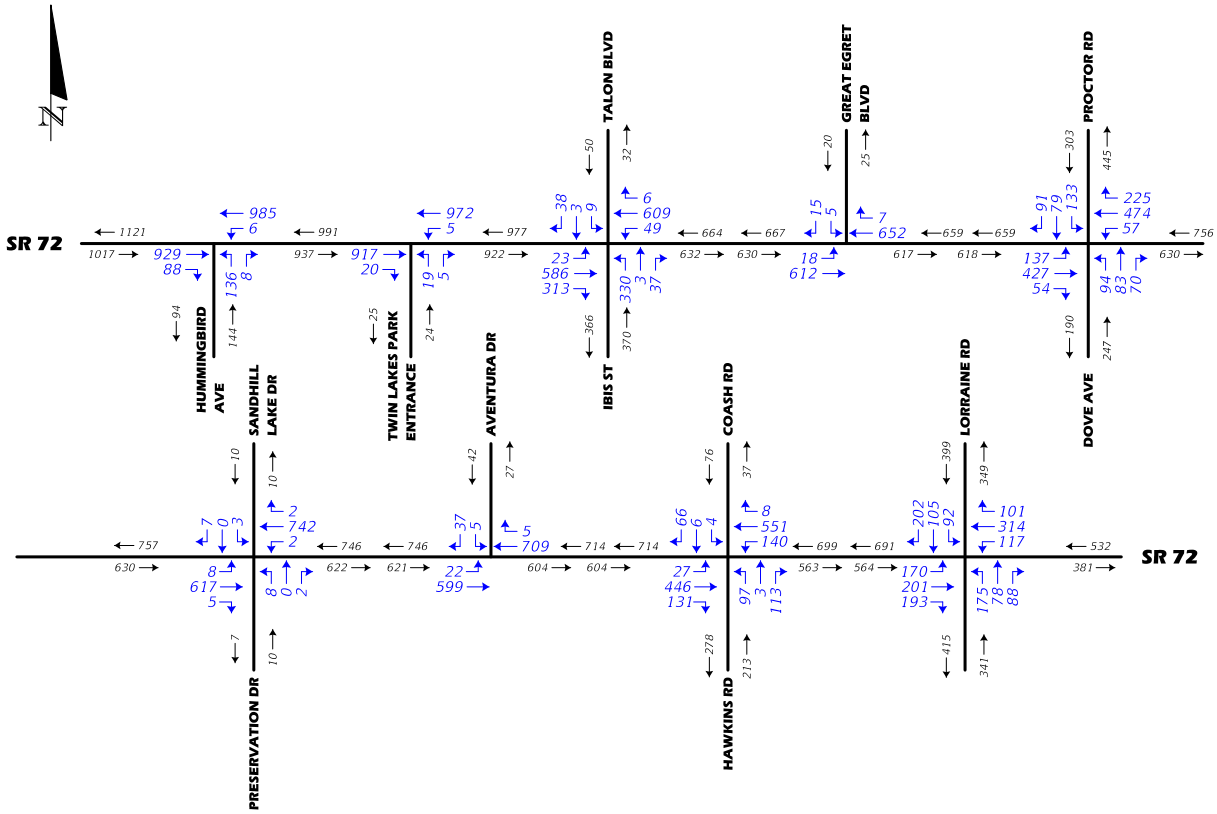


FIGURE 3-11: OPENING YEAR (2030) PM PEAK HOUR VOLUMES - NO-BUILD ALTERNATIVE

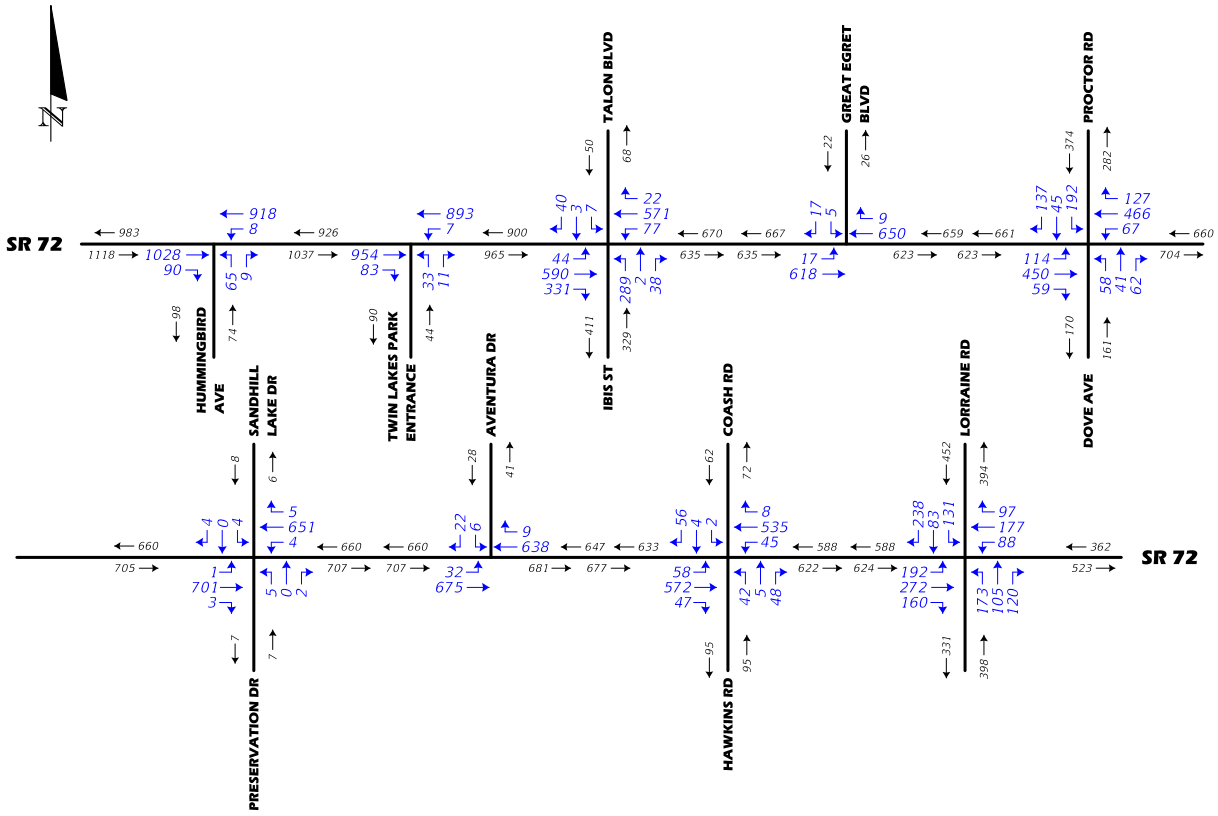


FIGURE 3-12: OPENING YEAR (2030) AM PEAK HOUR VOLUMES - BUILD ALTERNATIVE

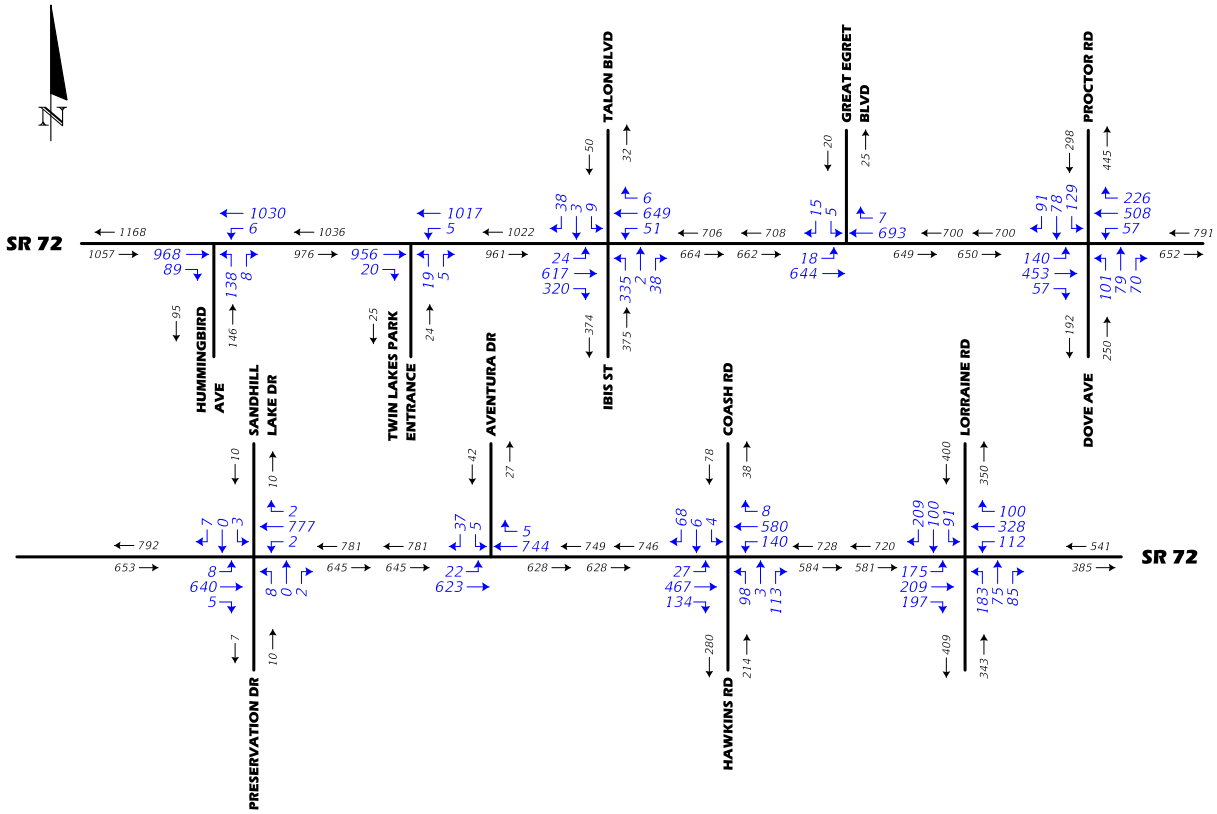
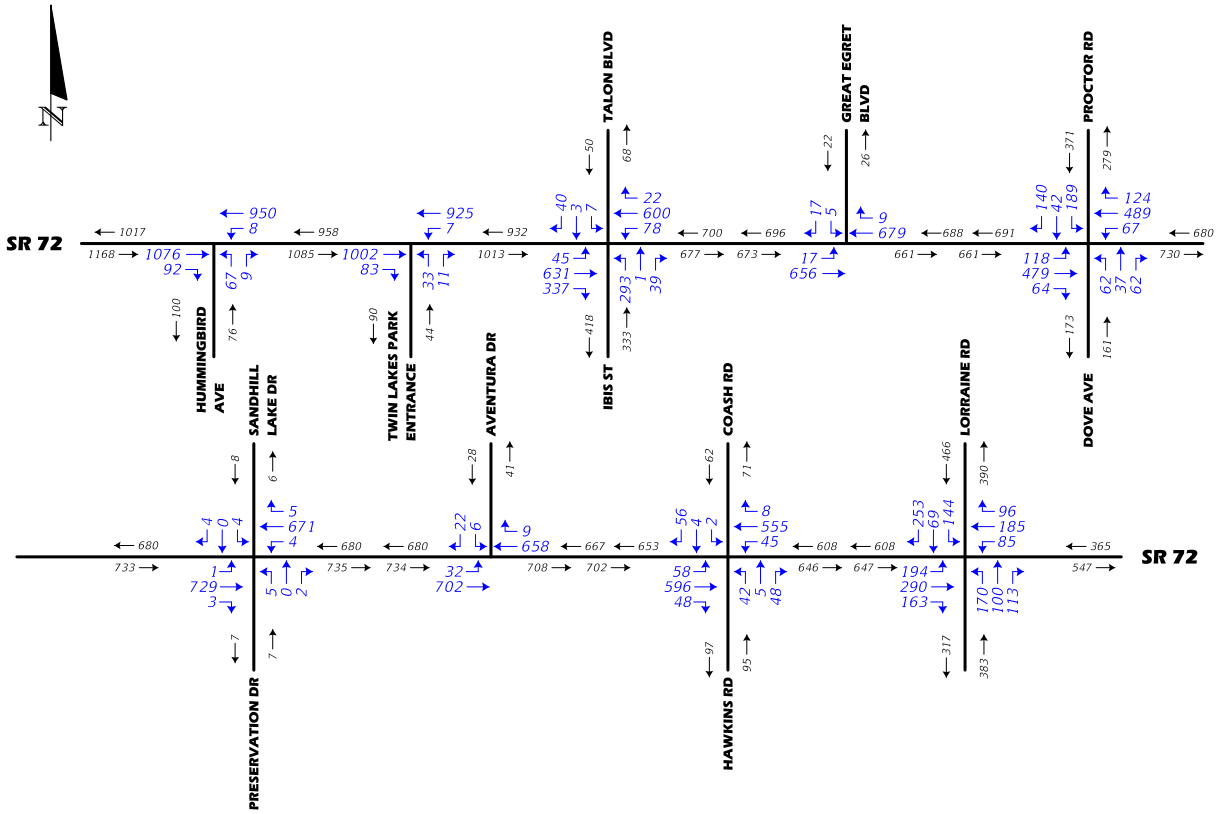


FIGURE 3-13: OPENING YEAR (2030) PM PEAK HOUR VOLUMES - BUILD ALTERNATIVE



SECTION 4.0 FUTURE CONDITIONS TRAFFIC OPERATIONS ANALYSIS

4.1 No-Build Alternative Roadway Segments

The No-Build Alternative peak hour roadway segment level of service analyses were conducted using the two-lane highway module of the HCS. The opening year (2030) level of service analyses were conducted using the same peak hour truck percentages and PHF's that were used in the existing conditions analyses. The design year (2050) level of service analyses were conducted using the same peak hour truck percentages that were used in the existing conditions analyses and a PHF equal to 0.93. If the existing PHF was greater than 0.93, the existing PHF was used in the analysis. Although the FDOT 2020 Quality/Level of Service Handbook indicates that a PHF equal to 0.95 can be used in urbanized areas, the use of a minimum PHF equal to 0.93 was viewed as being a more conservative analysis.

4.1.1 Opening Year (2030) No-Build Alternative Roadway Segment Levels of Service

Table 4-1 and **Table 4-2** summarize the opening year (2030) No-Build Alternative roadway segment level of service analysis for the a.m. and p.m. peak hour, respectively. With one exception, all of the SR 72 mainline segments are projected to operate at Level of Service D or better in both travel directions during both peak hours. The portion of SR 72 between Hummingbird Avenue and Talon Boulevard/Ibis Street is projected to operate at Level of Service E in both travel directions during both peak hours. The No-Build Alternative opening year HCS segment analysis summary sheets are provided in **Appendix M**.

Table 4-1: Opening Year (2030) AM Peak Hour Two-Lane Highway Segment Analysis Summary - No-Build Alternative

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	930	0.64	45.4	78.1%	18.6	E
	WB	984	0.64	45.3	78.1%	18.6	E
Between Ibis Street and Great Egret Blvd	EB	632	0.43	41.5	68.5%	12.0	D
	WB	667	0.45	41.4	69.9%	12.9	D
Between Great Egret Blvd and Proctor Rd	EB	618	0.42	41.3	68.4%	11.8	D
	WB	659	0.45	41.3	68.0%	12.5	D
Between Proctor Rd and Preservation Dr	EB	630	0.39	46.9	66.8%	9.6	C
	WB	757	0.48	46.6	71.8%	12.5	D
Between Preservation Dr and Hawkins Rd	EB	613	0.41	55.6	64.0%	8.0	D
	WB	730	0.47	55.4	67.6%	9.7	D
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	563	0.40	58.6	64.8%	7.6	C
	WB	699	0.45	58.4	67.9%	8.9	D
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	563	0.40	58.7	64.3%	7.5	C
	WB	699	0.45	58.4	67.9%	8.9	D
Between Timberland Ln and Lorraine Rd	EB	564	0.40	57.6	65.2%	7.8	C
	WB	691	0.45	57.6	66.8%	8.8	D

V/C Ratio = Volume-to-Capacity Ratio

FD = Follower Density (in followers/mile/lane)

LOS = Level of Service

Table 4-2: Opening Year (2030) PM Peak Hour Two-Lane Highway Segment Analysis Summary - No-Build Alternative							
Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	1001	0.64	45.5	78.2%	18.7	E
	WB	913	0.57	45.6	75.4%	16.1	E
Between Ibis Street and Great Egret Blvd	EB	635	0.40	41.8	66.9%	10.9	D
	WB	670	0.42	41.6	68.0%	11.6	D
Between Great Egret Blvd and Proctor Rd	EB	623	0.39	41.6	66.9%	10.8	D
	WB	661	0.41	41.6	66.2%	11.2	D
Between Proctor Rd and Preservation Dr	EB	705	0.46	46.9	70.9%	11.8	D
	WB	660	0.44	46.9	69.7%	11.2	D
Between Preservation Dr and Hawkins Rd	EB	693	0.45	55.7	66.8%	9.2	D
	WB	650	0.42	55.7	65.0%	8.4	D
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	622	0.41	58.8	65.0%	7.6	C
	WB	588	0.38	58.9	62.8%	6.8	C
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	622	0.41	59.0	64.0%	7.5	C
	WB	588	0.38	58.9	62.8%	6.8	C
Between Timberland Ln and Lorraine Rd	EB	624	0.41	57.8	65.4%	7.8	C
	WB	588	0.38	58.0	62.1%	6.9	C
V/C Ratio = Volume-to-Capacity Ratio							
FD = Follower Density (in followers/mile/lane)							
LOS = Level of Service							

4.1.2 Design Year (2050) No-Build Alternative Roadway Segment Levels of Service

Table 4-3 and **Table 4-4** summarize the design year (2050) No-Build Alternative roadway segment level of service analysis for the a.m. and p.m. peak hour, respectively. The portion of SR 72 between Talon Boulevard/Ibis Street and Coash Road/Hawkins Road is projected to operate at Level of Service E in both travel directions during both peak hours. The portion of SR 72 between Coash Road/Hawkins Road and Lorraine Road is also projected to operate at Level of Service E in the peak travel directions (i.e., westbound in the a.m. peak hour and eastbound in the p.m. peak hour). Level of Service F operations are projected to occur in the peak travel directions for the portion of SR 72 between Hummingbird Avenue and Talon Boulevard/Ibis Street. This portion of SR 72 is also projected to operate overcapacity in the peak travel directions with v/c ratios equal to 1.10 (in the a.m. peak hour) and 1.13 (in the p.m. peak hour). These results document the need to widen SR 72 from Hummingbird Avenue to Lorraine Road prior to the design year. The No-Build Alternative design year HCS segment analysis summary sheets are provided in **Appendix N**.

4.2 No-Build Alternative Intersections

The No-Build Alternative peak hour intersection level of service analyses were conducted using the SYNCHRO and SIDRA software packages. The opening year (2030) level of service analyses were conducted using the same peak hour truck percentages and PHF's that were used in the existing conditions analyses. With several exceptions, the design year (2050) level of service analyses were also conducted using the same peak hour truck percentages that were used in the existing conditions analyses. The future year peak hour volumes were multiplied by the existing peak hour truck percentages prior to conducting the analyses and the magnitude of the future truck volumes was reviewed for reasonableness.

Table 4-3: Design Year (2050) AM Peak Hour Two-Lane Highway Segment Analysis Summary - No-Build Alternative

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	1,423	0.90	44.8	85.7%	29.3	E
	WB	1,733	1.10	45.4	77.5%	18.1	F
Between Ibis Street and Great Egret Blvd	EB	817	0.52	41.3	73.3%	15.6	E
	WB	989	0.63	41.0	78.0%	20.2	E
Between Great Egret Blvd and Proctor Rd	EB	807	0.51	41.0	73.4%	15.5	E
	WB	980	0.62	40.8	77.1%	19.9	E
Between Proctor Rd and Preservation Dr	EB	890	0.56	46.4	75.6%	15.4	E
	WB	1,088	0.69	46.1	80.6%	20.5	E
Between Preservation Dr and Hawkins Rd	EB	886	0.56	55.1	72.6%	12.5	E
	WB	1,055	0.67	54.8	77.1%	16.0	E
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	804	0.51	58.2	71.0%	10.5	D
	WB	978	0.62	57.9	76.1%	13.8	E
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	804	0.51	58.3	70.9%	10.5	D
	WB	978	0.62	57.9	76.1%	13.8	E
Between Timberland Ln and Lorraine Rd	EB	807	0.51	57.2	71.4%	10.8	D
	WB	965	0.61	57.0	75.8%	13.8	E

V/C Ratio = Volume-to-Capacity Ratio
FD = Follower Density (in followers/mile/lane)
LOS = Level of Service

Table 4-4: Design Year (2050) PM Peak Hour Two-Lane Highway Segment Analysis Summary - No-Build Alternative

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	% Followers	FD	LOS
Between Hummingbird Ave and Ibis Street	EB	1,783	1.13	45.5	77.9%	18.4	F
	WB	1,455	0.91	44.9	86.0%	29.6	E
Between Ibis Street and Great Egret Blvd	EB	993	0.63	41.2	78.1%	20.2	E
	WB	821	0.51	41.4	73.2%	15.4	E
Between Great Egret Blvd and Proctor Rd	EB	989	0.63	41.0	78.3%	20.3	E
	WB	819	0.51	41.3	71.8%	15.1	E
Between Proctor Rd and Preservation Dr	EB	1,092	0.69	46.3	80.7%	20.4	E
	WB	905	0.57	46.5	76.3%	16.0	E
Between Preservation Dr and Hawkins Rd	EB	1,075	0.68	55.0	77.6%	16.3	E
	WB	895	0.57	55.3	72.8%	12.7	E
Between Hawkins Rd and 1,065' E. of Hawkins Rd	EB	983	0.62	58.1	76.2%	13.9	E
	WB	842	0.53	58.3	72.2%	11.2	D
Between 1,065' E. of Hawkins Rd and Timberland Ln	EB	983	0.62	58.2	76.1%	13.8	E
	WB	842	0.53	58.3	72.2%	11.2	D
Between Timberland Ln and Lorraine Rd	EB	988	0.62	57.1	76.6%	14.3	E
	WB	842	0.53	57.3	72.4%	11.4	D

V/C Ratio = Volume-to-Capacity Ratio
FD = Follower Density (in followers/mile/lane)
LOS = Level of Service

Several movements that were projected to have significant increases in design year peak hour volumes also had existing peak hour truck percentages that were greater than 10.0 percent. The use of these high peak hour truck percentages in the analysis did not seem reasonable for these movements. Consequently, these percentages were reduced. The design year (2050) level of service analyses were conducted using a PHF equal to 0.93. If the existing PHF was greater than 0.93, the existing PHF was used in the analysis. Although the FDOT 2020 Quality/Level of Service Handbook indicates that a PHF equal to 0.95 can be used in urbanized areas, the use of a minimum PHF equal to 0.93 was viewed as being a more conservative analysis. Although vehicle arrivals tend to become more uniform throughout the peak hour when an intersection is

approaching or exceeding its capacity, the use of higher PHF's for the No-Build Alternative (as compared to the Build Alternative) was not incorporated into the analyses to avoid skewing the magnitude of the differences between the No-Build and Build Alternative intersection performance measures (i.e., v/c ratios and vehicle delays).

4.2.1 Opening Year (2030) No-Build Alternative Intersection Levels of Service

Table 4-5 summarizes the opening year (2030) No-Build Alternative unsignalized intersection analyses that were conducted for the following six intersections:

- Hummingbird Avenue
- Twin Lakes Park Entrance/Exit
- Great Egret Boulevard
- Sandhill Lake Drive/Preservation Drive
- Aventura Drive
- Coash Road/Hawkins Road

A majority of the unsignalized intersection movements are operating under capacity during both peak hours. In the a.m. peak hour, the northbound left-turn and right-turn movements at the Hummingbird Avenue intersection and the northbound left-turn movement at the Coash Road/Hawkins Road intersection are estimated to have v/c ratios greater than 1.00. In the p.m. peak hour, the northbound left-turn and right-turn movements at the Hummingbird Avenue intersection are also estimated to have v/c ratios greater than 1.00. In addition, the northbound left-turn movement at the Coash Road/Hawkins Road intersection is projected to operate overcapacity during the 2:45 p.m. to 3:45 p.m. time period.

A traffic signal warrant analysis was conducted by Traffic Engineering Data Solutions, Inc. in early 2022 for the Coash Road/Hawkins Road and the results indicated that a traffic signal is warranted. A copy of the Final Signal Warrant Study (dated June 2022) is provided in **Appendix O**. Consequently, a signalized intersection analysis was also conducted for this location and the results of this analysis are summarized in **Table 4-6**. If a traffic signal is implemented at this intersection, all individual movements are projected to operate with v/c ratios less than 1.00 and the overall average intersection delays are projected to range between approximately 28.0 seconds/vehicle and 30.0 seconds/vehicle. **Table 4-6** also summarizes the results of the signalized intersection analysis that was conducted for the Talon Boulevard/Ibis Street intersection. All individual movements are projected to operate with v/c ratios less than 1.00 and the overall average intersection delays are projected to range between approximately 45.0 seconds/vehicle and 49.0 seconds/vehicle.

Table 4-7 summarizes the results of the one-lane roundabout analyses that were conducted for the Proctor Road/Dove Avenue and Lorraine Road intersections. All movements at both roundabouts are projected to operate under capacity during both peak hours. The No-Build Alternative opening year intersection analysis summary sheets are provided in **Appendix P**.

Table 4-5: Opening Year (2030) Peak Hour Unsignalized Intersection Operations Summary - No-Build Alternative

Hummingbird Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	6	0.01	11.0	B	8	0.01	10.9	B
NB LT	136	3.38	1,244.3	F	65	1.11	247.3	F
NB RT	8	3.38	1,244.3	F	9	1.11	247.3	F
NB APPROACH	144		1,244.3	F	74		247.3	F

Twin Lakes Park Entrance/Exit

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	5	0.01	10.4	B	7	0.01	10.7	B
NB LT	19	0.44	101.8	F	33	0.60	103.2	F
NB RT	5	0.44	101.8	F	11	0.60	103.2	F
NB APPROACH	24		101.8	F	44		103.2	F

Great Egret Boulevard

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	18	0.03	9.6	A	17	0.02	9.1	A
SB LT	5	0.05	34.0	D	5	0.04	30.1	D
SB RT	15	0.04	14.2	B	17	0.04	13.8	B
SB APPROACH	20		19.2	C	22		17.5	C

Sandhill Lake Drive/Preservation Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	9.2	A	1	0.00	9.0	A
WB LT	2	0.00	10.9	B	4	0.01	9.2	A
NB LT	8	0.08	36.9	E	5	0.06	34.4	D
NB TH	0	0.08	36.9	E	0	0.06	34.4	D
NB RT	2	0.08	36.9	E	2	0.06	34.4	D
NB APPROACH	10		36.9	E	7		34.4	D
SB LT	3	0.05	21.6	C	4	0.05	27.7	D
SB TH	0	0.05	21.6	C	0	0.05	27.7	D
SB RT	7	0.05	21.6	C	4	0.05	27.7	D
SB APPROACH	10		21.6	C	8		27.7	D

Aventura Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	22	0.03	9.4	A	32	0.04	9.1	A
SB LT	5	0.13	16.8	C	6	0.10	18.2	C
SB RT	37	0.13	16.8	C	22	0.10	18.2	C
SB APPROACH	42		16.8	C	28		18.2	C

Coash Road/Hawkins Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	27	0.04	9.0	A	58 (45)	0.07 (0.05)	8.9 (8.5)	A (A)
WB LT	140	0.19	9.9	A	45 (94)	0.06 (0.13)	9.3 (10.0)	A (A)
NB LT	97	2.34	785.7	F	42 (105)	0.62 (1.44)	110.3 (337.9)	F (F)
NB TH	3	0.29	15.7	C	5 (14)	0.17 (0.49)	16.9 (24.3)	C (C)
NB RT	113	0.29	15.7	C	48 (139)	0.17 (0.49)	16.9 (24.3)	C (C)
NB APPROACH	213		366.4	F	95 (258)		58.2 (151.9)	F (F)
SB LT	4	0.40	31.0	D	2 (4)	0.2 (0.23)	18.0 (27.9)	C (D)
SB TH	6	0.40	31.0	D	4 (2)	0.2 (0.23)	18.0 (27.9)	C (D)
SB RT	66	0.40	31.0	D	56 (34)	0.2 (0.23)	18.0 (27.9)	C (D)
SB APPROACH	76		31.0	D	62 (40)		18.0 (27.9)	C (D)

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

Table 4-6: Opening Year (2030) Peak Hour Signalized Intersection Operations Summary - No-Build Alternative

Coash Road/Hawkins Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	27	0.12	10.3	B	58 (45)	0.21 (0.12)	10.1 (9.6)	B (A)
EB TH	446	0.88	42.5	D	572 (559)	0.78 (0.89)	28.5 (41.3)	C (D)
EB RT	131	0.22	2.2	A	47 (110)	0.06 (0.16)	0.1 (1.0)	A (A)
EB APPROACH	604		32.3	C	677 (714)		24.9 (33.1)	C (C)
WB LT	140	0.47	13.7	B	45 (94)	0.17 (0.38)	9.9 (12.8)	A (B)
WB TH	551	0.85	34.8	C	535 (401)	0.84 (0.60)	34.0 (22.6)	C (C)
WB RT	8	0.85	34.8	C	8 (6)	0.84 (0.60)	34.0 (22.6)	C (C)
WB APPROACH	699		30.6	C	588 (501)		32.2 (20.8)	C (C)
NB LT	97	0.56	46.9	D	42 (105)	0.26 (0.58)	37.7 (47.2)	D (D)
NB TH	3	0.46	13.0	B	5 (14)	0.28 (0.54)	15.7 (14.5)	B (B)
NB RT	113	0.46	13.0	B	48 (139)	0.28 (0.54)	15.7 (14.5)	B (B)
NB APPROACH	213		28.4	C	95 (258)		25.4 (27.8)	C (C)
SB LT	4	0.43	18.4	B	2 (4)	0.34 (0.29)	16.6 (19.7)	B (B)
SB TH	6	0.43	18.4	B	4 (2)	0.34 (0.29)	16.6 (19.7)	B (B)
SB RT	66	0.43	18.4	B	56 (34)	0.34 (0.29)	16.6 (19.7)	B (B)
SB APPROACH	76		18.4	B	62 (40)		16.6 (19.7)	B (B)
INTERSECTION	1,592		30.4	C	1,422 (1,513)		27.6 (27.8)	C (C)

Talon Boulevard/Ibis Street

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	23	0.14	16.3	B	44	0.25	16.8	B
EB TH	586	0.93	55.0	D	590	0.92	52.3	D
EB RT	313	0.42	4.2	A	331	0.44	4.4	A
EB APPROACH	922		36.8	D	965		34.2	C
WB LT	49	0.28	18.4	B	77	0.41	19.9	B
WB TH	609	0.93	52.4	D	571	0.92	51.3	D
WB RT	6	0.93	52.4	D	22	0.92	51.3	D
WB APPROACH	664		50.0	D	670		47.7	D
NB LT	330	0.97	80.8	F	289	0.93	73.1	E
NB TH	3	0.97	80.8	F	2	0.93	73.1	E
NB RT	37	0.97	80.8	F	38	0.93	73.1	E
NB APPROACH	370		80.8	F	329		73.1	E
SB LT	9	0.08	50.6	D	7	0.06	45.7	D
SB TH	3	0.08	50.6	D	3	0.06	45.7	D
SB RT	38	0.15	1.1	A	40	0.14	0.9	A
SB APPROACH	50		12.8	B	50		9.9	A
INTERSECTION	2,006		48.7	D	2,014		44.5	D

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

Table 4-7: Opening Year (2030) Peak Hour Roundabout Operations Summary - No-Build Alternative								
Proctor Road/Dove Avenue								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	137	0.77	19.5	C	114	0.75	18.0	C
EB TH	427	0.77	19.7	C	450	0.75	18.0	C
EB RT	54	0.77	19.6	C	59	0.75	18.0	C
EB APPROACH	618		19.7	C	623		18.0	C
WB LT	57	0.67	15.6	C	67	0.56	10.1	B
WB TH	474	0.67	15.1	C	466	0.56	10.3	B
WB RT	225	0.23	5.4	A	127	0.12	4.0	A
WB APPROACH	756		12.3	B	660		9.1	A
NB LT	94	0.56	17.7	C	58	0.33	11.1	B
NB TH	83	0.56	17.9	C	41	0.33	11.1	B
NB RT	70	0.56	20.8	C	62	0.33	11.1	B
NB APPROACH	247		18.7	C	161		11.1	B
SB LT	133	0.36	10.2	B	192	0.37	9.4	A
SB TH	79	0.36	10.0	B	45	0.37	9.4	A
SB RT	91	0.14	6.5	A	137	0.20	6.7	A
SB APPROACH	303		9.0	A	374		8.4	A
INTERSECTION	1,924		15.0	B	1,818		12.2	B
Lorraine Road								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	117	0.86	30.7	D	88	0.49	11.2	B
WB TH	314	0.86	31.2	D	177	0.49	11.4	B
WB RT	101	0.86	31.2	D	97	0.49	11.4	B
WB APPROACH	532		31.1	D	362		11.4	B
EB LT	170	0.81	23.6	C	192	0.67	14.3	B
EB TH	201	0.81	23.8	C	272	0.67	14.3	B
EB RT	193	0.81	23.9	C	160	0.67	14.3	B
EB APPROACH	564		23.8	C	624		14.3	B
NB LT	175	0.61	16.3	C	173	0.64	17.7	C
NB TH	78	0.61	15.9	C	105	0.64	17.9	C
NB RT	88	0.61	17.1	C	120	0.64	18.2	C
NB APPROACH	341		16.5	C	398		17.9	C
SB LT	92	0.84	35.4	E	131	0.58	13.2	B
SB TH	105	0.84	34.9	D	83	0.58	13.3	B
SB RT	202	0.84	34.7	D	238	0.58	13.3	B
SB APPROACH	399		34.9	D	452		13.3	B
INTERSECTION	1,836		27.0	D	1,836		14.2	B

4.2.2 Design Year (2050) No-Build Alternative Intersection Levels of Service

Table 4-8 summarizes the design year (2050) No-Build Alternative unsignalized intersection analyses that were conducted for the following five intersections:

- Hummingbird Avenue
- Twin Lakes Park Entrance/Exit
- Great Egret Boulevard
- Sandhill Lake Drive/Preservation Drive
- Aventura Drive

Table 4-8: Design Year (2050) Peak Hour Unsignalized Intersection Operations Summary - No-Build Alternative								
Hummingbird Avenue								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	11	0.03	14.5	B	15	0.05	18.0	C
NB LT	200	25.69	11,915.8	F	96	15.60	7,598.2	F
NB RT	15	25.69	11,915.8	F	11	15.60	7,598.2	F
NB APPROACH	215		11,915.8	F	107		7,598.2	F
Twin Lakes Park Entrance/Exit								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	9	0.02	13.4	B	12	0.04	17.5	C
NB LT	30	4.30	2,299.2	F	56	10.08	4,991.3	F
NB RT	6	4.30	2,299.2	F	19	10.08	4,991.3	F
NB APPROACH	36		2,299.2	F	75		4,991.3	F
Great Egret Boulevard								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	14	0.02	10.9	B	18	0.03	9.7	A
SB LT	14	0.21	67.8	F	14	0.22	71.2	F
SB RT	21	0.08	19.0	C	18	0.06	16.0	C
SB APPROACH	35		38.5	E	32		40.2	E
Sandhill Lake Drive/Preservation Drive								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	10.7	B	2	0.00	10.0	B
WB LT	3	0.01	11.2	B	5	0.01	11.0	B
NB LT	8	0.25	101.4	F	5	0.18	93.5	F
NB TH	1	0.25	101.4	F	0	0.18	93.5	F
NB RT	3	0.25	101.4	F	3	0.18	93.5	F
NB APPROACH	12		101.4	F	8		93.5	F
SB LT	4	0.15	52.4	F	5	0.20	79.2	F
SB TH	1	0.15	52.4	F	1	0.20	79.2	F
SB RT	8	0.15	52.4	F	5	0.20	79.2	F
SB APPROACH	13		52.4	F	11		79.2	F
Aventura Drive								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	24	0.04	11.0	B	34	0.05	10.2	B
SB LT	10	0.33	37.5	E	6	0.20	34.4	D
SB RT	43	0.33	37.5	E	23	0.20	34.4	D
SB APPROACH	53		37.5	E	29		34.4	D

A majority of the unsignalized intersection movements are operating under capacity during both peak hours, however the northbound left-turn and right-turn movements at the Hummingbird Avenue intersection and the Twin Lakes Park intersection are estimated to have v/c ratios greater than 1.00 during both peak hours. In addition, although the northbound movements at the Sandhill Lake Drive/Preservation Drive intersection are not projected to be overcapacity, they are projected to experience average delays between approximately 94 seconds/vehicle and 101 seconds/vehicle. A design year unsignalized intersection analysis was not conducted for the Coash Road/Hawkins Road intersection since the results of the June 2022 Signal Warrant Study

indicated that a traffic signal was warranted at this location. It was assumed that even if SR 72 was not widened to a four-lane divided roadway, this intersection would not remain as a two-way stop control intersection through the design year.

Table 4-9 summarizes the results of the signalized intersection analyses that were conducted for the Coash Road/Hawkins Road and Talon Boulevard/Ibis Street intersections. All of the movements at the Coash Road/Hawkins Road intersection are projected to operate with v/c ratios less than 1.00 during all three analysis hours. The average overall intersection delays are projected to range between approximately 37 seconds/vehicle and 43 seconds/vehicle. Multiple movements at the Talon Boulevard/Ibis Street intersection are projected to operate over capacity during both peak hours. These movements include the following:

- Eastbound through movement
- Westbound through and right-turn movements
- Northbound left-turn, through and right-turn movements

In addition, the average overall intersection delays are projected to range between approximately 153 seconds/vehicle and 187 seconds/vehicle.

Table 4-10 summarizes the results of the one-lane roundabout analyses that were conducted for the Proctor Road/Dove Avenue and Lorraine Road intersections. Multiple movements at the Proctor Road/Dove Avenue intersection are projected to operate over capacity during one or both peak hours. These movements include the following:

- Eastbound left-turn, through and right-turn movements (both peak hours)
- Westbound left-turn and through movements (a.m. peak hour only)
- Northbound left-turn, through and right-turn movements (a.m. peak hour only)

In addition, the average overall intersection delays are projected to range between approximately 72 seconds/vehicle and 103 seconds/vehicle. All of the movements at the Lorraine Road intersection are projected to operate overcapacity during both peak hours and the average overall intersection delays are projected to range between approximately 225 seconds/vehicle and 243 seconds/vehicle. The No-Build Alternative design year intersection analysis summary sheets are provided in **Appendix Q**.

Table 4-9: Design Year (2050) Peak Hour Signalized Intersection Operations Summary - No-Build Alternative

Coash Road/Hawkins Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	65	0.41	18.0	B	81 (62)	0.33 (0.17)	10.8 (7.5)	B (A)
EB TH	657	0.86	36.0	D	914 (893)	0.97 (0.99)	47.5 (54.9)	D (D)
EB RT	156	0.21	2.7	A	58 (135)	0.07 (0.15)	0.1 (2.2)	A (A)
EB APPROACH	878		28.8	C	1,053 (1,090)		42.1 (45.7)	D (D)
WB LT	173	0.72	27.6	C	69 (144)	0.37 (0.91)	15.2 (81.5)	B (F)
WB TH	778	0.97	47.4	D	756 (567)	0.86 (0.63)	32.6 (19.9)	C (B)
WB RT	27	0.97	47.4	D	17 (13)	0.86 (0.63)	32.6 (19.9)	C (B)
WB APPROACH	978		44.0	D	842 (724)		31.2 (32.2)	C (C)
NB LT	108	0.74	76.1	E	51 (128)	0.37 (0.91)	52.4 (112.7)	D (F)
NB TH	7	0.56	16.9	B	7 (19)	0.39 (0.69)	19.9 (21.8)	B C)
NB RT	134	0.56	16.9	B	64 (186)	0.39 (0.69)	19.9 (21.8)	B (C)
NB APPROACH	249		42.7	D	122 (333)		33.4 (56.8)	C (E)
SB LT	13	0.72	28.4	C	5 (10)	0.45 (0.50)	22.6 (37.3)	C (D)
SB TH	11	0.72	28.4	C	5 (3)	0.45 (0.50)	22.6 (37.3)	C (D)
SB RT	133	0.72	28.4	C	66 (41)	0.45 (0.50)	22.6 (37.3)	C (D)
SB APPROACH	157		28.4	C	76 (54)		22.6 (37.3)	C (D)
INTERSECTION	2,262		36.8	D	2,093 (2,201)		36.5 (42.7)	D (D)

Talon Boulevard/Ibis Street

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	30	0.24	25.9	C	47	0.36	28.7	C
EB TH	706	1.19	140.2	F	868	1.37	214.4	F
EB RT	673	0.77	13.3	B	823	0.93	31.0	C
EB APPROACH	1,409		77.1	E	1,738		122.5	F
WB LT	119	0.79	65.4	E	108	0.70	52.6	D
WB TH	856	1.28	174.9	F	687	1.07	95.4	F
WB RT	8	1.28	174.9	F	26	1.07	95.4	F
WB APPROACH	983		161.7	F	821		89.8	F
NB LT	829	1.78	388.7	F	704	1.55	289.3	F
NB TH	9	1.78	388.7	F	6	1.55	289.3	F
NB RT	101	1.78	388.7	F	117	1.55	289.3	F
NB APPROACH	939		388.7	F	827		289.3	F
SB LT	10	0.16	68.6	E	8	0.15	68.4	E
SB TH	8	0.16	68.6	E	9	0.15	68.4	E
SB RT	37	0.18	1.8	A	42	0.20	2.0	A
SB APPROACH	55		24.1	C	59		21.7	C
INTERSECTION	3,386		187.2	F	3,445		153.0	F

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

Table 4-10: Design Year (2050) Peak Hour Roundabout Operations Summary - No-Build Alternative

Proctor Road/Dove Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	219	1.14	99.1	F	198	1.52	260.2	F
EB TH	458	1.14	99.4	F	593	1.52	260.2	F
EB RT	130	1.14	99.1	F	198	1.52	260.2	F
EB APPROACH	807		99.3	F	989		260.2	F
WB LT	185	1.05	66.6	F	217	0.77	18.8	C
WB TH	589	1.05	66.9	F	470	0.77	18.9	C
WB RT	312	0.32	6.8	A	218	0.20	4.9	A
WB APPROACH	1,086		49.6	E	905		15.5	C
NB LT	219	1.16	118.5	F	151	0.85	37.8	E
NB TH	116	1.16	118.7	F	70	0.85	37.8	E
NB RT	241	1.16	118.8	F	214	0.85	37.8	E
NB APPROACH	576		118.7	F	435		37.8	E
SB LT	189	0.58	19.2	C	281	0.68	21.2	C
SB TH	92	0.58	19.1	C	94	0.68	21.2	C
SB RT	172	0.30	9.6	A	198	0.29	8.3	A
SB APPROACH	453		15.5	C	573		16.7	C
INTERSECTION	2,922		71.6	F	2,902		102.5	F

Lorraine Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	403	1.55	273.2	F	303	1.17	114.3	F
WB TH	330	1.55	273.7	F	261	1.17	114.5	F
WB RT	209	1.55	273.6	F	218	1.17	114.5	F
WB APPROACH	942		273.5	F	782		114.4	F
EB LT	194	1.38	198.3	F	271	1.69	334.4	F
EB TH	242	1.38	198.6	F	340	1.69	334.7	F
EB RT	371	1.38	198.6	F	377	1.69	334.7	F
EB APPROACH	807		198.5	F	988		334.6	F
NB LT	371	1.35	182.7	F	374	1.59	286.3	F
NB TH	226	1.35	182.4	F	314	1.59	286.3	F
NB RT	298	1.35	183.4	F	406	1.59	286.3	F
NB APPROACH	895		182.8	F	1,094		286.3	F
SB LT	212	1.65	319.5	F	205	1.09	87.6	F
SB TH	311	1.65	318.9	F	231	1.09	87.7	F
SB RT	264	1.65	318.8	F	207	1.09	87,7	F
SB APPROACH	787		319.0	F	643		87.7	F
INTERSECTION	3,431		242.7	F	3,507		225.2	F

4.3 Build Alternative Roadway Segments

The Build Alternative peak hour roadway segment level of service analyses were conducted using the multi-lane highway module of the HCS. The Build Alternative analyses were conducted using the same peak hour truck percentages and PHF's that were used in the No-Build Alternative analyses. It should be noted that the FDOT-approved design speed and target speed for the portion of SR 72 from Hummingbird Avenue to Proctor Road/Dove Avenue is 35 mph. The lowest speed the HCS multi-lane highway software allows the user to enter is 45 mph. Consequently, the base free flow speed used in the analysis of this portion of SR 72 needed to be manually modified and the adjusted free flow speed and density calculations also needed to be conducted manually.

4.3.1 Opening Year (2030) Build Alternative Roadway Segment Levels of Service

Table 4-11 and **Table 4-12** summarize the opening year (2030) Build Alternative roadway segment level of service analysis for the a.m. and p.m. peak hour, respectively. With one exception, all of the SR 72 mainline segments are projected to operate at Level of Service B or better in both travel directions during both peak hours. The portion of SR 72 between Hummingbird Avenue and Talon Boulevard/Ibis Street is projected to operate at Level of Service C in the westbound travel direction during the a.m. peak hour. The Build Alternative opening year HCS segment analysis summary sheets are provided in **Appendix R**.

Table 4-11: Opening Year (2030) AM Peak Hour Four-Lane Highway Segment Analysis Summary - Build Alternative

Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	Density	LOS
Between Hummingbird Ave and Ibis Street	EB	969	0.33	33.5	18.0	B
	WB	1,029	0.33	33.0	18.5	C
Between Ibis Street and Great Egret Blvd	EB	664	0.22	31.4	13.1	B
	WB	708	0.24	31.9	13.9	B
Between Great Egret Blvd and Proctor Rd	EB	650	0.22	29.5	13.8	B
	WB	700	0.24	32.9	13.4	B
Between Proctor Rd and Preservation Dr	EB	653	0.21	43.9	8.6	A
	WB	792	0.25	43.0	10.8	A
Between Preservation Dr and Hawkins Rd	EB	637	0.21	41.7	9.5	A
	WB	764	0.25	42.6	10.6	A
Between Hawkins Rd and Lorraine Rd	EB	584	0.21	43.5	8.9	A
	WB	728	0.24	43.1	10.1	A

V/C Ratio = Volume-to-Capacity Ratio

Density (in passenger cars/mile/lane)

LOS = Level of Service

Table 4-12: Opening Year (2030) PM Peak Hour Four-Lane Highway Segment Analysis Summary - Build Alternative						
Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	Density	LOS
Between Hummingbird Ave and Ibis Street	EB	1,049	0.31	33.5	17.3	B
	WB	945	0.28	33.0	15.7	B
Between Ibis Street and Great Egret Blvd	EB	677	0.20	31.4	11.7	B
	WB	700	0.21	31.9	12.2	B
Between Great Egret Blvd and Proctor Rd	EB	661	0.20	29.5	12.2	B
	WB	691	0.21	32.9	11.6	B
Between Proctor Rd and Preservation Dr	EB	733	0.22	43.9	9.4	A
	WB	680	0.22	43.0	9.3	A
Between Preservation Dr and Hawkins Rd	EB	720	0.22	41.7	9.7	A
	WB	670	0.21	42.6	9.1	A
Between Hawkins Rd and Lorraine Rd	EB	647	0.20	43.5	8.4	A
	WB	608	0.19	43.1	8.0	A
V/C Ratio = Volume-to-Capacity Ratio						
Density (in passenger cars/mile/lane)						
LOS = Level of Service						

4.3.2 Design Year (2050) Build Alternative Roadway Segment Levels of Service

Table 4-13 and **Table 4-14** summarize the design year (2050) Build Alternative roadway segment level of service analysis for the a.m. and p.m. peak hour, respectively. All of the study corridor is projected to operate at Level of Service D or better in both travel directions during both peak hours and a majority of the study corridor is projected to operate at Level of Service C or better. The Build Alternative design year HCS segment analysis summary sheets are provided in **Appendix S**.

Table 4-13: Design Year (2050) AM Peak Hour Four-Lane Highway Segment Analysis Summary - Build Alternative						
Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	Density	LOS
Between Hummingbird Ave and Ibis Street	EB	1,558	0.49	33.5	26.7	D
	WB	1,891	0.60	33.0	33.4	D
Between Ibis Street and Great Egret Blvd	EB	929	0.29	31.4	17.2	B
	WB	1,134	0.36	31.9	20.8	C
Between Great Egret Blvd and Proctor Rd	EB	919	0.29	29.5	18.2	C
	WB	1,125	0.36	32.9	20.2	C
Between Proctor Rd and Preservation Dr	EB	974	0.31	43.9	12.9	B
	WB	1,199	0.38	43.0	16.3	B
Between Preservation Dr and Hawkins Rd	EB	960	0.31	41.7	13.5	B
	WB	1,166	0.37	42.6	16.1	B
Between Hawkins Rd and Lorraine Rd	EB	881	0.28	43.5	11.9	B
	WB	1,079	0.34	43.1	14.7	B
V/C Ratio = Volume-to-Capacity Ratio						
Density (in passenger cars/mile/lane)						
LOS = Level of Service						

Table 4-14: Design Year (2050) PM Peak Hour Four-Lane Highway Segment Analysis Summary - Build Alternative						
Roadway Segment	Travel Direction	Volume	V/C Ratio	Average Speed	Density	LOS
Between Hummingbird Ave and Ibis Street	EB	1,951	0.58	33.5	31.8	D
	WB	1,564	0.47	33.0	26.0	C
Between Ibis Street and Great Egret Blvd	EB	1,139	0.34	31.4	19.7	C
	WB	919	0.28	31.9	16.0	B
Between Great Egret Blvd and Proctor Rd	EB	1,124	0.33	29.5	20.8	C
	WB	917	0.28	32.9	15.4	B
Between Proctor Rd and Preservation Dr	EB	1,193	0.35	43.9	14.8	B
	WB	976	0.30	43.0	12.7	B
Between Preservation Dr and Hawkins Rd	EB	1,176	0.35	41.7	15.3	B
	WB	966	0.29	42.6	12.7	B
Between Hawkins Rd and Lorraine Rd	EB	1,089	0.32	43.5	13.7	B
	WB	910	0.28	43.1	11.9	B
V/C Ratio = Volume-to-Capacity Ratio						
Density (in passenger cars/mile/lane)						
LOS = Level of Service						

4.4 Build Alternative Intersections

The Build Alternative peak hour intersection level of service analyses were conducted using the SYNCHRO and SIDRA software packages. The Build Alternative analyses were conducted using the same peak hour truck percentages and PHF's that were used in the No-Build Alternative analyses.

4.4.1 Opening Year (2030) Build Alternative Intersection Levels of Service

Table 4-15 summarizes the opening year (2030) Build Alternative unsignalized intersection analyses that were conducted for the following five intersections:

- Hummingbird Avenue
- Twin Lakes Park Entrance/Exit
- Great Egret Boulevard
- Sandhill Lake Drive/Preservation Drive
- Aventura Drive

With one exception, all of the unsignalized intersection movements are operating under capacity during both peak hours. Only the northbound left-turn movement at the Hummingbird Avenue intersection is projected to operate with a v/c ratio greater than 1.00 and only during the a.m. peak hour. It should be noted that in the Build Alternative it was assumed that an exclusive left-turn lane would be provided at this intersection. A signalized intersection analysis was also conducted for this intersection and the analysis results are summarized in **Table 4-16**. Although this table indicates that the installation of a traffic signal is projected to eliminate the overcapacity condition for the northbound left-turn movement, the ultimate decision to install a signal at this location will be made during the final design phase of this project. Since the I-75/SR 72 Diverging Diamond

Interchange improvements that are currently under construction also include the installation of a traffic signal at the Queensbury Boulevard intersection (which is approximately 1,090 feet to the west of Hummingbird Avenue), it is quite likely that a traffic signal will not be installed at the Hummingbird Avenue intersection when this portion of SR 72 is widened. Once a traffic signal is installed at the Queensbury Boulevard intersection, this signal will create periodic gaps in the eastbound SR 72 mainline traffic flow that can be utilized by the northbound left-turn vehicles at Hummingbird Avenue.

Table 4-15: Opening Year (2030) Peak Hour Unsignalized Intersection Operations Summary - Build Alternative

Hummingbird Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	6	0.01	11.3	B	8	0.01	11.2	B
NB LT	138	1.98	569.5	F	67	0.74	114.5	F
NB RT	8	0.02	12.7	B	9	0.02	12.6	B
NB APPROACH	146		539.0	F	76		102.4	F

Twin Lakes Park Entrance/Exit

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	5	0.01	10.6	B	7	0.01	11.0	B
NB LT	19	0.27	53.8	F	33	0.38	50.9	F
NB RT	5	0.27	53.8	F	11	0.38	50.9	F
NB APPROACH	24		53.8	F	44		50.9	F

Great Egret Boulevard

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	18	0.03	9.9	A	17	0.02	9.2	A
SB LT	5	0.03	26.9	D	5	0.03	23.9	C
SB RT	15	0.03	11.1	B	17	0.03	11.0	B
SB APPROACH	20		15.1	C	22		13.9	B

Sandhill Lake Drive/Preservation Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	9.4	A	1	0.00	9.1	A
WB LT	5	0.00	12.4	B	4	0.01	9.3	A
NB LT	8	0.06	25.8	D	5	0.04	24.7	C
NB TH	0	0.06	25.8	D	0	0.04	24.7	C
NB RT	2	0.06	25.8	D	2	0.04	24.7	C
NB APPROACH	10		25.8	D	7		24.7	C
SB LT	3	0.03	16.7	C	4	0.03	19.7	C
SB TH	0	0.03	16.7	C	0	0.03	19.7	C
SB RT	7	0.03	16.7	C	4	0.03	19.7	C
SB APPROACH	10		16.7	C	8		19.7	C

Aventura Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	22	0.03	9.7	A	32	0.04	9.2	A
SB LT	5	0.09	13.2	B	6	0.07	14.1	B
SB RT	37	0.09	13.2	B	22	0.07	14.1	B
SB APPROACH	42		13.2	B	28		14.1	B

Table 4-16: Opening Year (2030) Hummingbird Avenue Peak Hour Signalized Intersection Operations Summary - Build Alternative								
Signalized Intersection								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB TH	968	0.65	12.8	B	1,076	0.66	13.2	B
EB RT	89	0.13	3.1	A	2	0.12	3.4	A
EB APPROACH	1,057		12.0	B	1,078		12.5	B
WB LT	6	0.02	5.0	A	8	0.02	5.1	A
WB TH	1,030	0.65	9.6	A	950	0.54	8.1	A
WB APPROACH	1,036		9.6	A	958		8.1	A
NB LT	138	0.50	25.9	C	67	0.23	18.9	B
NB RT	8	0.03	12.5	B	9	0.03	11.1	B
NB APPROACH	146		25.2	C	76		18.0	B
INTERSECTION	2,239		11.7	B	2,112		10.8	B

Both a signalized intersection and a two-lane roundabout were analyzed for the Coash Road/Hawkins Road and Talon Boulevard/Ibis Street intersections. **Table 4-17** summarizes the analysis results for the Coash Road/Hawkins Road intersection. Both intersection control strategies are projected to provide sufficient capacity for all movements during both peak hours. The overall average intersection delays for the signalized intersection are projected to be approximately 18 seconds/vehicle for all three hours that were analyzed, while the overall average intersection delays for the roundabout are projected to range between approximately five seconds/vehicle (during the p.m. peak hour) and seven seconds/vehicle (during the other two hours).

Table 4-18 summarizes the analysis results for the Talon Boulevard/Ibis Street intersection. Once again, both intersection control strategies are projected to provide sufficient capacity for all movements during both peak hours. The overall average intersection delays for the signalized intersection are projected to be approximately 24 seconds/vehicle for both peak hours analyzed, while the overall average intersection delays for the roundabout are projected to range between approximately eight seconds/vehicle (during the a.m. peak hour) and nine seconds/vehicle (during the p.m. peak hour).

Table 4-19 summarizes the results of the two-lane roundabout analyses that were conducted for the Proctor Road/Dove Avenue and Lorraine Road intersections. All the movements at both intersections are projected to operate under capacity during both peak hours. The overall average intersection delays for the Proctor Road/Dove Avenue intersection are projected to range between approximately eight seconds/vehicle (during the p.m. peak hour) and nine seconds/vehicle (during the a.m. peak hour). The overall average intersection delays for the Lorraine Road intersection are projected to range between approximately seven seconds/vehicle (during the p.m. peak hour) and 10 seconds/vehicle (during the a.m. peak hour). The Build Alternative opening year intersection analysis summary sheets are provided in **Appendix T**.

Table 4-17: Opening Year (2030) Coash Road/Hawkins Road Peak Hour Intersection Operations Summary - Build Alternative

Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	27	0.09	11.5	B	58 (45)	0.16 (0.12)	10.1 (10.6)	B (B)
EB TH	467	0.63	26.6	C	596 (582)	0.57 (0.66)	19.6 (25.0)	B (C)
EB RT	134	0.26	2.0	A	48 (112)	0.08 (0.20)	0.2 (0.8)	A (A)
EB APPROACH	628		20.7	C	702 (739)		17.5 (20.5)	B (C)
WB LT	140	0.39	13.8	B	45 (94)	0.13 (0.29)	10.2 (12.1)	B (B)
WB TH	580	0.56	20.0	B	555 (416)	0.57 (0.42)	19.8 (18.9)	B (B)
WB RT	8	0.56	20.0	B	8 (6)	0.57 (0.42)	19.8 (18.9)	B (B)
WB APPROACH	728		18.8	B	608 (516)		19.1 (17.6)	B (B)
NB LT	98	0.29	18.7	B	42 (105)	0.12 (0.31)	17.8 (20.8)	B (C)
NB TH	3	0.26	6.9	A	5 (14)	0.15 (0.33)	10 (8.1)	A (A)
NB RT	113	0.26	6.9	A	48 (139)	0.15 (0.33)	10 (8.1)	A (A)
NB APPROACH	214		12.3	B	95 (258)		13.4 (13.3)	B (B)
SB LT	4	0.02	16.5	B	2 (4)	0.01 (0.03)	17.5 (18.8)	B (B)
SB TH	6	0.34	13.2	B	4 (2)	0.25 (0.20)	12.7 (14.6)	B (B)
SB RT	68	0.34	13.2	B	56 (34)	0.25 (0.20)	12.7 (14.6)	B (B)
SB APPROACH	78		13.4	B	62 (40)		12.8 (15.1)	B (B)
INTERSECTION	1,648		18.4	B	1,467 (1,553)		17.7 (18.2)	B (B)

Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	27	0.33	6.2	A	58 (45)	0.28 (0.36)	5.1 (6.4)	A (A)
EB TH	467	0.33	6.4	A	596 (582)	0.28 (0.36)	5.2 (6.5)	A (A)
EB RT	134	0.33	6.2	A	48 (112)	0.28 (0.36)	5.1 (6.3)	A (A)
EB APPROACH	628		6.3	A	702 (739)		5.2 (6.4)	A (A)
WB LT	140	0.38	6.9	A	45 (94)	0.27 (0.28)	5.5 (6.1)	A (A)
WB TH	580	0.38	6.9	A	555 (416)	0.27 (0.28)	5.5 (6.1)	A (A)
WB RT	8	0.38	6.6	A	8 (6)	0.27 (0.28)	5.9 (5.7)	A (A)
WB APPROACH	728		6.9	A	608 (516)		5.5 (6.1)	A (A)
NB LT	98	0.16	6.4	A	42 (105)	0.06 (0.19)	5.8 (7.8)	A (A)
NB TH	3	0.17	6.1	A	5 (14)	0.08 (0.25)	5.4 (7.8)	A (A)
NB RT	113	0.17	6.2	A	48 (139)	0.08 (0.25)	5.5 (7.9)	A (A)
NB APPROACH	214		6.3	A	95 (258)		5.6 (7.9)	A (A)
SB LT	4	0.16	8.0	A	2 (4)	0.09 (0.07)	5.6 (8.1)	A (A)
SB TH	6	0.16	8.0	A	4 (2)	0.09 (0.07)	5.6 (5.6)	A (A)
SB RT	68	0.16	8.2	A	56 (34)	0.09 (0.07)	5.8 (5.7)	A (A)
SB APPROACH	78		8.2	A	62 (40)		5.7 (5.9)	A (A)
INTERSECTION	1,648		6.6	A	1,467 (1,553)		5.3 (6.6)	A (A)

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

Table 4-18: Opening Year (2030) Talon Boulevard/Ibis Street Peak Hour Intersection Operations Summary - Build Alternative

Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	24	0.09	12.6	B	45	0.16	13.7	B
EB TH	617	0.73	28.8	C	631	0.75	31.5	C
EB RT	320	0.51	5.8	A	337	0.54	6.2	A
EB APPROACH	961		20.7	C	1,013		22.3	C
WB LT	51	0.20	13.7	B	78	0.29	15.1	B
WB TH	649	0.69	25.1	C	600	0.64	26.2	C
WB RT	6	0.69	25.1	C	22	0.64	26.2	C
WB APPROACH	706		24.3	C	700		24.9	C
NB LT	335	0.64	35.1	D	293	0.54	33.3	C
NB TH	2	0.15	12.2	B	1	0.14	11.3	B
NB RT	38	0.15	12.2	B	39	0.14	11.3	B
NB APPROACH	375		32.7	C	333		30.7	C
SB LT	9	0.05	29.8	C	7	0.04	30.3	C
SB TH	3	0.05	29.8	C	3	0.04	30.3	C
SB RT	38	0.10	0.4	A	40	0.10	0.5	A
SB APPROACH	50		7.4	A	50		6.4	A
INTERSECTION	2,092		23.8	C	2,096		24.1	C

Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	24	0.44	7.4	A	45	0.45	7.5	A
EB TH	617	0.44	7.5	A	631	0.45	7.5	A
EB RT	320	0.44	7.2	A	337	0.45	7.3	A
EB APPROACH	961		7.4	A	1,013		7.4	A
WB LT	51	0.45	9.7	A	78	0.40	8.2	A
WB TH	649	0.45	9.5	A	600	0.40	8.1	A
WB RT	6	0.45	8.9	A	22	0.40	7.9	A
WB APPROACH	706		9.5	A	700		8.1	A
NB LT	335	0.31	9.2	A	293	0.26	8.4	A
NB TH	2	0.31	8.7	A	1	0.26	7.9	A
NB RT	38	0.31	9.1	A	39	0.26	7.9	A
NB APPROACH	375		9.2	A	333		8.4	A
SB LT	9	0.03	8.7	A	7	0.02	7.5	A
SB TH	3	0.03	8.7	A	3	0.02	7.5	A
SB RT	38	0.09	8.6	A	40	0.08	7.3	A
SB APPROACH	50		8.6	A	50		7.4	A
INTERSECTION	2,092		8.5	A	2,096		7.8	A

Table 4-19: Opening Year (2030) Proctor Road/Dove Avenue and Lorraine Road Peak Hour Roundabout Operations Summary - Build Alternative								
Proctor Road/Dove Avenue								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	57	0.49	10.3	B	67	0.37	7.3	A
WB TH	508	0.49	10.3	B	489	0.37	7.2	A
WB RT	226	0.49	9.5	A	124	0.37	6.9	A
WB APPROACH	791		10.1	B	680		7.2	A
EB LT	140	0.38	7.9	A	118	0.38	7.9	A
EB TH	453	0.38	7.9	A	479	0.38	7.7	A
EB RT	57	0.38	7.6	A	64	0.38	7.5	A
EB APPROACH	650		7.9	A	661		7.7	A
NB LT	101	0.23	9.0	A	62	0.15	8.3	A
NB TH	79	0.23	8.5	A	37	0.15	7.8	A
NB RT	70	0.23	8.4	A	62	0.15	7.5	A
NB APPROACH	250		8.7	A	161		7.8	A
SB LT	129	0.26	9.3	A	189	0.30	8.5	A
SB TH	78	0.26	8.5	A	42	0.30	9.1	A
SB RT	91	0.26	8.4	A	140	0.30	9.2	A
SB APPROACH	298		8.8	A	371		8.8	A
INTERSECTION	1,989		9.0	A	1,873		7.7	A
Lorraine Road								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	112	0.41	9.8	A	85	0.22	6.7	A
WB TH	328	0.41	9.9	A	185	0.22	6.6	A
WB RT	100	0.41	9.6	A	96	0.22	6.4	A
WB APPROACH	540		9.8	A	366		6.6	A
EB LT	175	0.39	8.6	A	194	0.35	7.7	A
EB TH	209	0.39	8.6	A	290	0.35	7.6	A
EB RT	197	0.39	8.4	A	163	0.35	7.5	A
EB APPROACH	581		8.5	A	647		7.6	A
NB LT	183	0.29	8.0	A	170	0.27	8.5	B
NB TH	75	0.29	8.4	A	100	0.27	7.9	B
NB RT	85	0.29	9.5	A	113	0.27	7.8	A
NB APPROACH	343		8.5	A	383		8.1	B
SB LT	91	0.38	12.4	B	144	0.26	7.0	A
SB TH	100	0.38	11.8	B	69	0.26	7.1	A
SB RT	209	0.38	10.5	B	253	0.26	7.0	A
SB APPROACH	400		11.3	B	466		7.0	A
INTERSECTION	1,864		9.5	A	1,862		7.4	A

4.2.2 Design Year (2050) Build Alternative Intersection Levels of Service

Table 4-20 summarizes the design year (2050) Build Alternative unsignalized intersection analyses that were conducted for the following five intersections:

- Hummingbird Avenue
- Twin Lakes Park Entrance/Exit
- Great Egret Boulevard
- Sandhill Lake Drive/Preservation Drive
- Aventura Drive

Table 4-20: Design Year (2050) Peak Hour Unsignalized Intersection Operations Summary - Build Alternative

Hummingbird Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	11	0.03	15.9	C	15	0.06	20.3	C
NB LT	205	13.78	6,212.8	F	101	8.59	4,031.0	F
NB RT	15	0.05	17.1	C	11	0.05	20.7	C
NB APPROACH	220		5,790.4	F	112		3,637.1	F

Twin Lakes Park Entrance/Exit

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	9	0.03	14.6	B	12	0.05	19.9	C
NB LT	30	2.04	905.6	F	56	5.04	2,295.3	F
NB RT	6	2.04	905.6	F	19	5.04	2,295.3	F
NB APPROACH	36		905.6	F	75		2,295.3	F

Great Egret Boulevard

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	14	0.03	12.1	B	18	0.03	10.2	B
SB LT	14	0.19	59.3	F	14	0.16	49.4	E
SB RT	21	0.05	13.4	B	18	0.04	12.2	B
SB APPROACH	35		31.8	D	32		28.5	D

Sandhill Lake Drive/Preservation Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	8	0.01	11.3	B	2	0.00	10.4	B
WB LT	3	0.01	12.8	B	5	0.01	11.6	B
NB LT	8	0.17	65.0	F	5	0.12	61.7	F
NB TH	1	0.17	65.0	F	0	0.12	61.7	F
NB RT	3	0.17	65.0	F	3	0.12	61.7	F
NB APPROACH	12		65.0	F	8		61.7	F
SB LT	4	0.12	40.3	E	5	0.13	49.3	E
SB TH	1	0.12	40.3	E	1	0.13	49.3	E
SB RT	8	0.12	40.3	E	5	0.13	49.3	E
SB APPROACH	13		40.3	E	11		49.3	E

Aventura Drive

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	24	0.05	12.0	B	34	0.05	10.5	B
SB LT	10	0.23	24.8	C	6	0.13	22.0	C
SB RT	43	0.23	24.8	C	23	0.13	22.0	C
SB APPROACH	53		24.8	C	29		22.0	C

A majority of the unsignalized intersection movements are operating under capacity during both peak hours, however the northbound left-turn movement at the Hummingbird Avenue intersection and the northbound left-turn and right-turn movements at the Twin Lakes Park intersection are estimated to have v/c ratios greater than 1.00 during both peak hours. Signalized intersection analyses were also conducted for these two intersections and the analysis results are summarized in **Table 4-21**. Although this table indicates that signalization is projected to eliminate the overcapacity conditions projected for the northbound movements, the ultimate decision to install a signal at either of these two locations will be made during the final design phase of this project.

Table 4-21: Design Year (2050) Hummingbird Avenue and Twin Lakes Park Peak Hour Signalized Intersection Operations Summary - Build Alternative								
Hummingbird Avenue								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB TH	1,556	0.74	12.7	B	1,984	0.88	17.7	B
EB RT	130	0.13	1.8	A	143	0.14	2.4	A
EB APPROACH	1,686		11.8	B	2,127		16.7	B
WB LT	11	0.06	4.0	A	15	0.06	4.2	A
WB TH	1,890	0.87	14.5	B	1,571	0.68	8.4	A
WB APPROACH	1,901		14.5	B	1,586		8.4	A
NB LT	205	0.92	78.4	E	101	0.47	36.2	D
NB RT	15	0.07	15.6	B	11	0.05	16.8	B
NB APPROACH	220		74.1	E	112		34.4	C
INTERSECTION	3,807		16.7	B	3,825		13.8	B
Twin Lakes Park Entrance/Exit								
	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB TH	1,538	0.78	15.0	B	1,887	0.88	17.0	B
EB RT	33	0.03	3.2	A	108	0.11	1.9	A
EB APPROACH	1,571		14.8	B	1,995		16.2	B
WB LT	9	0.04	4.3	A	12	0.05	3.9	A
WB TH	1,871	0.91	17.9	B	1,530	0.69	8.1	A
WB APPROACH	1,880		17.9	B	1,542		8.1	A
NB LT	30	0.15	24.5	C	56	0.36	29.0	C
NB RT	6	0.15	24.5	C	19	0.36	29.0	C
NB APPROACH	36		24.5	C	75		29.0	C
INTERSECTION	3,487		16.5	B	3,612		13.0	B

Table 4-22 summarizes the analysis results for the Coash Road/Hawkins Road intersection. Both intersection control strategies are projected to provide sufficient capacity for all movements during both peak hours. The overall average intersection delays for the signalized intersection are projected to range between approximately 22 seconds/vehicle and 28 seconds/vehicle for the three hours that were analyzed, while the overall average intersection delays for the roundabout are projected to range between approximately eight seconds/vehicle and 11 seconds/vehicle.

Table 4-23 summarizes the analysis results for the Talon Boulevard/Ibis Street intersection. The signalized intersection is projected to provide sufficient capacity for all movements during both peak hours. The overall average intersection delays for the signalized intersection are projected to be approximately 35 seconds/vehicle (in the p.m. peak hour) and 39 seconds/vehicle (in the a.m. peak hour). The overall average intersection delays for the roundabout are projected to range between approximately 30 seconds/vehicle (during the p.m. peak hour) and 51 seconds/vehicle (during the a.m. peak hour); however, the westbound movements are projected to have a v/c ratio of 1.13 during the a.m. peak hour. This is projected to result in an average westbound approach delay of approximately 106 seconds/vehicle.

Table 4-22: Design Year (2050) Coash Road/Hawkins Road Peak Hour Intersection Operations Summary - Build Alternative

Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	65	0.29	13.5	B	81 (62)	0.25 (0.19)	11.1 (10.2)	B (B)
EB TH	731	0.86	36.1	D	1,015 (992)	0.71 (0.89)	24.0 (34.9)	C (C)
EB RT	156	0.30	3.4	A	58 (135)	0.08 (0.21)	0.2 (2.1)	A (A)
EB APPROACH	952		29.2	C	1,154 (1,189)		21.9 (29.9)	C (C)
WB LT	173	0.65	23.9	C	69 (144)	0.24 (0.62)	11.3 (24.3)	B (C)
WB TH	879	0.87	33.9	C	824 (618)	0.70 (0.51)	24.0 (19.9)	C (B)
WB RT	27	0.87	33.9	C	17 (13)	0.70 (0.51)	24.0 (19.9)	C (B)
WB APPROACH	1,079		32.3	C	910 (775)		23.1 (20.7)	C (C)
NB LT	112	0.42	23.5	C	53 (133)	0.18 (0.45)	19.7 (29.2)	B (C)
NB TH	7	0.47	10.8	B	7 (19)	0.20 (0.43)	9.8 (9.0)	A (A)
NB RT	134	0.47	10.8	B	64 (186)	0.20 (0.43)	9.8 (9.0)	A (A)
NB APPROACH	253		16.4	B	124 (338)		14.0 (17.0)	B (B)
SB LT	13	0.06	19.0	B	5 (10)	0.02 (0.08)	18.2 (24.6)	B (C)
SB TH	11	0.59	15.6	B	5 (3)	0.33 (0.28)	13.8 (18.5)	B (B)
SB RT	139	0.59	15.6	B	67 (34)	0.33 (0.28)	13.8 (18.5)	B (B)
SB APPROACH	163		15.9	B	77 (47)		14.1 (19.8)	B (B)
INTERSECTION	2,447		28.4	C	2,265 (2,349)		21.7 (24.8)	C (C)

Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	65	0.53	9.4	A	81 (62)	0.48 (0.62)	7.6 (11.2)	A (B)
EB TH	731	0.53	9.6	A	1,015 (992)	0.48 (0.62)	7.7 (11.3)	A (B)
EB RT	156	0.53	9.4	A	58 (135)	0.48 (0.62)	7.6 (11.1)	A (B)
EB APPROACH	952		9.5	A	1,154 (1,189)		7.7 (11.3)	A (B)
WB LT	173	0.60	11.1	B	69 (144)	0.42 (0.45)	7.6 (8.6)	A (A)
WB TH	879	0.60	11.0	B	824 (618)	0.42 (0.45)	7.4 (8.6)	A (A)
WB RT	27	0.60	10.6	B	17 (13)	0.42 (0.45)	7.9 (8.1)	A (A)
WB APPROACH	1,079		11.0	B	910 (775)		7.4 (8.6)	A (A)
NB LT	112	0.26	10.5	B	53 (133)	0.13 (0.39)	9.8 (16.8)	A (C)
NB TH	7	0.29	10.1	B	7 (19)	0.15 (0.53)	9.0 (19.0)	A (C)
NB RT	134	0.29	10.2	B	64 (186)	0.15 (0.53)	9.2 (19.2)	A (C)
NB APPROACH	253		10.3	B	124 (338)		9.4 (18.2)	A (C)
SB LT	13	0.49	19.5	C	5 (10)	0.15 (0.11)	8.1 (11.4)	A (B)
SB TH	11	0.49	19.5	C	5 (3)	0.15 (0.11)	8.1 (8.1)	A (A)
SB RT	139	0.49	19.8	C	67 (34)	0.15 (0.11)	8.3 (8.2)	A (A)
SB APPROACH	163		19.7	C	77 (47)		8.3 (8.9)	A (A)
INTERSECTION	2,447		10.9	B	2,265 (2,349)		7.7 (11.4)	A (B)

Note: Values in parentheses are associated with the hour from 2:45 p.m. to 3:45 p.m.

Table 4-23: Design Year (2050) Talon Boulevard/Ibis Street Peak Hour Intersection Operations Summary - Build Alternative

Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	33	0.20	19.7	B	49	0.21	16.9	B
EB TH	814	0.86	45.5	D	1,011	0.89	44.2	D
EB RT	697	0.75	7.8	A	846	0.80	8.7	A
EB APPROACH	1,544		28.0	C	1,906		27.7	C
WB LT	125	0.58	28.8	C	110	0.55	28.1	C
WB TH	995	0.87	41.9	D	783	0.65	31.0	C
WB RT	8	0.87	41.9	D	26	0.65	31.0	C
WB APPROACH	1,128		40.4	D	919		30.7	C
NB LT	846	0.98	64.5	E	715	0.95	64.1	E
NB TH	6	0.24	8.0	A	4	0.28	8.2	A
NB RT	105	0.24	8.0	A	120	0.28	8.2	A
NB APPROACH	957		58.0	E	839		55.8	E
SB LT	10	0.10	46.9	D	8	0.09	46.8	D
SB TH	6	0.10	46.9	D	7	0.09	46.8	D
SB RT	39	0.14	1.0	A	44	0.15	1.1	A
SB APPROACH	55		14.2	A	59		13.2	B
INTERSECTION	3,684		39.4	D	3,723		34.6	C

Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	33	0.72	14.6	B	49	0.85	21.6	C
EB TH	814	0.72	14.7	B	1,011	0.85	21.5	C
EB RT	697	0.72	13.9	B	846	0.85	20.8	C
EB APPROACH	1,544		14.4	B	1,906		21.2	C
WB LT	125	1.13	107.2	F	110	0.76	26.0	D
WB TH	995	1.13	105.4	F	783	0.76	24.9	C
WB RT	8	1.13	103.3	F	26	0.76	24.1	C
WB APPROACH	1,128		105.6	F	919		25.0	D
NB LT	846	0.92	47.1	E	715	0.93	54.9	F
NB TH	6	0.92	45.2	E	4	0.93	52.2	F
NB RT	105	0.92	45.8	E	120	0.93	52.2	F
NB APPROACH	957		47.0	E	839		54.5	F
SB LT	10	0.09	20.6	C	8	0.06	14.6	B
SB TH	6	0.09	20.6	C	7	0.06	14.6	B
SB RT	39	0.18	19.9	C	44	0.15	14.0	B
SB APPROACH	55		20.1	C	59		14.2	B
INTERSECTION	3,684		50.9	F	3,723		29.5	D

Table 4-24 summarizes the results of the two-lane roundabout analyses that were conducted for the Proctor Road/Dove Avenue and Lorraine Road intersections. All the movements at both intersections are projected to operate under capacity during both peak hours. The overall average intersection delays for the Proctor Road/Dove Avenue intersection are projected to range between approximately 18 seconds/vehicle (during the p.m. peak hour) and 24 seconds/vehicle (during the a.m. peak hour). The overall average intersection delays for the Lorraine Road intersection are projected to range between approximately 36 seconds/vehicle (during the p.m. peak hour) and 42 seconds/vehicle (during the a.m. peak hour). The Build Alternative design year intersection analysis summary sheets are provided in **Appendix U**.

Table 4-24: Design Year (2050) Proctor Road/Dove Avenue and Lorraine Road Peak Hour Roundabout Operations Summary - Build Alternative

Proctor Road/Dove Avenue

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	186	0.88	34.9	D	220	0.60	13.2	B
WB TH	708	0.88	33.9	D	547	0.60	12.9	B
WB RT	303	0.88	32.1	D	209	0.60	12.4	B
WB APPROACH	1,197		33.6	D	976		12.9	B
EB LT	229	0.60	14.0	B	203	0.78	23.4	C
EB TH	548	0.60	13.8	B	704	0.78	22.5	C
EB RT	142	0.60	13.3	B	217	0.78	21.7	C
EB APPROACH	919		13.8	B	1,124		22.5	C
NB LT	240	0.62	21.9	C	164	0.55	22.0	C
NB TH	103	0.62	21.0	C	63	0.55	21.2	C
NB RT	244	0.62	20.4	C	216	0.55	19.5	C
NB APPROACH	587		21.1	C	443		20.7	C
SB LT	180	0.57	23.8	C	270	0.57	18.9	C
SB TH	87	0.57	21.6	C	83	0.54	16.0	C
SB RT	177	0.57	20.8	C	206	0.54	16.0	C
SB APPROACH	444		22.1	C	559		17.4	C
INTERSECTION	3,147		23.9	C	3,102		18.3	C

Lorraine Road

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	387	0.93	50.6	F	291	0.78	31.8	D
WB TH	379	0.93	49.5	E	289	0.78	30.3	D
WB RT	206	0.93	49.0	E	214	0.78	29.6	D
WB APPROACH	972		49.8	E	794		30.7	D
EB LT	212	0.94	56.7	F	297	0.85	33.8	D
EB TH	271	0.94	56.3	F	388	0.85	33.3	D
EB RT	398	0.94	53.8	F	404	0.85	32.3	D
EB APPROACH	881		55.3	F	1,089		33.0	D
NB LT	399	0.82	32.1	D	364	0.97	59.1	F
NB TH	214	0.82	30.7	D	306	0.97	56.9	F
NB RT	286	0.82	31.7	D	382	0.97	55.2	F
NB APPROACH	899		31.6	D	1,052		57.0	F
SB LT	208	0.72	37.9	E	201	0.37	11.4	B
SB TH	296	0.72	32.0	D	185	0.37	12.8	B
SB RT	288	0.51	14.2	B	257	0.36	9.2	A
SB APPROACH	792		27.1	D	643		10.9	B
INTERSECTION	3,544		41.5	E	3,578		35.6	E

Table 4-25 summarizes the results of the design year peak hour weekend analyses that were conducted for the Twin Lakes Park Entrance/Exit and the Talon Boulevard/Ibis Street intersection. The northbound left-turn and right-turn movements at the Twin Lakes Park entrance/exit are projected to operate overcapacity in the a.m. peak hour under two-way stop control. All movements at this intersection are projected to operate under capacity with traffic signal control. In addition, all movements at the Talon Boulevard/Ibis Street intersection are projected to operate under capacity for both the signalized intersection and the roundabout. The overall average intersection delays for the signalized intersection are projected to be approximately 25 seconds/vehicle (in the p.m. peak hour) and 31 seconds/vehicle (in the a.m. peak hour). The overall average intersection delays for the roundabout are projected to range between approximately seven seconds/vehicle (in the p.m. peak hour) and 10 seconds/vehicle (in the a.m. peak hour)

The recommended design year laneage for the nine study intersections is graphically illustrated in **Figure 4-1**.

FIGURE 4-1: RECOMMENDED DESIGN YEAR (2050) INTERSECTION GEOMETRY

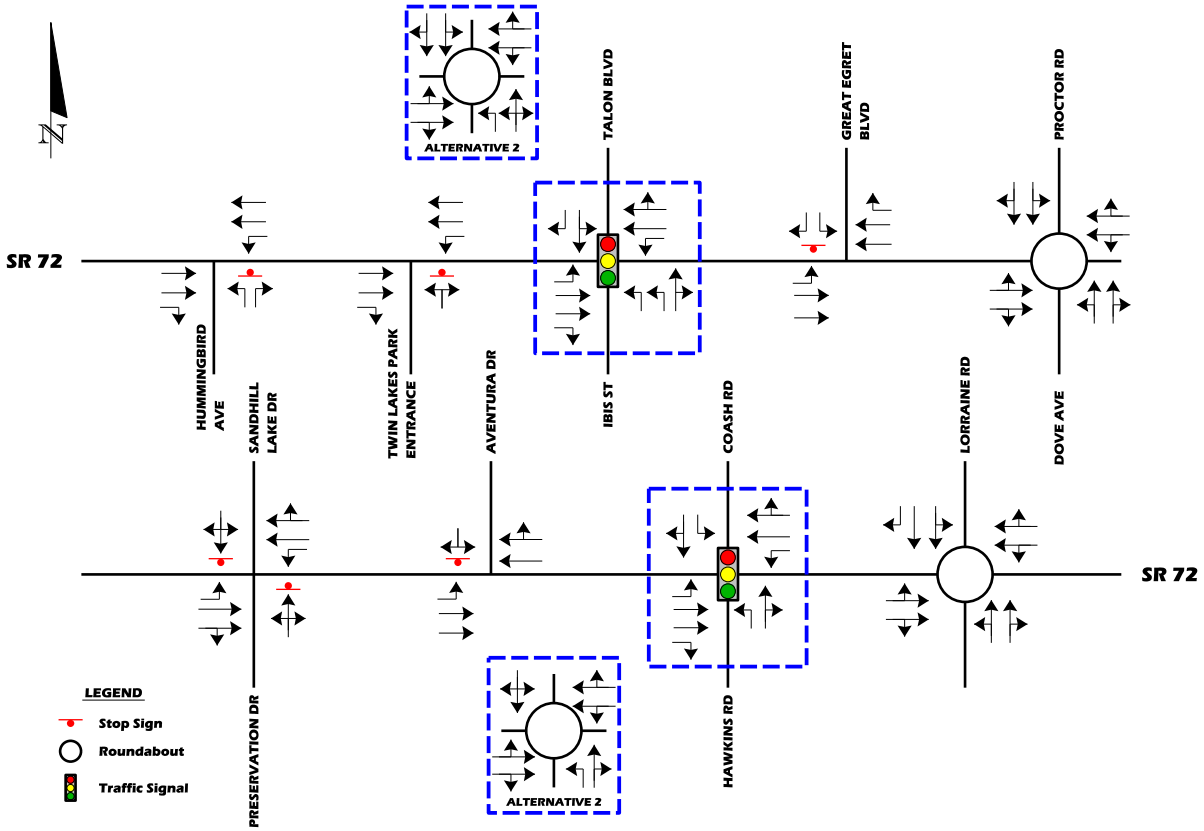


Table 4-25: Design Year (2050) Weekend Peak Hour Intersection Operations Summary - Build Alternative

Twin Lakes Park Entrance/Exit Unsignalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
WB LT	10	0.02	13.3	B	32	0.07	12.8	B
NB LT	64	**1.44**	404.1	F	42	0.67	103.8	F
NB RT	7	**1.44**	404.1	F	15	0.67	103.8	F
NB APPROACH	71		404.1	F	57		103.8	F

Twin Lakes Park Entrance/Exit Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB TH	1,227	0.69	13.3	B	1,127	0.66	12.8	B
EB RT	193	0.21	2.5	A	212	0.24	2.6	A
EB APPROACH	1,420		11.9	B	1,339		11.2	B
WB LT	10	0.04	4.6	A	32	0.10	4.6	A
WB TH	1,316	0.68	9.2	A	970	0.49	6.6	A
WB APPROACH	1,326		9.2	A	1,002		6.6	A
NB LT	64	0.28	22.1	C	42	0.23	20.8	C
NB RT	7	0.28	22.1	C	15	0.23	20.8	C
NB APPROACH	71		22.1	C	57		20.8	C
INTERSECTION	2,817		10.9	B	2,398		9.5	A

Talon Boulevard/Ibis Street Signalized Intersection

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	25	0.11	12.3	B	39	0.15	12.8	B
EB TH	936	0.92	42.1	D	807	0.77	28.7	C
EB RT	273	0.43	5.2	A	296	0.43	5.1	A
EB APPROACH	1,234		33.3	C	1,142		22.1	C
WB LT	69	0.29	14.3	B	46	0.18	13.1	B
WB TH	942	0.74	25.7	C	815	0.77	28.9	C
WB RT	2	0.74	25.7	C	3	0.77	28.9	C
WB APPROACH	1,013		24.9	C	864		28.1	C
NB LT	349	0.75	43.1	D	158	0.30	30.3	C
NB TH	1	0.19	12.1	B	1	0.08	14.8	B
NB RT	46	0.19	12.1	B	20	0.08	14.8	B
NB APPROACH	396		39.4	D	179		28.5	C
SB LT	4	0.02	29.6	C	2	0.01	29.0	C
SB TH	1	0.02	29.6	C	1	0.01	29.0	C
SB RT	35	0.09	0.4	A	29	0.07	0.3	A
SB APPROACH	40		3.9	A	32		2.9	A
INTERSECTION	2,683		30.6	C	2,217		24.6	C

Talon Boulevard/Ibis Street Roundabout

	AM Peak Hour				PM Peak Hour			
Movement	Volume	V/C	Delay	LOS	Volume	V/C	Delay	LOS
EB LT	25	0.52	8.6	A	39	0.44	7.2	A
EB TH	936	0.52	8.6	A	807	0.44	7.2	A
EB RT	273	0.52	8.4	A	296	0.44	7.0	A
EB APPROACH	1,234		8.5	A	1,142		7.1	A
WB LT	69	0.57	11.9	B	46	0.38	7.1	A
WB TH	942	0.57	11.4	B	815	0.38	7.0	A
WB RT	2	0.57	11.1	B	3	0.38	6.8	A
WB APPROACH	1,013		11.5	B	864		7.0	A
NB LT	349	0.39	12.8	B	158	0.14	7.3	A
NB TH	1	0.39	12.1	B	1	0.14	6.9	A
NB RT	46	0.39	12.5	B	20	0.14	6.9	A
NB APPROACH	396		12.8	B	179		7.3	A
SB LT	4	0.02	10.6	B	2	0.01	7.1	A
SB TH	1	0.02	10.6	B	1	0.01	7.1	A
SB RT	35	0.10	10.6	B	29	0.05	6.8	A
SB APPROACH	40		10.6	B	32		6.8	A
INTERSECTION	2,683		10.3	B	2,217		7.1	A

The 95th-percentile queue lengths are summarized in **Appendix V**. After the Final Project Traffic Analysis Report has been reviewed and approved by District One, Stage 1 Intersection Control Evaluation (ICE) analyses will be conducted for the Talon Boulevard/Ibis Street, Proctor Road/Dove Avenue, Coash Road/Hawkins Road and Lorraine Road intersections. A recommended intersection control strategy will be identified for each of these four intersections based on the Stage 1 ICE analyses and these recommended control strategies will be provided to District One for District Design Engineer (DDE) and District Traffic Operations Engineer (DTOE) approval.

SECTION 5.0 FUTURE CONDITIONS TRAFFIC SAFETY ANALYSIS

5.1 No-Build Alternative Predictive Crash Analysis

A quantitative safety analysis was conducted for the No-Build Alternative using the Highway Safety Manual (HSM) spreadsheet tools provided by the American Association of State Highway and Transportation Officials (AASHTO). The urban and suburban arterials spreadsheet was used to conduct this analysis. The quantitative safety analysis was conducted for the 20-year period between the opening year (2030) and the design year (2050) assumed for this project. Since roundabouts are currently being constructed at the Proctor Road/Dove Avenue and Lorraine Road intersections, and this construction will be completed prior to opening year (2030), Crash Modification Factors (CMF's) were applied to the crashes that were estimated using the HSM spreadsheet tool for these two intersections. The predicted crashes are categorized in terms of fatal/injury crashes and property damage only (PDO) crashes. The present value of the crashes was calculated by applying the FDOT KABCO crash costs documented in Table 122.6.2 of the 2022 FDOT Design Manual (FDM), as well as the two-lane undivided urban and suburban arterials HSM crash distribution for Florida documented in Table 122.6.4 of the 2022 FDM. These tables are included in **Appendix W**. An assumed 2% rate of return was also used to calculate the present value of the crashes. The No-Build Alternative HSM roadway segment analysis results and intersection analysis results are summarized in **Table 5-1** and **Table 5-2**, respectively. The total number of roadway segment crashes and intersection crashes predicted to occur within the study corridor for the No-Build Alternative are 316 and 430, respectively. The total present value of the roadway segment crashes and intersection crashes is estimated to be approximately $43.5 million and $58.6 million, respectively (in 2022 dollars).

Table 5-1: No-Build Alternative HSM Segment Analysis Results

Segment		Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
From	To				
Hummingbird Avenue	Twin Lakes Park Entrance	9	24	33	$4,453,212
Twin Lakes Park Entrance	Talon Boulevard/Ibis Stret	13	35	48	$6,570,435
Talon Boulevard/Ibis Stret	Great Egret Boulevard	12	32	44	$6,056,808
Great Egret Boulevard	Proctor Road/Dove Avenue	10	27	37	$5,112,280
Proctor Road/Dove Avenue	Sandhill Lake/Preservation Drive	8	22	30	$4,179,751
Sandhill Lake/Preservation Drive	Aventura Drive	6	14	20	$2,769,362
Aventura Drive	Coash Road/Hawkins Road	14	35	49	$6,852,825
Coash Road/Hawkins Road	Lorraine Road	15	40	55	$7,552,952
Total		**87**	**229**	**316**	**$43,547,625**

Table 5-2: No-Build Alternative HSM Intersection Analysis Results				
Intersection	Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
Hummingbird Avenue	25	47	72	$9,843,168
Twin Lakes Park Entrance	20	32	52	$7,033,100
Talon Boulevard/Ibis Street	35	67	102	$13,847,601
Great Egret Boulevard	9	13	22	$3,068,397
Proctor Road/Dove Avenue	22	43	65	$8,798,405
Sandhill Lake Drive/Preservation Drive	15	23	38	$5,267,003
Aventura Drive	9	12	21	$2,832,351
Coash Road/Hawkins Road	12	18	30	$4,173,980
Lorraine Road	12	16	28	$3,771,207
Total	**159**	**271**	**430**	**$58,635,212**

5.2 Build Alternative Predictive Crash Analysis

A quantitative safety analysis was also conducted for the Build Alternative using the HSM urban and suburban arterials spreadsheet, as well as the four-lane divided urban and suburban arterials HSM crash distribution for Florida documented in Table 122.6.4 of the 2022 FDM. The Build Alternative safety analysis was conducted assuming that roundabouts would also be constructed at the Talon Boulevard/Ibis Street intersection and the Coash Road/Hawkins Road intersection. The same CMF's that were utilized in the No-Build Alternative crash analysis were also utilized in the Build Alternative crash analysis. The Build Alternative HSM roadway segment analysis results and intersection analysis results are summarized in **Table 5-3** and **Table 5-4**, respectively. The total number of roadway segment crashes and intersection crashes predicted to occur within the study corridor for the Build Alternative are 235 and 310, respectively. The total present value of the roadway segment crashes and intersection crashes is estimated to be approximately $32.9 million and $42.3 million, respectively (in 2022 dollars).

Table 5-3: Build Alternative HSM Segment Analysis Results					
Segment		Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
From	To				
Hummingbird Avenue	Twin Lakes Park Entrance	6	17	23	$3,254,013
Twin Lakes Park Entrance	Talon Boulevard/Ibis Stret	9	25	34	$4,790,661
Talon Boulevard/Ibis Stret	Great Egret Boulevard	10	25	35	$4,813,958
Great Egret Boulevard	Proctor Road/Dove Avenue	8	21	29	$4,037,465
Proctor Road/Dove Avenue	Sandhill Lake/Preservation Drive	6	16	22	$3,163,570
Sandhill Lake/Preservation Drive	Aventura Drive	4	10	14	$1,926,439
Aventura Drive	Coash Road/Hawkins Road	10	25	35	$4,845,213
Coash Road/Hawkins Road	Lorraine Road	12	31	43	$6,093,537
Total		**65**	**170**	**235**	**$32,924,856**

Table 5-4: Build Alternative HSM Intersection Analysis Results				
Intersection	Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
Hummingbird Avenue	18	34	52	$7,059,490
Twin Lakes Park Entrance	14	23	37	$5,057,966
Talon Boulevard/Ibis Street	28	54	82	$11,032,797
Great Egret Boulevard	8	13	21	$2,898,963
Proctor Road/Dove Avenue	17	34	51	$7,038,743
Sandhill Lake Drive/Preservation Drive	10	15	25	$3,413,122
Aventura Drive	9	13	22	$3,029,883
Coash Road/Hawkins Road	4	5	9	$1,228,933
Lorraine Road	5	6	11	$1,525,649
Total	**113**	**197**	**310**	**$42,285,546**

A comparison of the No-Build Alternative and Build Alternative is provided in **Table 5-5**. Based on the HSM quantitative safety analysis results, the improvements included in the Build Alternative are anticipated to prevent 68 fatal/injury crashes and 133 property damage only crashes. This is estimated to result in a present value of approximately $27.0 million (in 2022 dollars).

Table 5-5: No-Build and Build Alternative HSM Analysis Comparison				
No-Build Alternative				
Locations	Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
Segments	87	229	316	$43,547,625
Intersections	159	271	430	$58,635,212
Total	246	500	746	$102,182,837
Build Alternative				
Locations	Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
Segments	65	170	235	$32,924,856
Intersections	113	197	310	$42,285,546
Total	178	367	545	$75,210,402
Reduction				
Locations	Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Value
Segments	22	59	81	$10,622,769
Intersections	46	74	120	$16,349,666
Total	68	133	201	$26,972,435

SECTION 6.0 CONCLUSIONS

This Project Traffic Analysis Report was prepared in support of the SR 72 PD&E Study. As discussed in this document, the existing conditions analysis indicates that all of the mainline roadway segments are currently operating at Level of Service C or better. A majority of the intersection movements are also currently operating under capacity at Level of Service E or better. A total of 119 crashes occurred within the study corridor during the five-year period from 2017 through 2021. Although the majority of the crashes involved property damage only, there were 43 personal injury crashes (approximately 36.0% of the total) resulting in 81 injuries. The Proctor Road/Dove Avenue, Hummingbird Avenue, Talon Boulevard/Ibis Street and Lorraine Road intersections have significantly higher crash rates than the five-year average crash rates for three-leg or four-leg intersections located on two-lane two-way undivided suburban state roadways in Sarasota County. Consequently, there exists a need to improve safety at these critical locations.

Based on the future forecasted growth in traffic volumes, mainline widening will be needed prior to the assumed design year (2050) to provide Level of Service D or better conditions throughout the study corridor. Although the one-lane roundabouts that are currently being constructed at the Proctor Road/Dove Avenue and Lorraine Road intersections are projected to provide Level of Service D or better operations overall in the year 2030, they are both expected to operate at Level of Service F overall prior to the year 2050 if no additional improvements are made at these locations. In addition, the recently signalized Talon Boulevard/Ibis Street intersection is also projected to operate at Level of Service F overall prior to the year 2050 if no additional improvements are made at this location.

The following four intersections were identified for Stage 1 Intersection Control Evaluation (ICE) analysis:

- Talon Boulevard/Ibis Street
- Proctor Road/Dove Avenue
- Coash Road/Hawkins Road
- Lorraine Road

The results of this analysis will be used to determine the recommended intersection control strategy for each of these locations. The Stage 1 ICE analysis will be documented in the SR 72 Preliminary Engineering Report.

Based on the results of the HSM safety analysis, the Build Alternative (i.e., a four-lane divided roadway) is estimated to eliminate approximately 68 fatal and injury crashes and approximately 133 property damage only crashes (compared to the No-Build Alternative) over the 20-year design life of the project, resulting in a net present value of approximately $27 million.

APPENDIX A

MACHINE TRAFFIC VOLUME COUNTS AND VEHICLE CLASSIFICATION COUNTS

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.269254
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.443208
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Queensbury Blvd				

Eastbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	12	1	5	3	22	36	142	254	162	136	137
30	11	3	5	3	6	26	53	155	215	165	134	146
45	11	3	4	2	5	14	78	173	175	124	158	168
00	6	1	5	6	18	41	107	210	175	145	143	166
Hr Total	**37**	**19**	**15**	**16**	**32**	**103**	**274**	**680**	**819**	**596**	**571**	**617**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	154	182	214	176	212	147	126	98	54	46	15
30	188	152	167	199	190	192	169	100	86	58	45	16
45	182	157	198	171	157	197	150	102	79	52	40	11
00	159	172	188	152	203	169	108	88	45	39	30	12
Hr Total	**709**	**635**	**735**	**736**	**726**	**770**	**574**	**416**	**308**	**203**	**161**	**54**

24 Hour Total:	9,806					
AM Peak Hour begins:	7:45	AM Peak Volume:	854	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	16:45	PM Peak Volume:	804	PM Peak Hour Factor:	0.95	

Westbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	1	2	2	24	52	209	237	144	157	169
30	6	1	1	4	4	21	98	182	232	166	145	167
45	3	3	4	7	9	43	141	191	244	172	163	172
00	5	1	5	3	14	45	166	184	187	158	148	158
Hr Total	**15**	**11**	**11**	**16**	**29**	**133**	**457**	**766**	**900**	**640**	**613**	**666**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	171	186	188	161	191	141	135	79	61	21	9
30	169	170	190	196	205	208	161	135	61	35	15	7
45	175	176	168	207	198	199	129	111	59	29	12	6
00	146	174	154	164	187	142	128	73	55	16	4	6
Hr Total	**653**	**691**	**698**	**755**	**751**	**740**	**559**	**454**	**254**	**141**	**52**	**28**

24 Hour Total:	10,033					
AM Peak Hour begins:	8:00	AM Peak Volume:	900	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	785	PM Peak Hour Factor:	0.94	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	18	2	7	5	46	88	351	491	306	293	306
30	17	4	6	7	10	47	151	337	447	331	279	313
45	14	6	8	9	14	57	219	364	419	296	321	340
00	11	2	10	9	32	86	273	394	362	303	291	324
Hr Total	**52**	**30**	**26**	**32**	**61**	**236**	**731**	**1,446**	**1,719**	**1,236**	**1,184**	**1,283**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	343	325	368	402	337	403	288	261	177	115	67	24
30	357	322	357	395	395	400	330	235	147	93	60	23
45	357	333	366	378	355	396	279	213	138	81	52	17
00	305	346	342	316	390	311	236	161	100	55	34	18
Hr Total	**1,362**	**1,326**	**1,433**	**1,491**	**1,477**	**1,510**	**1,133**	**870**	**562**	**344**	**213**	**82**

24 Hour Total:	19,839					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,751	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,589	PM Peak Hour Factor:	0.99	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.269254
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.443208
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Queensbury Blvd				

Eastbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	3	2	7	5	20	51	130	236	198	174	174
30	15	3	1	6	4	27	44	132	193	186	147	146
45	3	6	3	2	5	10	73	183	168	137	150	179
00	5	4	2	3	10	41	116	201	187	174	169	150
Hr Total	**38**	**16**	**8**	**18**	**24**	**98**	**284**	**646**	**784**	**695**	**640**	**649**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	167	156	244	203	258	185	137	79	72	32	16
30	162	168	185	241	183	272	141	109	87	70	37	22
45	173	168	224	181	203	251	157	109	104	47	32	21
00	167	162	213	188	227	175	108	90	76	26	25	10
Hr Total	**691**	**665**	**778**	**854**	**816**	**956**	**591**	**445**	**346**	**215**	**126**	**69**

24 Hour Total:	10,452					
AM Peak Hour begins:	7:30	AM Peak Volume:	813	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	1,008	PM Peak Hour Factor:		0.93

Westbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	3	4	14	55	188	234	159	153	177
30	3	4	1	1	8	19	72	175	245	155	192	187
45	6	2	1	9	11	39	132	205	216	183	156	161
00	1	4	2	9	15	39	180	255	190	178	144	168
Hr Total	**13**	**12**	**5**	**22**	**38**	**111**	**439**	**823**	**885**	**675**	**645**	**693**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	171	179	149	189	175	145	125	96	60	33	12
30	168	209	222	219	179	151	115	131	62	49	33	13
45	205	169	201	228	187	162	127	99	60	44	13	11
00	168	164	161	186	157	145	118	102	53	32	18	3
Hr Total	**718**	**713**	**763**	**782**	**712**	**633**	**505**	**457**	**271**	**185**	**97**	**39**

24 Hour Total:	10,236					
AM Peak Hour begins:	7:45	AM Peak Volume:	950	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:15	PM Peak Volume:	822	PM Peak Hour Factor:		0.90

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	5	3	10	9	34	106	318	470	357	327	351
30	18	7	2	7	12	46	116	307	438	341	339	333
45	9	8	4	11	16	49	205	388	384	320	306	340
00	6	8	4	12	25	80	296	456	377	352	313	318
Hr Total	**51**	**28**	**13**	**40**	**62**	**209**	**723**	**1,469**	**1,669**	**1,370**	**1,285**	**1,342**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	366	338	335	393	392	433	330	262	175	132	65	28
30	330	377	407	460	362	423	256	240	149	119	70	35
45	378	337	425	409	390	413	284	208	164	91	45	32
00	335	326	374	374	384	320	226	192	129	58	43	13
Hr Total	**1,409**	**1,378**	**1,541**	**1,636**	**1,528**	**1,589**	**1,096**	**902**	**617**	**400**	**223**	**108**

24 Hour Total:	20,688					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,752	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,653	PM Peak Hour Factor:		0.95

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.269013
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.440037
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Hummingbird Ave				

Eastbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	11	1	5	3	11	38	126	231	165	134	137
30	12	4	4	1	6	18	53	151	201	147	130	138
45	9	3	4	3	5	14	69	166	165	127	138	147
00	7	1	5	5	16	37	99	180	154	119	123	156
Hr Total	**36**	**19**	**14**	**14**	**30**	**80**	**259**	**623**	**751**	**558**	**525**	**578**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	136	166	186	159	191	137	117	88	49	40	15
30	177	137	143	186	170	194	163	98	82	55	37	14
45	169	152	184	160	151	173	129	94	71	47	33	12
00	144	154	174	139	169	154	101	80	41	36	29	11
Hr Total	**668**	**579**	**667**	**671**	**649**	**712**	**530**	**389**	**282**	**187**	**139**	**52**

24 Hour Total:	9,012					
AM Peak Hour begins:	7:30	AM Peak Volume:	778	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	14:30	PM Peak Volume:	730	PM Peak Hour Factor:	0.98	

Westbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	1	1	2	20	42	191	197	125	137	147
30	6	1	0	4	3	22	90	160	197	149	130	148
45	2	4	4	6	7	43	135	168	212	151	140	150
00	6	1	4	3	14	41	145	147	161	142	131	143
Hr Total	**15**	**12**	**9**	**14**	**26**	**126**	**412**	**666**	**767**	**567**	**538**	**588**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	158	164	165	127	170	127	127	74	52	20	9
30	153	152	179	167	182	183	139	120	54	31	14	7
45	153	145	148	181	174	185	125	103	52	31	10	6
00	134	164	141	155	172	135	111	69	54	16	3	6
Hr Total	**575**	**619**	**632**	**668**	**655**	**673**	**502**	**419**	**234**	**130**	**47**	**28**

24 Hour Total:	8,922					
AM Peak Hour begins:	8:00	AM Peak Volume:	767	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	16:45	PM Peak Volume:	710	PM Peak Hour Factor:	0.96	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	17	2	6	5	31	80	317	428	290	271	284
30	18	5	4	5	9	40	143	311	398	296	260	286
45	11	7	8	9	12	57	204	334	377	278	278	297
00	13	2	9	8	30	78	244	327	315	261	254	299
Hr Total	**51**	**31**	**23**	**28**	**56**	**206**	**671**	**1,289**	**1,518**	**1,125**	**1,063**	**1,166**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	313	294	330	351	286	361	264	244	162	101	60	24
30	330	289	322	353	352	377	302	218	136	86	51	21
45	322	297	332	341	325	358	254	197	123	78	43	18
00	278	318	315	294	341	289	212	149	95	52	32	17
Hr Total	**1,243**	**1,198**	**1,299**	**1,339**	**1,304**	**1,385**	**1,032**	**808**	**516**	**317**	**186**	**80**

24 Hour Total:	17,934					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,530	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,437	PM Peak Hour Factor:	0.95	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.269013
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.440037
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Hummingbird Ave				

Eastbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	2	2	7	4	11	46	121	214	198	173	166
30	14	1	0	4	4	19	47	123	169	163	139	141
45	3	6	3	2	5	9	65	177	146	137	135	147
00	5	4	2	3	7	40	98	173	159	156	161	152
Hr Total	**36**	**13**	**7**	**16**	**20**	**79**	**256**	**594**	**688**	**654**	**608**	**606**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	141	150	206	184	237	166	128	75	68	28	14
30	148	163	162	220	171	252	134	99	70	63	32	17
45	148	146	211	151	185	231	131	102	88	42	31	19
00	154	143	193	169	182	164	102	85	69	23	19	10
Hr Total	**637**	**593**	**716**	**746**	**722**	**884**	**533**	**414**	**302**	**196**	**110**	**60**

24 Hour Total:	9,490					
AM Peak Hour begins:	7:30	AM Peak Volume:	733	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	902	PM Peak Hour Factor:		0.89

Westbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	2	4	13	44	176	184	143	133	154
30	2	2	1	1	8	20	60	149	206	129	169	168
45	3	3	1	7	10	35	121	177	186	164	141	147
00	1	4	2	9	13	37	155	215	165	161	126	155
Hr Total	**8**	**10**	**4**	**19**	**35**	**105**	**380**	**717**	**741**	**597**	**569**	**624**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	155	155	137	154	148	123	109	91	57	29	10
30	145	182	203	194	159	135	106	112	56	41	31	13
45	177	155	178	197	163	140	107	84	52	41	12	10
00	146	148	145	163	138	133	101	96	46	29	16	3
Hr Total	**625**	**640**	**681**	**691**	**614**	**556**	**437**	**401**	**245**	**168**	**88**	**36**

24 Hour Total:	8,991					
AM Peak Hour begins:	7:45	AM Peak Volume:	791	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	15:15	PM Peak Volume:	708	PM Peak Hour Factor:		0.90

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	3	2	9	8	24	90	297	398	341	306	320
30	16	3	1	5	12	39	107	272	375	292	308	309
45	6	9	4	9	15	44	186	354	332	301	276	294
00	6	8	4	12	20	77	253	388	324	317	287	307
Hr Total	**44**	**23**	**11**	**35**	**55**	**184**	**636**	**1,311**	**1,429**	**1,251**	**1,177**	**1,230**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	344	296	305	343	338	385	289	237	166	125	57	24
30	293	345	365	414	330	387	240	211	126	104	63	30
45	325	301	389	348	348	371	238	186	140	83	43	29
00	300	291	338	332	320	297	203	181	115	52	35	13
Hr Total	**1,262**	**1,233**	**1,397**	**1,437**	**1,336**	**1,440**	**970**	**815**	**547**	**364**	**198**	**96**

24 Hour Total:	18,481					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,515	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	1,484	PM Peak Hour Factor:		0.90

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.269001
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.430895
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Talon Blvd/Ibis St				

Eastbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	0	3	2	9	27	90	167	118	92	93
30	11	3	2	0	5	12	38	107	144	103	95	107
45	6	2	2	3	5	9	55	132	120	102	98	120
00	2	1	5	2	13	12	64	137	116	96	93	109
Hr Total	**24**	**14**	**9**	**8**	**25**	**42**	**184**	**466**	**547**	**419**	**378**	**429**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	93	116	141	121	113	94	84	68	37	23	11
30	132	95	110	129	115	126	95	82	55	46	24	11
45	121	108	146	112	113	131	89	78	55	34	29	8
00	106	115	135	99	112	106	74	54	27	25	20	5
Hr Total	**496**	**411**	**507**	**481**	**461**	**476**	**352**	**298**	**205**	**142**	**96**	**35**

24 Hour Total:	6,505					
AM Peak Hour begins:	7:30	AM Peak Volume:	580	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	14:30	PM Peak Volume:	551	PM Peak Hour Factor:	0.94	

Westbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	1	2	18	36	121	144	96	107	115
30	4	1	0	3	4	20	60	125	185	134	112	110
45	4	3	1	6	5	26	114	150	157	110	109	101
00	5	1	4	3	9	40	108	118	125	103	109	120
Hr Total	**16**	**8**	**6**	**13**	**20**	**104**	**318**	**514**	**611**	**443**	**437**	**446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	113	127	134	112	166	115	69	38	35	10	6
30	107	124	108	142	152	171	102	53	37	18	14	5
45	107	111	113	157	144	155	88	64	42	23	8	4
00	117	134	113	111	136	107	69	56	31	14	2	5
Hr Total	**435**	**482**	**461**	**544**	**544**	**599**	**374**	**242**	**148**	**90**	**34**	**20**

24 Hour Total:	6,909					
AM Peak Hour begins:	8:00	AM Peak Volume:	611	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	16:45	PM Peak Volume:	628	PM Peak Hour Factor:	0.92	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	11	1	4	4	27	63	211	311	214	199	208
30	15	4	2	3	9	32	98	232	329	237	207	217
45	10	5	3	9	10	35	169	282	277	212	207	221
00	7	2	9	5	22	52	172	255	241	199	202	229
Hr Total	**40**	**22**	**15**	**21**	**45**	**146**	**502**	**980**	**1,158**	**862**	**815**	**875**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	206	243	275	233	279	209	153	106	72	33	17
30	239	219	218	271	267	297	197	135	92	64	38	16
45	228	219	259	269	257	286	177	142	97	57	37	12
00	223	249	248	210	248	213	143	110	58	39	22	10
Hr Total	**931**	**893**	**968**	**1,025**	**1,005**	**1,075**	**726**	**540**	**353**	**232**	**130**	**55**

24 Hour Total:	13,414					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,177	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,110	PM Peak Hour Factor:	0.93	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.269001
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.430895
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Talon Blvd/Ibis St				

Eastbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	1	1	7	2	7	33	85	150	156	121	115
30	9	0	0	3	0	15	33	89	111	117	105	108
45	3	3	2	1	4	6	47	135	108	97	109	112
00	5	3	2	2	4	17	64	131	104	120	118	107
Hr Total	**27**	**7**	**5**	**13**	**10**	**45**	**177**	**440**	**473**	**490**	**453**	**442**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	90	112	146	143	144	120	78	46	54	24	9
30	114	123	123	163	125	156	80	63	52	43	27	15
45	114	106	152	115	122	158	80	62	53	35	19	18
00	105	115	141	118	132	107	61	55	46	16	15	7
Hr Total	**481**	**434**	**528**	**542**	**522**	**565**	**341**	**258**	**197**	**148**	**85**	**49**

24 Hour Total:	6,732				
AM Peak Hour begins:	7:30	AM Peak Volume:	527	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:30	PM Peak Volume:	602	PM Peak Hour Factor:	0.92

Westbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	4	6	34	115	164	110	102	118
30	1	2	1	0	7	15	54	120	171	101	151	131
45	3	1	0	7	9	27	98	144	152	143	99	116
00	2	3	1	9	14	25	108	165	125	116	102	103
Hr Total	**7**	**6**	**2**	**18**	**34**	**73**	**294**	**544**	**612**	**470**	**454**	**468**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	125	122	109	122	126	89	69	48	21	10	5
30	130	151	148	165	129	120	62	66	41	28	8	10
45	114	115	127	162	140	115	72	39	35	15	6	8
00	108	129	105	135	119	97	57	36	27	14	8	3
Hr Total	**471**	**520**	**502**	**571**	**510**	**458**	**280**	**210**	**151**	**78**	**32**	**26**

24 Hour Total:	6,791				
AM Peak Hour begins:	7:45	AM Peak Volume:	652	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:15	PM Peak Volume:	584	PM Peak Hour Factor:	0.88

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	1	1	9	6	13	67	200	314	266	223	233
30	10	2	1	3	7	30	87	209	282	218	256	239
45	6	4	2	8	13	33	145	279	260	240	208	228
00	7	6	3	11	18	42	172	296	229	236	220	210
Hr Total	**34**	**13**	**7**	**31**	**44**	**118**	**471**	**984**	**1,085**	**960**	**907**	**910**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	215	234	255	265	270	209	147	94	75	34	14
30	244	274	271	328	254	276	142	129	93	71	35	25
45	228	221	279	277	262	273	152	101	88	50	25	26
00	213	244	246	253	251	204	118	91	73	30	23	10
Hr Total	**952**	**954**	**1,030**	**1,113**	**1,032**	**1,023**	**621**	**468**	**348**	**226**	**117**	**75**

24 Hour Total:	13,523				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,171	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:15	PM Peak Volume:	1,123	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.268110
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.418145
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Proctor Rd/Dove Ave				

Eastbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	0	3	6	12	18	76	145	121	97	90
30	8	5	2	0	3	10	45	104	138	90	92	110
45	6	1	2	3	6	11	45	138	126	110	108	107
00	2	0	4	1	13	15	57	136	103	104	89	113
Hr Total	**19**	**10**	**8**	**7**	**28**	**48**	**165**	**454**	**512**	**425**	**386**	**420**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	105	113	152	129	136	99	86	62	37	20	11
30	137	99	98	157	118	145	96	66	61	47	25	6
45	107	112	130	131	115	137	77	76	49	35	26	10
00	123	114	143	108	143	119	64	54	26	32	18	4
Hr Total	**496**	**430**	**484**	**548**	**505**	**537**	**336**	**282**	**198**	**151**	**89**	**31**

24 Hour Total:	6,569					
AM Peak Hour begins:	7:30	AM Peak Volume:	557	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	14:45	PM Peak Volume:	583	PM Peak Hour Factor:	0.93	

Westbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	3	2	20	35	127	160	96	107	100
30	5	3	0	0	3	22	89	124	172	130	104	120
45	2	5	1	4	4	26	102	165	158	116	111	105
00	6	1	4	2	7	43	130	160	125	96	120	110
Hr Total	**14**	**10**	**6**	**9**	**16**	**111**	**356**	**576**	**615**	**438**	**442**	**435**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	117	127	130	102	133	103	67	38	31	12	8
30	111	120	119	136	135	163	82	45	37	24	14	4
45	96	116	106	158	136	130	103	50	39	15	7	5
00	109	122	97	105	130	106	66	53	31	13	1	5
Hr Total	**417**	**475**	**449**	**529**	**503**	**532**	**354**	**215**	**145**	**83**	**34**	**22**

24 Hour Total:	6,786					
AM Peak Hour begins:	7:30	AM Peak Volume:	657	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:30	PM Peak Volume:	562	PM Peak Hour Factor:	0.86	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	1	6	8	32	53	203	305	217	204	190
30	13	8	2	0	6	32	134	228	310	220	196	230
45	8	6	3	7	10	37	147	303	284	226	219	212
00	8	1	8	3	20	58	187	296	228	200	209	223
Hr Total	**33**	**20**	**14**	**16**	**44**	**159**	**521**	**1,030**	**1,127**	**863**	**828**	**855**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	222	240	282	231	269	202	153	100	68	32	19
30	248	219	217	293	253	308	178	111	98	71	39	10
45	203	228	236	289	251	267	180	126	88	50	33	15
00	232	236	240	213	273	225	130	107	57	45	19	9
Hr Total	**913**	**905**	**933**	**1,077**	**1,008**	**1,069**	**690**	**497**	**343**	**234**	**123**	**53**

24 Hour Total:	13,355					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,214	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,117	PM Peak Hour Factor:	0.91	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.268110
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.418145
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Proctor Rd/Dove Ave				

Eastbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	7	3	6	26	65	138	136	104	126
30	9	0	0	1	0	18	30	86	108	115	93	105
45	2	2	2	1	2	5	35	131	102	111	121	116
00	3	3	1	2	5	20	66	136	91	111	119	105
Hr Total	**19**	**6**	**4**	**11**	**10**	**49**	**157**	**418**	**439**	**473**	**437**	**452**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	112	117	156	138	142	122	68	43	42	21	10
30	121	117	120	181	132	140	92	57	47	48	21	7
45	112	94	148	108	143	175	81	66	57	40	17	18
00	93	119	155	133	125	110	73	45	43	22	17	5
Hr Total	**462**	**442**	**540**	**578**	**538**	**567**	**368**	**236**	**190**	**152**	**76**	**40**

24 Hour Total:	6,664					
AM Peak Hour begins:	7:30	AM Peak Volume:	513	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	14:30	PM Peak Volume:	640	PM Peak Hour Factor:	0.88	

Westbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	3	7	36	135	169	110	101	108
30	3	2	1	0	4	14	64	133	166	100	137	132
45	0	2	0	10	11	32	108	154	139	155	95	111
00	2	2	1	5	11	29	109	189	136	103	102	101
Hr Total	**6**	**6**	**2**	**17**	**29**	**82**	**317**	**611**	**610**	**468**	**435**	**452**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	115	120	97	104	108	91	89	50	19	11	5
30	123	142	160	137	121	104	63	49	38	30	9	10
45	101	128	126	169	116	115	69	40	40	17	8	7
00	115	123	102	127	124	88	53	44	25	14	8	2
Hr Total	**437**	**508**	**508**	**530**	**465**	**415**	**276**	**222**	**153**	**80**	**36**	**24**

24 Hour Total:	6,689					
AM Peak Hour begins:	7:30	AM Peak Volume:	678	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	15:15	PM Peak Volume:	537	PM Peak Hour Factor:	0.79	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	1	9	6	13	62	200	307	246	205	234
30	12	2	1	1	4	32	94	219	274	215	230	237
45	2	4	2	11	13	37	143	285	241	266	216	227
00	5	5	2	7	16	49	175	325	227	214	221	206
Hr Total	**25**	**12**	**6**	**28**	**39**	**131**	**474**	**1,029**	**1,049**	**941**	**872**	**904**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	234	227	237	253	242	250	213	157	93	61	32	15
30	244	259	280	318	253	244	155	106	85	78	30	17
45	213	222	274	277	259	290	150	106	97	57	25	25
00	208	242	257	260	249	198	126	89	68	36	25	7
Hr Total	**899**	**950**	**1,048**	**1,108**	**1,003**	**982**	**644**	**458**	**343**	**232**	**112**	**64**

24 Hour Total:	13,353					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,191	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:00	PM Peak Volume:	1,108	PM Peak Hour Factor:	0.87	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.255619
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.397359
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Lorraine Rd				

Eastbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	3	2	5	10	29	51	71	61	64
30	5	3	2	0	3	4	23	52	82	68	50	55
45	6	1	1	0	4	6	41	54	64	59	61	60
00	3	0	2	1	7	6	29	49	57	55	61	77
Hr Total	**17**	**7**	**7**	**4**	**16**	**21**	**103**	**184**	**254**	**253**	**233**	**256**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	74	75	80	82	94	67	35	36	15	12	8
30	85	62	56	87	83	94	76	31	43	28	14	3
45	70	64	69	73	77	85	56	44	30	22	11	4
00	71	67	65	78	81	97	39	30	21	19	10	4
Hr Total	**315**	**267**	**265**	**318**	**323**	**370**	**238**	**140**	**130**	**84**	**47**	**19**

24 Hour Total:	3,871				
AM Peak Hour begins:	11:30	AM Peak Volume:	311	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00	PM Peak Volume:	370	PM Peak Hour Factor:	0.95

Westbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	2	1	17	44	74	105	59	63	75
30	5	2	0	0	1	13	71	85	91	99	77	92
45	4	4	1	6	5	22	93	105	88	57	56	66
00	3	0	3	0	9	32	87	100	55	57	76	55
Hr Total	**14**	**9**	**5**	**8**	**16**	**84**	**295**	**364**	**339**	**272**	**272**	**288**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	66	77	86	46	46	49	31	24	8	4	4
30	66	82	73	53	64	44	44	21	26	7	11	3
45	57	91	76	64	65	56	36	23	13	7	2	4
00	76	72	58	50	51	59	39	20	18	9	5	1
Hr Total	**267**	**311**	**284**	**253**	**226**	**205**	**168**	**95**	**81**	**31**	**22**	**12**

24 Hour Total:	3,921				
AM Peak Hour begins:	7:30	AM Peak Volume:	401	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	13:15	PM Peak Volume:	322	PM Peak Hour Factor:	0.88

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	3	5	3	22	54	103	156	130	124	139
30	10	5	2	0	4	17	94	137	173	167	127	147
45	10	5	2	6	9	28	134	159	152	116	117	126
00	6	0	5	1	16	38	116	149	112	112	137	132
Hr Total	**31**	**16**	**12**	**12**	**32**	**105**	**398**	**548**	**593**	**525**	**505**	**544**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	140	152	166	128	140	116	66	60	23	16	12
30	151	144	129	140	147	138	120	52	69	35	25	6
45	127	155	145	137	142	141	92	67	43	29	13	8
00	147	139	123	128	132	156	78	50	39	28	15	5
Hr Total	**582**	**578**	**549**	**571**	**549**	**575**	**406**	**235**	**211**	**115**	**69**	**31**

24 Hour Total:	7,792				
AM Peak Hour begins:	7:30	AM Peak Volume:	637	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	13:15	PM Peak Volume:	590	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.255619
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.397359
City:	Sarasota	County:	Sarasota		
Location	SR 72 east of Lorraine Rd				

Eastbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	3	3	4	12	29	58	89	52	87
30	8	0	0	4	2	13	19	59	54	63	65	71
45	2	0	1	0	0	6	26	52	55	71	62	59
00	0	3	0	0	2	9	33	62	71	75	73	76
Hr Total	**12**	**4**	**3**	**7**	**7**	**32**	**90**	**202**	**238**	**298**	**252**	**293**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	72	84	90	86	62	93	38	34	22	9	9
30	84	66	86	102	70	83	67	35	25	23	15	7
45	77	60	59	75	86	97	40	44	26	29	11	12
00	60	54	72	89	78	72	49	33	20	16	11	3
Hr Total	**305**	**252**	**301**	**356**	**320**	**314**	**249**	**150**	**105**	**90**	**46**	**31**

24 Hour Total:	3,957					
AM Peak Hour begins:	11:30	AM Peak Volume:	303	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	15:00	PM Peak Volume:	356	PM Peak Hour Factor:	0.87	

Westbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	3	6	33	83	112	48	75	69
30	3	2	1	0	5	12	65	97	113	65	106	76
45	2	2	0	9	5	29	87	104	77	101	67	69
00	3	2	1	4	10	28	84	111	71	56	63	62
Hr Total	**9**	**6**	**2**	**14**	**23**	**75**	**269**	**395**	**373**	**270**	**311**	**276**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	70	85	56	60	54	49	40	30	12	6	2
30	70	86	105	60	50	56	42	24	22	24	7	7
45	81	67	88	81	57	50	40	32	21	10	6	4
00	65	71	65	75	64	52	26	35	21	8	3	3
Hr Total	**288**	**294**	**343**	**272**	**231**	**212**	**157**	**131**	**94**	**54**	**22**	**16**

24 Hour Total:	4,137					
AM Peak Hour begins:	7:30	AM Peak Volume:	440	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	13:45	PM Peak Volume:	349	PM Peak Hour Factor:	0.83	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	4	6	10	45	112	170	137	127	156
30	11	2	1	4	7	25	84	156	167	128	171	147
45	4	2	1	9	5	35	113	156	132	172	129	128
00	3	5	1	4	12	37	117	173	142	131	136	138
Hr Total	**21**	**10**	**5**	**21**	**30**	**107**	**359**	**597**	**611**	**568**	**563**	**569**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	142	169	146	146	116	142	78	64	34	15	11
30	154	152	191	162	120	139	109	59	47	47	22	14
45	158	127	147	156	143	147	80	76	47	39	17	16
00	125	125	137	164	142	124	75	68	41	24	14	6
Hr Total	**593**	**546**	**644**	**628**	**551**	**526**	**406**	**281**	**199**	**144**	**68**	**47**

24 Hour Total:	8,094					
AM Peak Hour begins:	7:30	AM Peak Volume:	666	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	14:00	PM Peak Volume:	644	PM Peak Hour Factor:	0.84	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.268033
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.441156
City:	Sarasota	County:	Sarasota		
Location	Hummingbird Ave south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	1	7	18	35	11	19	18
30	1	0	1	1	0	0	13	20	32	15	11	16
45	0	0	0	0	1	2	9	22	32	23	28	19
00	0	0	0	0	1	7	20	30	23	12	7	14
Hr Total	**1**	**0**	**1**	**2**	**3**	**10**	**49**	**90**	**122**	**61**	**65**	**67**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	6	16	15	30	22	12	7	8	8	0	0
30	17	17	9	23	16	15	18	16	4	3	1	0
45	18	18	12	17	19	12	9	11	6	1	1	0
00	10	10	12	8	10	7	13	7	2	0	1	0
Hr Total	**65**	**51**	**49**	**63**	**75**	**56**	**52**	**41**	**20**	**12**	**3**	**0**

24 Hour Total:	958					
AM Peak Hour begins:	7:45	AM Peak Volume:	129	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:15	PM Peak Volume:	78	PM Peak Hour Factor:	0.65	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	10	3	14	38	12	14	14
30	0	0	1	1	0	9	1	11	21	9	9	13
45	1	0	0	0	0	1	10	6	12	10	12	16
00	0	0	0	1	2	3	6	11	12	9	11	17
Hr Total	**2**	**0**	**1**	**2**	**2**	**23**	**20**	**42**	**83**	**40**	**46**	**60**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	18	21	19	15	30	15	8	8	8	6	1
30	9	14	16	23	26	12	14	8	6	3	7	0
45	12	10	16	14	13	14	19	10	8	7	4	1
00	20	21	24	20	18	17	8	13	4	3	4	1
Hr Total	**55**	**63**	**77**	**76**	**72**	**73**	**56**	**39**	**26**	**21**	**21**	**3**

24 Hour Total:	903					
AM Peak Hour begins:	8:00	AM Peak Volume:	83	AM Peak Hour Factor:	0.55	
PM Peak Hour begins:	16:15	PM Peak Volume:	87	PM Peak Hour Factor:	0.73	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	11	10	32	73	23	33	32
30	1	0	2	2	0	9	14	31	53	24	20	29
45	1	0	0	0	1	3	19	28	44	33	40	35
00	0	0	0	1	3	10	26	41	35	21	18	31
Hr Total	**3**	**0**	**2**	**4**	**5**	**33**	**69**	**132**	**205**	**101**	**111**	**127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	37	34	45	52	27	15	16	16	6	1
30	26	31	25	46	42	27	32	24	10	6	8	0
45	30	28	28	31	32	26	28	21	14	8	5	1
00	30	31	36	28	28	24	21	20	6	3	5	1
Hr Total	**120**	**114**	**126**	**139**	**147**	**129**	**108**	**80**	**46**	**33**	**24**	**3**

24 Hour Total:	1,861					
AM Peak Hour begins:	7:45	AM Peak Volume:	211	AM Peak Hour Factor:	0.72	
PM Peak Hour begins:	16:15	PM Peak Volume:	154	PM Peak Hour Factor:	0.74	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.268033
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.441156
City:	Sarasota	County:	Sarasota		
Location	Hummingbird Ave south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	10	19	38	16	21	20
30	0	0	0	0	0	0	11	17	36	16	17	14
45	2	0	0	2	1	4	13	33	27	16	10	11
00	0	0	0	0	2	4	22	35	23	15	16	17
Hr Total	**3**	**1**	**1**	**2**	**3**	**8**	**56**	**104**	**124**	**63**	**64**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	11	17	18	25	22	17	15	6	3	5	2
30	22	14	13	17	15	19	11	16	4	4	1	0
45	12	13	14	24	19	11	15	11	7	5	1	1
00	20	15	9	19	16	12	15	9	6	2	3	0
Hr Total	**69**	**53**	**53**	**78**	**75**	**64**	**58**	**51**	**23**	**14**	**10**	**3**

24 Hour Total:	1,042					
AM Peak Hour begins:	7:30	AM Peak Volume:	142	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:15	PM Peak Volume:	85	PM Peak Hour Factor:		0.85

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	8	5	9	37	14	9	15
30	0	1	1	2	0	9	1	14	26	12	12	7
45	0	0	0	0	0	1	6	5	18	14	7	16
00	0	0	0	0	3	1	14	17	18	11	18	13
Hr Total	**1**	**2**	**1**	**2**	**3**	**19**	**26**	**45**	**99**	**51**	**46**	**51**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	16	14	36	16	34	18	8	7	3	5	2
30	11	14	15	21	18	26	15	14	16	6	2	4
45	23	18	21	31	28	16	17	7	17	2	2	2
00	20	22	26	20	27	15	11	7	7	4	8	1
Hr Total	**63**	**70**	**76**	**108**	**89**	**91**	**61**	**36**	**47**	**15**	**17**	**9**

24 Hour Total:	1,028					
AM Peak Hour begins:	8:00	AM Peak Volume:	99	AM Peak Hour Factor:		0.67
PM Peak Hour begins:	16:30	PM Peak Volume:	115	PM Peak Hour Factor:		0.85

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	0	8	15	28	75	30	30	35
30	0	1	1	2	0	9	12	31	62	28	29	21
45	2	0	0	2	1	5	19	38	45	30	17	27
00	0	0	0	0	5	5	36	52	41	26	34	30
Hr Total	**4**	**3**	**2**	**4**	**6**	**27**	**82**	**149**	**223**	**114**	**110**	**113**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	27	31	54	41	56	35	23	13	6	10	4
30	33	28	28	38	33	45	26	30	20	10	3	4
45	35	31	35	55	47	27	32	18	24	7	3	3
00	40	37	35	39	43	27	26	16	13	6	11	1
Hr Total	**132**	**123**	**129**	**186**	**164**	**155**	**119**	**87**	**70**	**29**	**27**	**12**

24 Hour Total:	2,070					
AM Peak Hour begins:	7:45	AM Peak Volume:	234	AM Peak Hour Factor:		0.78
PM Peak Hour begins:	16:30	PM Peak Volume:	191	PM Peak Hour Factor:		0.85

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.267503
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.438081
City:	Sarasota	County:	Sarasota		
Location	Twin Lakes Park south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	5	2	0	6	4
30	0	0	0	0	0	0	4	4	6	6	4	8
45	0	0	0	0	0	1	2	5	6	1	4	7
00	1	0	0	0	0	0	8	4	4	6	1	3
Hr Total	**1**	**0**	**0**	**0**	**0**	**1**	**15**	**18**	**18**	**13**	**15**	**22**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	3	8	2	5	5	4	20	6	4	0	0
30	8	4	25	4	3	12	3	38	3	3	3	0
45	4	7	11	5	10	2	20	16	2	1	0	0
00	2	1	7	4	13	6	7	3	15	2	0	0
Hr Total	**25**	**15**	**51**	**15**	**31**	**25**	**34**	**77**	**26**	**10**	**3**	**0**

24 Hour Total:	415					
AM Peak Hour begins:	11:15	AM Peak Volume:	29	AM Peak Hour Factor:	0.66	
PM Peak Hour begins:	18:30	PM Peak Volume:	85	PM Peak Hour Factor:	0.56	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	7	4	5	6	5	5
30	0	0	0	0	0	1	3	5	7	7	8	3
45	0	0	0	0	0	5	4	2	3	2	8	2
00	1	0	0	0	0	18	7	4	7	5	2	8
Hr Total	**1**	**0**	**0**	**0**	**0**	**26**	**21**	**15**	**22**	**20**	**23**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	7	9	3	2	19	12	5	2	0	0	0
30	5	6	2	4	6	15	24	9	2	0	2	0
45	6	9	1	2	10	12	16	2	1	0	0	0
00	6	7	5	4	28	19	7	1	2	1	0	0
Hr Total	**21**	**29**	**17**	**13**	**46**	**65**	**59**	**17**	**7**	**1**	**2**	**0**

24 Hour Total:	423					
AM Peak Hour begins:	5:30	AM Peak Volume:	33	AM Peak Hour Factor:	0.46	
PM Peak Hour begins:	16:45	PM Peak Volume:	74	PM Peak Hour Factor:	0.66	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	8	9	7	6	11	9
30	0	0	0	0	0	1	7	9	13	13	12	11
45	0	0	0	0	0	6	6	7	9	3	12	9
00	2	0	0	0	0	18	15	8	11	11	3	11
Hr Total	**2**	**0**	**0**	**0**	**0**	**27**	**36**	**33**	**40**	**33**	**38**	**40**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	10	17	5	7	24	16	25	8	4	0	0
30	13	10	27	8	9	27	27	47	5	3	5	0
45	10	16	12	7	20	14	36	18	3	1	0	0
00	8	8	12	8	41	25	14	4	17	3	0	0
Hr Total	**46**	**44**	**68**	**28**	**77**	**90**	**93**	**94**	**33**	**11**	**5**	**0**

24 Hour Total:	838					
AM Peak Hour begins:	11:30	AM Peak Volume:	48	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	18:30	PM Peak Volume:	122	PM Peak Hour Factor:	0.65	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.267503
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.438081
City:	Sarasota	County:	Sarasota		
Location	Twin Lakes Park south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	3	9	5	2	5	7
30	0	0	0	0	0	2	2	2	5	3	5	6
45	0	0	1	0	0	0	3	7	10	3	9	5
00	0	0	0	0	0	0	10	3	3	2	4	6
Hr Total	**0**	**0**	**1**	**0**	**0**	**2**	**18**	**21**	**23**	**10**	**23**	**24**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	3	5	4	5	7	7	15	10	13	9	0
30	6	5	28	6	5	6	8	17	4	7	10	1
45	4	5	18	6	5	7	17	22	10	14	1	0
00	4	7	3	2	6	2	3	22	7	5	0	0
Hr Total	**20**	**20**	**54**	**18**	**21**	**22**	**35**	**76**	**31**	**39**	**20**	**1**

24 Hour Total:	479				
AM Peak Hour begins:	6:45	AM Peak Volume:	28	AM Peak Hour Factor:	0.70
PM Peak Hour begins:	19:00	PM Peak Volume:	76	PM Peak Hour Factor:	0.86

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	2	6	4	10	7	3	7
30	1	0	0	0	0	5	2	3	4	7	7	7
45	0	0	1	0	0	3	3	5	6	7	2	3
00	0	0	0	0	0	20	8	4	13	2	7	9
Hr Total	**1**	**1**	**1**	**0**	**0**	**30**	**19**	**16**	**33**	**23**	**19**	**26**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	11	5	3	4	29	15	18	5	1	0	0
30	4	5	1	3	7	28	24	13	2	0	0	0
45	3	8	1	4	9	11	22	5	6	2	0	0
00	8	4	2	2	19	21	13	8	2	0	1	0
Hr Total	**19**	**28**	**9**	**12**	**39**	**89**	**74**	**44**	**15**	**3**	**1**	**0**

24 Hour Total:	502				
AM Peak Hour begins:	5:15	AM Peak Volume:	34	AM Peak Hour Factor:	0.43
PM Peak Hour begins:	17:00	PM Peak Volume:	89	PM Peak Hour Factor:	0.77

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	2	9	13	15	9	8	14
30	1	0	0	0	0	7	4	5	9	10	12	13
45	0	0	2	0	0	3	6	12	16	10	11	8
00	0	0	0	0	0	20	18	7	16	4	11	15
Hr Total	**1**	**1**	**2**	**0**	**0**	**32**	**37**	**37**	**56**	**33**	**42**	**50**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	14	10	7	9	36	22	33	15	14	9	0
30	10	10	29	9	12	34	32	30	6	7	10	1
45	7	13	19	10	14	18	39	27	16	16	1	0
00	12	11	5	4	25	23	16	30	9	5	1	0
Hr Total	**39**	**48**	**63**	**30**	**60**	**111**	**109**	**120**	**46**	**42**	**21**	**1**

24 Hour Total:	981				
AM Peak Hour begins:	8:00	AM Peak Volume:	56	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	18:15	PM Peak Volume:	120	PM Peak Hour Factor:	0.77

Volume Count Report

Start Date:	May 14, 2022	Start Time:	0:00	GPS:	27.267503
Stop Date:	May 15, 2022	Stop Time:	0:00		-82.438081
City:	Sarasota	County:	Sarasota		
Location	Twin Lakes Park south of SR 72				

Northbound Volume

Saturday, May 14, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	11	3	5	8
30	0	0	0	0	0	0	1	1	3	1	3	17
45	1	1	0	0	0	0	0	3	2	7	4	10
00	0	0	0	0	0	0	1	3	3	12	9	9
Hr Total	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**8**	**19**	**23**	**21**	**44**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	14	28	7	4	7	8	12	8	0	0
30	4	18	4	3	7	9	5	7	8	1	0	1
45	15	7	1	2	3	9	5	11	11	0	0	0
00	9	11	6	5	5	47	20	40	37	0	9	0
Hr Total	**40**	**50**	**25**	**38**	**22**	**69**	**37**	**66**	**68**	**9**	**9**	**1**

24 Hour Total:	553					
AM Peak Hour begins:	11:15	AM Peak Volume:	48	AM Peak Hour Factor:	0.71
PM Peak Hour begins:	17:15	PM Peak Volume:	72	PM Peak Hour Factor:	0.38

Southbound Volume

Saturday, May 14, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	3	31	7	16	8
30	0	0	0	0	0	1	1	2	16	14	20	7
45	2	0	0	0	0	1	2	5	7	28	14	10
00	0	0	0	0	0	0	5	8	3	18	16	20
Hr Total	**2**	**0**	**0**	**0**	**0**	**2**	**8**	**18**	**57**	**67**	**66**	**45**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	3	2	2	19	19	24	14	4	1	0	1
30	7	3	2	4	20	24	7	15	1	1	0	0
45	7	4	3	4	31	12	3	6	1	0	1	0
00	6	1	3	13	25	17	9	4	1	0	0	1
Hr Total	**32**	**11**	**10**	**23**	**95**	**72**	**43**	**39**	**7**	**2**	**1**	**2**

24 Hour Total:	602					
AM Peak Hour begins:	9:30	AM Peak Volume:	82	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	16:30	PM Peak Volume:	99	PM Peak Hour Factor:	0.80

Total Volume

Saturday, May 14, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	4	42	10	21	16
30	0	0	0	0	0	1	2	3	19	15	23	24
45	3	1	0	0	0	1	2	8	9	35	18	20
00	0	0	0	0	0	0	6	11	6	30	25	29
Hr Total	**3**	**1**	**0**	**0**	**0**	**2**	**10**	**26**	**76**	**90**	**87**	**89**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	17	16	30	26	23	31	22	16	9	0	1
30	11	21	6	7	27	33	12	22	9	2	0	1
45	22	11	4	6	34	21	8	17	12	0	1	0
00	15	12	9	18	30	64	29	44	38	0	9	1
Hr Total	**72**	**61**	**35**	**61**	**117**	**141**	**80**	**105**	**75**	**11**	**10**	**3**

24 Hour Total:	1,155					
AM Peak Hour begins:	9:30	AM Peak Volume:	109	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	17:15	PM Peak Volume:	149	PM Peak Hour Factor:	0.58

Volume Count Report

Start Date:	May 15, 2022	Start Time:	0:00	GPS:	27.267503
Stop Date:	May 16, 2022	Stop Time:	0:00		-82.438081
City:	Sarasota	County:	Sarasota		
Location	Twin Lakes Park south of SR 72				

Northbound Volume

Sunday, May 15, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	1	0	2	2	5	1
30	0	0	1	0	0	0	1	0	2	3	0	6
45	0	0	0	0	0	0	0	1	1	1	5	7
00	1	0	0	0	0	0	1	0	2	7	4	4
Hr Total	**3**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**7**	**13**	**14**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	4	3	8	3	2	5	7	1	2	0	0
30	3	0	2	1	0	0	5	2	1	2	0	0
45	3	4	3	0	2	0	5	5	5	0	2	0
00	1	1	2	2	2	3	4	2	4	0	0	0
Hr Total	**12**	**9**	**10**	**11**	**7**	**5**	**19**	**16**	**11**	**4**	**2**	**0**

24 Hour Total:	166				
AM Peak Hour begins:	11:15	AM Peak Volume:	22	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	18:15	PM Peak Volume:	21	PM Peak Hour Factor:	0.75

Southbound Volume

Sunday, May 15, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	4	3	5	2
30	0	0	0	0	0	0	1	2	2	3	5	3
45	0	1	0	0	0	1	2	0	3	6	4	4
00	0	0	0	0	0	2	1	5	7	6	1	3
Hr Total	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**7**	**16**	**18**	**15**	**12**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	3	4	1	3	2	4	4	0	0	1	1
30	3	1	1	0	1	1	10	4	0	0	0	0
45	0	3	1	3	2	3	5	1	2	0	1	0
00	2	3	1	6	2	3	3	0	2	0	0	0
Hr Total	**6**	**10**	**7**	**10**	**8**	**9**	**22**	**9**	**4**	**0**	**2**	**1**

24 Hour Total:	164				
AM Peak Hour begins:	9:30	AM Peak Volume:	22	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:45	PM Peak Volume:	22	PM Peak Hour Factor:	0.55

Total Volume

Sunday, May 15, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	1	0	6	5	10	3
30	0	0	1	0	0	0	2	2	4	6	5	9
45	0	1	0	0	0	1	2	1	4	7	9	11
00	1	0	0	0	0	2	2	5	9	13	5	7
Hr Total	**3**	**1**	**1**	**0**	**0**	**3**	**7**	**8**	**23**	**31**	**29**	**30**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	7	7	9	6	4	9	11	1	2	1	1
30	6	1	3	1	1	1	15	6	1	2	0	0
45	3	7	4	3	4	3	10	6	7	0	3	0
00	3	4	3	8	4	6	7	2	6	0	0	0
Hr Total	**18**	**19**	**17**	**21**	**15**	**14**	**41**	**25**	**15**	**4**	**4**	**1**

24 Hour Total:	330				
AM Peak Hour begins:	9:45	AM Peak Volume:	37	AM Peak Hour Factor:	0.71
PM Peak Hour begins:	18:15	PM Peak Volume:	43	PM Peak Hour Factor:	0.72

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.269200
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.434221
City:	Sarasota	County:	Sarasota		
Location	Talon Blvd north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	0	0	2	7	5	6	12
30	0	1	0	0	0	0	0	14	8	9	4	8
45	0	0	3	0	0	0	0	5	5	7	9	9
00	2	0	1	0	1	2	1	5	9	5	11	13
Hr Total	**3**	**2**	**4**	**1**	**1**	**2**	**1**	**26**	**29**	**26**	**30**	**42**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	14	14	13	11	25	14	11	7	3	6	2
30	9	10	9	20	7	17	11	14	13	4	5	0
45	14	8	5	13	13	11	7	11	7	3	5	4
00	11	10	13	8	12	16	12	4	4	4	2	2
Hr Total	**43**	**42**	**41**	**54**	**43**	**69**	**44**	**40**	**31**	**14**	**18**	**8**

24 Hour Total:	614					
AM Peak Hour begins:	11:00	AM Peak Volume:	42	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:00	PM Peak Volume:	69	PM Peak Hour Factor:	0.69	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	21	16	7	8	14
30	0	0	0	0	0	0	4	20	9	10	8	13
45	0	0	2	0	1	0	6	6	17	12	13	6
00	0	0	0	0	2	6	18	16	10	8	6	4
Hr Total	**0**	**0**	**2**	**0**	**3**	**7**	**28**	**63**	**52**	**37**	**35**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	13	9	9	12	9	13	4	0	2	0
30	7	9	9	12	17	12	10	5	4	1	1	2
45	13	13	10	8	11	16	7	1	1	3	0	1
00	11	13	16	8	11	5	7	4	1	1	0	1
Hr Total	**42**	**43**	**48**	**37**	**48**	**45**	**33**	**23**	**10**	**5**	**3**	**4**

24 Hour Total:	605					
AM Peak Hour begins:	6:30	AM Peak Volume:	65	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	16:15	PM Peak Volume:	51	PM Peak Hour Factor:	0.75	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	1	0	23	23	12	14	26
30	0	1	0	0	0	0	4	34	17	19	12	21
45	0	0	5	0	1	0	6	11	22	19	22	15
00	2	0	1	0	3	8	19	21	19	13	17	17
Hr Total	**3**	**2**	**6**	**1**	**4**	**9**	**29**	**89**	**81**	**63**	**65**	**79**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	22	27	22	20	37	23	24	11	3	8	2
30	16	19	18	32	24	29	21	19	17	5	6	2
45	27	21	15	21	24	27	14	12	8	6	5	5
00	22	23	29	16	23	21	19	8	5	5	2	3
Hr Total	**85**	**85**	**89**	**91**	**91**	**114**	**77**	**63**	**41**	**19**	**21**	**12**

24 Hour Total:	1,219					
AM Peak Hour begins:	7:00	AM Peak Volume:	89	AM Peak Hour Factor:	0.65	
PM Peak Hour begins:	16:45	PM Peak Volume:	116	PM Peak Hour Factor:	0.78	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.269200
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.434221
City:	Sarasota	County:	Sarasota		
Location	Talon Blvd north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	3	12	9	11	12
30	0	0	0	1	0	0	0	6	4	8	9	6
45	0	2	0	0	1	0	0	13	7	5	4	8
00	0	0	0	0	1	2	2	5	9	8	11	16
Hr Total	**0**	**2**	**0**	**1**	**2**	**2**	**2**	**27**	**32**	**30**	**35**	**42**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	6	8	13	11	12	9	12	8	5	8	2
30	8	11	5	16	13	19	11	5	3	9	8	1
45	4	13	12	11	13	10	6	17	9	2	8	0
00	17	7	9	13	17	12	10	7	7	3	0	1
Hr Total	**42**	**37**	**34**	**53**	**54**	**53**	**36**	**41**	**27**	**19**	**24**	**4**

24 Hour Total:	599				
AM Peak Hour begins:	11:30	AM Peak Volume:	45	AM Peak Hour Factor:	0.70
PM Peak Hour begins:	16:30	PM Peak Volume:	61	PM Peak Hour Factor:	0.80

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	0	8	10	7	14	10
30	0	0	0	0	1	1	1	15	16	14	9	9
45	0	0	0	0	0	1	8	15	14	10	9	9
00	0	1	0	0	2	8	21	21	14	8	6	15
Hr Total	**0**	**1**	**0**	**0**	**3**	**13**	**30**	**59**	**54**	**39**	**38**	**43**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	7	3	7	15	7	12	10	6	2	0	2
30	12	12	5	6	10	11	6	6	1	1	4	0
45	13	11	11	13	10	11	8	5	2	0	1	0
00	3	9	9	6	12	12	9	10	0	3	3	0
Hr Total	**39**	**39**	**28**	**32**	**47**	**41**	**35**	**31**	**9**	**6**	**8**	**2**

24 Hour Total:	597				
AM Peak Hour begins:	7:30	AM Peak Volume:	62	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:00	PM Peak Volume:	47	PM Peak Hour Factor:	0.78

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	0	11	22	16	25	22
30	0	0	0	1	1	1	1	21	20	22	18	15
45	0	2	0	0	1	1	8	28	21	15	13	17
00	0	1	0	0	3	10	23	26	23	16	17	31
Hr Total	**0**	**3**	**0**	**1**	**5**	**15**	**32**	**86**	**86**	**69**	**73**	**85**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	13	11	20	26	19	21	22	14	7	8	4
30	20	23	10	22	23	30	17	11	4	10	12	1
45	17	24	23	24	23	21	14	22	11	2	9	0
00	20	16	18	19	29	24	19	17	7	6	3	1
Hr Total	**81**	**76**	**62**	**85**	**101**	**94**	**71**	**72**	**36**	**25**	**32**	**6**

24 Hour Total:	1,196				
AM Peak Hour begins:	7:15	AM Peak Volume:	97	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	101	PM Peak Hour Factor:	0.87

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.267806
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.434243
City:	Sarasota	County:	Sarasota		
Location	Ibis St south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	2	6	36	49	25	29	23
30	1	1	0	1	0	5	11	23	35	20	24	25
45	0	0	2	0	1	10	25	23	30	31	23	32
00	1	0	1	0	3	6	26	33	28	29	21	27
Hr Total	**2**	**2**	**3**	**1**	**4**	**23**	**68**	**115**	**142**	**105**	**97**	**107**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	36	31	36	27	31	31	49	18	12	5	4
30	33	25	27	33	27	32	31	60	17	9	0	0
45	37	35	24	37	33	34	26	38	6	3	3	3
00	21	32	32	23	32	29	34	8	14	4	0	0
Hr Total	**125**	**128**	**114**	**129**	**119**	**126**	**122**	**155**	**55**	**28**	**8**	**7**

24 Hour Total:	1,785					
AM Peak Hour begins:	7:45	AM Peak Volume:	147	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	18:45	PM Peak Volume:	181	PM Peak Hour Factor:	0.75	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	0	1	2	6	25	60	42	36	38
30	1	1	2	1	2	5	12	30	61	36	25	24
45	4	1	0	0	0	1	12	27	37	26	30	28
00	2	0	0	3	2	6	35	46	30	17	27	29
Hr Total	**10**	**4**	**3**	**4**	**5**	**14**	**65**	**128**	**188**	**121**	**118**	**119**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	27	34	41	26	60	41	28	17	11	10	2
30	39	30	30	43	49	59	41	25	15	10	7	4
45	28	29	39	38	37	36	30	19	12	13	6	1
00	28	27	30	32	46	33	15	21	8	8	4	4
Hr Total	**128**	**113**	**133**	**154**	**158**	**188**	**127**	**93**	**52**	**42**	**27**	**11**

24 Hour Total:	2,005					
AM Peak Hour begins:	7:45	AM Peak Volume:	204	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	16:30	PM Peak Volume:	202	PM Peak Hour Factor:	0.84	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	0	1	4	12	61	109	67	65	61
30	2	2	2	2	2	10	23	53	96	56	49	49
45	4	1	2	0	1	11	37	50	67	57	53	60
00	3	0	1	3	5	12	61	79	58	46	48	56
Hr Total	**12**	**6**	**6**	**5**	**9**	**37**	**133**	**243**	**330**	**226**	**215**	**226**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	63	65	77	53	91	72	77	35	23	15	6
30	72	55	57	76	76	91	72	85	32	19	7	4
45	65	64	63	75	70	70	56	57	18	16	9	4
00	49	59	62	55	78	62	49	29	22	12	4	4
Hr Total	**253**	**241**	**247**	**283**	**277**	**314**	**249**	**248**	**107**	**70**	**35**	**18**

24 Hour Total:	3,790					
AM Peak Hour begins:	7:45	AM Peak Volume:	351	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	16:30	PM Peak Volume:	330	PM Peak Hour Factor:	0.91	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.267806
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.434243
City:	Sarasota	County:	Sarasota		
Location	Ibis St south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	2	4	31	42	28	25	32
30	1	1	0	0	2	5	12	18	34	24	26	32
45	0	0	0	0	1	7	15	30	23	25	28	31
00	0	0	1	1	1	5	28	32	25	27	27	48
Hr Total	**1**	**2**	**1**	**2**	**4**	**19**	**59**	**111**	**124**	**104**	**106**	**143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	25	29	36	27	36	31	32	23	21	20	3
30	31	38	40	34	31	20	28	41	17	13	14	4
45	35	22	27	30	37	30	32	32	7	9	3	1
00	33	39	26	29	27	27	31	36	21	7	3	0
Hr Total	**129**	**124**	**122**	**129**	**122**	**113**	**122**	**141**	**68**	**50**	**40**	**8**

24 Hour Total:	1,844				
AM Peak Hour begins:	11:00	AM Peak Volume:	143	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	19:00	PM Peak Volume:	141	PM Peak Hour Factor:	0.86

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	1	2	9	31	55	31	41	36
30	4	1	0	1	4	3	12	23	62	35	29	31
45	0	1	0	0	2	0	14	29	26	33	33	32
00	0	0	0	2	1	5	30	37	42	29	32	31
Hr Total	**8**	**2**	**1**	**3**	**8**	**10**	**65**	**120**	**185**	**128**	**135**	**130**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	36	28	42	26	63	28	29	22	16	5	3
30	24	31	41	46	44	66	20	28	17	13	7	1
45	34	29	43	34	51	59	36	30	22	11	4	1
00	31	23	42	36	38	38	25	25	17	5	3	3
Hr Total	**119**	**119**	**154**	**158**	**159**	**226**	**109**	**112**	**78**	**45**	**19**	**8**

24 Hour Total:	2,101				
AM Peak Hour begins:	8:00	AM Peak Volume:	185	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:45	PM Peak Volume:	226	PM Peak Hour Factor:	0.86

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	1	4	13	62	97	59	66	68
30	5	2	0	1	6	8	24	41	96	59	55	63
45	0	1	0	0	3	7	29	59	49	58	61	63
00	0	0	1	3	2	10	58	69	67	56	59	79
Hr Total	**9**	**4**	**2**	**5**	**12**	**29**	**124**	**231**	**309**	**232**	**241**	**273**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	61	57	78	53	99	59	61	45	37	25	6
30	55	69	81	80	75	86	48	69	34	26	21	5
45	69	51	70	64	88	89	68	62	29	20	7	2
00	64	62	68	65	65	65	56	61	38	12	6	3
Hr Total	**248**	**243**	**276**	**287**	**281**	**339**	**231**	**253**	**146**	**95**	**59**	**16**

24 Hour Total:	3,945				
AM Peak Hour begins:	7:30	AM Peak Volume:	321	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:45	PM Peak Volume:	339	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.269102
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.427141
City:	Sarasota	County:	Sarasota		
Location	Great Egret Blvd north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	3	8	6	3	8
30	0	0	0	0	0	0	2	3	8	5	7	6
45	0	1	0	0	0	0	5	10	12	5	14	5
00	0	0	0	0	0	0	0	9	7	12	11	7
Hr Total	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**25**	**35**	**28**	**35**	**26**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	9	8	4	6	4	3	5	1	0	0
30	10	7	8	13	10	5	2	4	0	8	1	0
45	13	3	3	2	10	7	4	10	5	4	2	0
00	7	8	4	6	5	10	3	8	2	3	0	0
Hr Total	**37**	**25**	**24**	**29**	**29**	**28**	**13**	**25**	**12**	**16**	**3**	**0**

24 Hour Total:	399					
AM Peak Hour begins:	10:15	AM Peak Volume:	40	AM Peak Hour Factor:	0.71	
PM Peak Hour begins:	12:00	PM Peak Volume:	37	PM Peak Hour Factor:	0.71	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	0	1	2	6	3	17
30	0	0	0	0	0	0	1	7	5	4	8	6
45	0	0	0	0	0	2	8	8	12	4	3	7
00	0	0	0	1	3	1	2	5	5	5	6	4
Hr Total	**1**	**0**	**0**	**1**	**3**	**4**	**11**	**21**	**24**	**19**	**20**	**34**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	2	8	8	2	7	10	1	3	2	0	0
30	11	1	9	1	8	9	0	1	2	1	0	0
45	11	2	1	6	7	2	1	4	2	1	2	0
00	10	10	13	7	4	7	2	2	0	1	0	0
Hr Total	**38**	**15**	**31**	**22**	**21**	**25**	**13**	**8**	**7**	**5**	**2**	**0**

24 Hour Total:	325					
AM Peak Hour begins:	10:45	AM Peak Volume:	36	AM Peak Hour Factor:	0.53	
PM Peak Hour begins:	12:00	PM Peak Volume:	38	PM Peak Hour Factor:	0.86	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	0	4	10	12	6	25
30	0	0	0	0	0	0	3	10	13	9	15	12
45	0	1	0	0	0	2	13	18	24	9	17	12
00	0	0	0	1	3	1	2	14	12	17	17	11
Hr Total	**1**	**1**	**0**	**1**	**3**	**5**	**18**	**46**	**59**	**47**	**55**	**60**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	9	17	16	6	13	14	4	8	3	0	0
30	21	8	17	14	18	14	2	5	2	9	1	0
45	24	5	4	8	17	9	5	14	7	5	4	0
00	17	18	17	13	9	17	5	10	2	4	0	0
Hr Total	**75**	**40**	**55**	**51**	**50**	**53**	**26**	**33**	**19**	**21**	**5**	**0**

24 Hour Total:	724					
AM Peak Hour begins:	10:15	AM Peak Volume:	74	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	12:00	PM Peak Volume:	75	PM Peak Hour Factor:	0.78	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.269102
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.427141
City:	Sarasota	County:	Sarasota		
Location	Great Egret Blvd north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	7	8	13	13	0
30	0	0	0	0	0	0	0	5	4	8	7	7
45	0	2	0	0	0	0	1	9	8	6	4	9
00	0	0	0	0	1	0	5	7	5	16	6	2
Hr Total	**1**	**2**	**0**	**0**	**1**	**0**	**6**	**28**	**25**	**43**	**30**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	2	6	8	8	6	4	5	5	6	0
30	12	7	10	7	2	9	1	3	3	4	1	2
45	9	13	6	7	11	14	7	3	2	4	0	0
00	6	11	3	2	9	6	2	3	4	1	3	0
Hr Total	**34**	**34**	**21**	**22**	**30**	**37**	**16**	**13**	**14**	**14**	**10**	**2**

24 Hour Total:	401					
AM Peak Hour begins:	9:00	AM Peak Volume:	43	AM Peak Hour Factor:	0.67
PM Peak Hour begins:	16:45	PM Peak Volume:	40	PM Peak Hour Factor:	0.71

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	8	4	4	9
30	0	0	0	0	0	0	1	8	7	4	13	13
45	0	0	0	0	0	1	3	9	14	4	7	3
00	0	0	0	0	2	1	6	2	10	10	8	6
Hr Total	**0**	**0**	**0**	**0**	**2**	**2**	**10**	**24**	**39**	**22**	**32**	**31**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	9	4	13	5	3	2	1	0	1	0
30	13	3	12	11	5	6	3	2	0	3	0	0
45	8	5	6	7	4	4	5	2	2	0	0	0
00	10	6	6	2	7	9	1	3	2	0	0	2
Hr Total	**38**	**21**	**33**	**24**	**29**	**24**	**12**	**9**	**5**	**3**	**1**	**2**

24 Hour Total:	363					
AM Peak Hour begins:	8:00	AM Peak Volume:	39	AM Peak Hour Factor:	0.70
PM Peak Hour begins:	12:00	PM Peak Volume:	38	PM Peak Hour Factor:	0.73

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	12	16	17	17	9
30	0	0	0	0	0	0	1	13	11	12	20	20
45	0	2	0	0	0	1	4	18	22	10	11	12
00	0	0	0	0	3	1	11	9	15	26	14	8
Hr Total	**1**	**2**	**0**	**0**	**3**	**2**	**16**	**52**	**64**	**65**	**62**	**49**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	10	11	10	21	13	9	6	6	5	7	0
30	25	10	22	18	7	15	4	5	3	7	1	2
45	17	18	12	14	15	18	12	5	4	4	0	0
00	16	17	9	4	16	15	3	6	6	1	3	2
Hr Total	**72**	**55**	**54**	**46**	**59**	**61**	**28**	**22**	**19**	**17**	**11**	**4**

24 Hour Total:	764					
AM Peak Hour begins:	9:45	AM Peak Volume:	74	AM Peak Hour Factor:	0.71
PM Peak Hour begins:	12:00	PM Peak Volume:	72	PM Peak Hour Factor:	0.72

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.272336
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.422737
City:	Sarasota	County:	Sarasota		
Location	Proctor Rd north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	6	9	46	107	35	32	28
30	2	2	0	1	1	6	18	54	88	34	24	33
45	0	3	0	0	0	4	27	71	81	51	26	32
00	0	1	0	2	0	7	40	104	52	22	38	31
Hr Total	**2**	**7**	**0**	**3**	**1**	**23**	**94**	**275**	**328**	**142**	**120**	**124**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	31	44	65	49	50	30	18	27	12	3	8
30	48	36	45	53	41	60	41	25	20	13	4	3
45	33	43	45	67	49	46	46	24	15	2	5	3
00	29	30	40	47	42	49	27	13	9	7	2	1
Hr Total	**140**	**140**	**174**	**232**	**181**	**205**	**144**	**80**	**71**	**34**	**14**	**15**

24 Hour Total:	2,549					
AM Peak Hour begins:	7:45	AM Peak Volume:	380	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	15:00	PM Peak Volume:	232	PM Peak Hour Factor:	0.87	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	4	1	4	30	111	22	30	30
30	1	1	0	1	0	1	10	34	59	36	21	35
45	0	0	0	0	1	6	9	34	19	36	30	20
00	1	0	0	0	3	0	13	68	30	19	21	34
Hr Total	**4**	**1**	**0**	**1**	**8**	**8**	**36**	**166**	**219**	**113**	**102**	**119**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	24	27	59	57	78	56	27	29	19	4	5
30	29	42	18	68	62	82	45	34	23	17	7	4
45	37	32	48	51	74	56	28	26	9	12	4	2
00	43	36	51	56	81	63	20	17	10	7	2	0
Hr Total	**136**	**134**	**144**	**234**	**274**	**279**	**149**	**104**	**71**	**55**	**17**	**11**

24 Hour Total:	2,385					
AM Peak Hour begins:	7:30	AM Peak Volume:	272	AM Peak Hour Factor:	0.61	
PM Peak Hour begins:	16:30	PM Peak Volume:	315	PM Peak Hour Factor:	0.96	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	4	7	13	76	218	57	62	58
30	3	3	0	2	1	7	28	88	147	70	45	68
45	0	3	0	0	1	10	36	105	100	87	56	52
00	1	1	0	2	3	7	53	172	82	41	59	65
Hr Total	**6**	**8**	**0**	**4**	**9**	**31**	**130**	**441**	**547**	**255**	**222**	**243**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	55	71	124	106	128	86	45	56	31	7	13
30	77	78	63	121	103	142	86	59	43	30	11	7
45	70	75	93	118	123	102	74	50	24	14	9	5
00	72	66	91	103	123	112	47	30	19	14	4	1
Hr Total	**276**	**274**	**318**	**466**	**455**	**484**	**293**	**184**	**142**	**89**	**31**	**26**

24 Hour Total:	4,934					
AM Peak Hour begins:	7:30	AM Peak Volume:	642	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	16:30	PM Peak Volume:	516	PM Peak Hour Factor:	0.91	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.272336
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.422737
City:	Sarasota	County:	Sarasota		
Location	Proctor Rd north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	11	50	108	46	28	27
30	0	0	0	2	0	3	16	50	102	43	28	39
45	0	1	0	1	1	8	19	58	64	51	26	32
00	1	1	1	0	2	9	42	99	52	22	31	31
Hr Total	**2**	**3**	**1**	**3**	**3**	**20**	**88**	**257**	**326**	**162**	**113**	**129**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	30	35	48	46	44	44	34	20	17	6	2
30	36	40	56	55	34	50	33	23	12	11	5	4
45	33	38	39	63	36	53	25	15	24	10	4	3
00	25	40	53	62	52	36	11	22	13	2	3	2
Hr Total	**119**	**148**	**183**	**228**	**168**	**183**	**113**	**94**	**69**	**40**	**18**	**11**

24 Hour Total:	2,481					
AM Peak Hour begins:	7:45	AM Peak Volume:	373	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	15:00	PM Peak Volume:	228	PM Peak Hour Factor:	0.90	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	0	1	8	19	88	25	27	34
30	0	0	2	0	3	3	7	27	28	37	29	22
45	0	0	0	1	3	2	7	33	27	36	21	28
00	1	1	1	0	2	3	25	61	25	26	30	30
Hr Total	**1**	**1**	**5**	**1**	**8**	**9**	**47**	**140**	**168**	**124**	**107**	**114**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	22	35	74	46	51	33	22	10	11	6	2
30	33	33	33	53	58	65	28	28	18	18	6	3
45	37	25	40	28	65	54	35	20	14	15	0	1
00	26	39	43	46	54	35	29	13	14	4	6	3
Hr Total	**130**	**119**	**151**	**201**	**223**	**205**	**125**	**83**	**56**	**48**	**18**	**9**

24 Hour Total:	2,093					
AM Peak Hour begins:	7:30	AM Peak Volume:	210	AM Peak Hour Factor:	0.60	
PM Peak Hour begins:	16:30	PM Peak Volume:	235	PM Peak Hour Factor:	0.90	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	0	1	19	69	196	71	55	61
30	0	0	2	2	3	6	23	77	130	80	57	61
45	0	1	0	2	4	10	26	91	91	87	47	60
00	2	2	2	0	4	12	67	160	77	48	61	61
Hr Total	**3**	**4**	**6**	**4**	**11**	**29**	**135**	**397**	**494**	**286**	**220**	**243**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	52	70	122	92	95	77	56	30	28	12	4
30	69	73	89	108	92	115	61	51	30	29	11	7
45	70	63	79	91	101	107	60	35	38	25	4	4
00	51	79	96	108	106	71	40	35	27	6	9	5
Hr Total	**249**	**267**	**334**	**429**	**391**	**388**	**238**	**177**	**125**	**88**	**36**	**20**

24 Hour Total:	4,574					
AM Peak Hour begins:	7:30	AM Peak Volume:	577	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	15:00	PM Peak Volume:	429	PM Peak Hour Factor:	0.88	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.268051
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.421134
City:	Sarasota	County:	Sarasota		
Location	Dove Ave south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	8	48	8	6	4
30	0	0	0	0	0	0	6	10	53	4	4	2
45	0	0	0	1	0	0	1	15	37	6	5	10
00	0	0	0	0	0	0	3	23	8	5	5	12
Hr Total	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**56**	**146**	**23**	**20**	**28**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	9	10	35	9	11	7	2	2	1	1	2
30	5	4	8	31	18	19	4	4	3	2	0	0
45	6	14	11	26	16	7	1	3	4	1	1	0
00	3	5	13	5	9	5	5	1	1	0	0	1
Hr Total	**19**	**32**	**42**	**97**	**52**	**42**	**17**	**10**	**10**	**4**	**2**	**3**

24 Hour Total:	615					
AM Peak Hour begins:	7:45	AM Peak Volume:	161	AM Peak Hour Factor:	0.76	
PM Peak Hour begins:	14:45	PM Peak Volume:	105	PM Peak Hour Factor:	0.75	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	8	33	1	5	1
30	0	0	0	0	0	1	3	6	40	9	3	9
45	2	1	0	0	0	0	3	11	9	3	6	5
00	0	0	0	0	0	0	7	20	5	5	4	6
Hr Total	**2**	**1**	**0**	**0**	**0**	**1**	**13**	**45**	**87**	**18**	**18**	**21**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	8	10	9	15	6	8	2	4	1	1	2
30	6	10	4	10	13	10	7	3	5	3	2	1
45	7	2	6	9	10	9	6	3	1	2	1	2
00	8	7	16	6	11	9	5	0	1	1	0	0
Hr Total	**25**	**27**	**36**	**34**	**49**	**34**	**26**	**8**	**11**	**7**	**4**	**5**

24 Hour Total:	472					
AM Peak Hour begins:	7:30	AM Peak Volume:	104	AM Peak Hour Factor:	0.65	
PM Peak Hour begins:	16:00	PM Peak Volume:	49	PM Peak Hour Factor:	0.82	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	16	81	9	11	5
30	0	0	0	0	0	1	9	16	93	13	7	11
45	2	1	0	1	0	0	4	26	46	9	11	15
00	0	0	0	0	0	0	10	43	13	10	9	18
Hr Total	**2**	**1**	**0**	**1**	**0**	**1**	**24**	**101**	**233**	**41**	**38**	**49**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	17	20	44	24	17	15	4	6	2	2	4
30	11	14	12	41	31	29	11	7	8	5	2	1
45	13	16	17	35	26	16	7	6	5	3	2	2
00	11	12	29	11	20	14	10	1	2	1	0	1
Hr Total	**44**	**59**	**78**	**131**	**101**	**76**	**43**	**18**	**21**	**11**	**6**	**8**

24 Hour Total:	1,087					
AM Peak Hour begins:	7:45	AM Peak Volume:	263	AM Peak Hour Factor:	0.71	
PM Peak Hour begins:	14:45	PM Peak Volume:	149	PM Peak Hour Factor:	0.85	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.268051
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.421134
City:	Sarasota	County:	Sarasota		
Location	Dove Ave south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	9	63	9	5	5
30	0	0	0	0	0	0	4	6	56	9	9	10
45	0	0	0	0	0	0	0	18	24	10	5	12
00	0	0	0	1	1	0	2	19	7	4	5	5
Hr Total	**0**	**0**	**0**	**1**	**1**	**0**	**6**	**52**	**150**	**32**	**24**	**32**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	11	5	33	12	11	9	6	6	1	0	0
30	3	8	11	38	11	6	6	3	2	0	0	0
45	7	5	14	22	10	12	4	1	1	2	0	1
00	10	3	10	15	9	13	1	0	1	1	0	0
Hr Total	**26**	**27**	**40**	**108**	**42**	**42**	**20**	**10**	**10**	**4**	**0**	**1**

24 Hour Total:	628					
AM Peak Hour begins:	7:45	AM Peak Volume:	162	AM Peak Hour Factor:	0.64	
PM Peak Hour begins:	15:00	PM Peak Volume:	108	PM Peak Hour Factor:	0.71	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	2	7	20	10	6	3
30	0	0	0	0	0	0	4	11	34	9	6	9
45	0	0	0	0	0	0	6	9	6	5	9	8
00	0	0	0	0	0	0	6	19	3	7	6	7
Hr Total	**1**	**0**	**0**	**1**	**0**	**0**	**18**	**46**	**63**	**31**	**27**	**27**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	4	4	17	11	8	9	5	1	1	2	0
30	7	6	7	15	5	12	5	2	1	2	2	1
45	11	6	9	5	9	10	6	1	0	1	1	0
00	2	5	9	4	11	3	2	4	0	1	0	1
Hr Total	**30**	**21**	**29**	**41**	**36**	**33**	**22**	**12**	**2**	**5**	**5**	**2**

24 Hour Total:	452					
AM Peak Hour begins:	7:30	AM Peak Volume:	82	AM Peak Hour Factor:	0.60	
PM Peak Hour begins:	14:30	PM Peak Volume:	50	PM Peak Hour Factor:	0.74	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	2	16	83	19	11	8
30	0	0	0	0	0	0	8	17	90	18	15	19
45	0	0	0	0	0	0	6	27	30	15	14	20
00	0	0	0	1	1	0	8	38	10	11	11	12
Hr Total	**1**	**0**	**0**	**2**	**1**	**0**	**24**	**98**	**213**	**63**	**51**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	15	9	50	23	19	18	11	7	2	2	0
30	10	14	18	53	16	18	11	5	3	2	2	1
45	18	11	23	27	19	22	10	2	1	3	1	1
00	12	8	19	19	20	16	3	4	1	2	0	1
Hr Total	**56**	**48**	**69**	**149**	**78**	**75**	**42**	**22**	**12**	**9**	**5**	**3**

24 Hour Total:	1,080					
AM Peak Hour begins:	7:45	AM Peak Volume:	241	AM Peak Hour Factor:	0.67	
PM Peak Hour begins:	14:45	PM Peak Volume:	149	PM Peak Hour Factor:	0.70	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.267614
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.416992
City:	Sarasota	County:	Sarasota		
Location	Sandhill Lake Dr north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	2	4	2	4
30	0	0	0	0	0	0	0	3	2	2	4	4
45	0	0	0	0	0	0	0	5	3	2	4	1
00	0	0	0	0	0	0	0	0	1	0	3	1
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**8**	**8**	**13**	**10**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	4	5	1	2	0	1	0	0	1	0
30	3	2	1	4	1	1	1	0	1	0	0	0
45	1	4	3	1	2	3	4	3	0	0	3	0
00	4	1	2	1	2	2	1	0	0	1	0	0
Hr Total	**10**	**9**	**10**	**11**	**6**	**8**	**6**	**4**	**1**	**1**	**4**	**0**

24 Hour Total:	119				
AM Peak Hour begins:	10:15	AM Peak Volume:	15	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:30	PM Peak Volume:	14	PM Peak Hour Factor:	0.70

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	5	0	0	5
30	0	0	0	0	0	0	0	0	0	4	1	3
45	0	0	0	0	0	0	1	1	2	1	8	0
00	0	0	0	0	0	0	0	2	3	3	2	1
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**10**	**8**	**11**	**9**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	3	0	2	5	2	4	4	0	0	0	0
30	4	3	4	3	3	0	0	0	1	0	0	0
45	4	3	1	2	3	3	1	0	0	0	2	0
00	2	5	2	1	0	4	0	2	0	1	0	0
Hr Total	**10**	**14**	**7**	**8**	**11**	**9**	**5**	**6**	**1**	**1**	**2**	**0**

24 Hour Total:	116				
AM Peak Hour begins:	10:30	AM Peak Volume:	18	AM Peak Hour Factor:	0.56
PM Peak Hour begins:	13:00	PM Peak Volume:	14	PM Peak Hour Factor:	0.70

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	7	4	2	9
30	0	0	0	0	0	0	0	3	2	6	5	7
45	0	0	0	0	0	0	1	6	5	3	12	1
00	0	0	0	0	0	0	0	2	4	3	5	2
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**	**18**	**16**	**24**	**19**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	5	4	7	6	4	4	5	0	0	1	0
30	7	5	5	7	4	1	1	0	2	0	0	0
45	5	7	4	3	5	6	5	3	0	0	5	0
00	6	6	4	2	2	6	1	2	0	2	0	0
Hr Total	**20**	**23**	**17**	**19**	**17**	**17**	**11**	**10**	**2**	**2**	**6**	**0**

24 Hour Total:	235				
AM Peak Hour begins:	10:30	AM Peak Volume:	33	AM Peak Hour Factor:	0.69
PM Peak Hour begins:	12:15	PM Peak Volume:	23	PM Peak Hour Factor:	0.82

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.267614
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.416992
City:	Sarasota	County:	Sarasota		
Location	Sandhill Lake Dr north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	7	2	2	4	0
30	0	0	0	0	0	1	0	2	1	4	3	0
45	0	0	0	0	0	0	0	1	3	1	1	1
00	0	0	0	0	0	0	0	0	0	2	0	1
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**6**	**9**	**8**	**2**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	4	2	1	2	0	0	0	1	1	0	0
30	4	0	6	3	2	1	1	3	0	0	1	0
45	3	2	0	0	3	1	0	1	0	0	0	0
00	4	3	3	1	0	0	4	2	2	1	0	0
Hr Total	**15**	**9**	**11**	**5**	**7**	**2**	**5**	**6**	**3**	**2**	**1**	**0**

24 Hour Total:	102				
AM Peak Hour begins:	9:15	AM Peak Volume:	11	AM Peak Hour Factor:	0.69
PM Peak Hour begins:	12:00	PM Peak Volume:	15	PM Peak Hour Factor:	0.94

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	3	2	2	1
30	0	0	0	0	0	1	0	1	0	5	2	1
45	0	0	0	0	0	0	1	0	2	4	2	1
00	0	0	0	0	0	0	0	0	1	1	0	2
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**6**	**12**	**6**	**5**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	4	2	1	2	0	4	0	1	0	0	0
30	6	1	3	2	4	1	3	1	0	0	0	0
45	3	1	1	0	3	1	3	1	0	0	1	0
00	1	2	4	0	0	0	1	0	0	0	0	0
Hr Total	**10**	**8**	**10**	**3**	**9**	**2**	**11**	**2**	**1**	**0**	**1**	**0**

24 Hour Total:	89				
AM Peak Hour begins:	8:45	AM Peak Volume:	12	AM Peak Hour Factor:	0.60
PM Peak Hour begins:	12:15	PM Peak Volume:	14	PM Peak Hour Factor:	0.58

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	7	5	4	6	1
30	0	0	0	0	0	2	0	3	1	9	5	1
45	0	0	0	0	0	0	1	1	5	5	3	2
00	0	0	0	0	0	0	0	0	1	3	0	3
Hr Total	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**11**	**12**	**21**	**14**	**7**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	8	4	2	4	0	4	0	2	1	0	0
30	10	1	9	5	6	2	4	4	0	0	1	0
45	6	3	1	0	6	2	3	2	0	0	1	0
00	5	5	7	1	0	0	5	2	2	1	0	0
Hr Total	**25**	**17**	**21**	**8**	**16**	**4**	**16**	**8**	**4**	**2**	**2**	**0**

24 Hour Total:	191				
AM Peak Hour begins:	9:15	AM Peak Volume:	23	AM Peak Hour Factor:	0.64
PM Peak Hour begins:	12:15	PM Peak Volume:	29	PM Peak Hour Factor:	0.73

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.267370
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.417152
City:	Sarasota	County:	Sarasota		
Location	Preservation Dr south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	4	3	2	1	0
30	0	0	0	0	0	1	0	0	2	1	1	0
45	0	0	0	0	0	0	0	3	5	4	2	1
00	0	0	0	0	0	0	1	2	1	1	1	4
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**9**	**11**	**8**	**5**	**5**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	1	1	2	2	2	0	1	2	0	0	0
30	1	4	4	2	2	1	4	0	2	0	0	0
45	4	3	6	0	0	2	2	0	0	0	1	0
00	4	2	4	0	1	3	1	4	0	0	0	0
Hr Total	**11**	**10**	**15**	**4**	**5**	**8**	**7**	**5**	**4**	**0**	**1**	**0**

24 Hour Total:	110				
AM Peak Hour begins:	7:45	AM Peak Volume:	12	AM Peak Hour Factor:	0.60
PM Peak Hour begins:	14:15	PM Peak Volume:	16	PM Peak Hour Factor:	0.67

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	0	1	2	2	4
30	0	0	0	0	0	0	0	4	0	3	0	0
45	0	0	0	0	0	0	0	3	5	0	0	4
00	0	0	0	0	0	0	0	2	1	1	2	1
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**7**	**6**	**4**	**9**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	8	6	3	2	3	2	2	3	0	1	0
30	5	2	0	2	3	1	6	0	0	2	0	0
45	4	4	3	4	3	2	4	4	3	0	4	0
00	4	4	2	1	2	1	2	1	0	1	0	0
Hr Total	**16**	**18**	**11**	**10**	**10**	**7**	**14**	**7**	**6**	**3**	**5**	**0**

24 Hour Total:	143				
AM Peak Hour begins:	11:30	AM Peak Volume:	13	AM Peak Hour Factor:	0.65
PM Peak Hour begins:	12:15	PM Peak Volume:	21	PM Peak Hour Factor:	0.66

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	4	4	4	3	4
30	0	0	0	0	0	1	0	4	2	4	1	0
45	0	0	0	0	0	0	0	6	10	4	2	5
00	0	0	0	0	0	0	1	4	2	2	3	5
Hr Total	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18**	**18**	**14**	**9**	**14**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	9	7	5	4	5	2	3	5	0	1	0
30	6	6	4	4	5	2	10	0	2	2	0	0
45	8	7	9	4	3	4	6	4	3	0	5	0
00	8	6	6	1	3	4	3	5	0	1	0	0
Hr Total	**27**	**28**	**26**	**14**	**15**	**15**	**21**	**12**	**10**	**3**	**6**	**0**

24 Hour Total:	253				
AM Peak Hour begins:	11:30	AM Peak Volume:	21	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:15	PM Peak Volume:	31	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.267370
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.417152
City:	Sarasota	County:	Sarasota		
Location	Preservation Dr south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	1	1	0	1	2
30	0	0	0	0	0	0	0	0	2	1	4	0
45	0	0	0	0	0	1	0	4	1	0	2	6
00	0	0	0	0	0	0	2	1	3	2	2	3
Hr Total	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**6**	**7**	**3**	**9**	**11**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	4	2	0	0	4	3	2	0	0	0	0
30	3	1	1	2	0	2	1	2	0	0	1	0
45	1	4	4	0	0	3	2	1	1	0	0	0
00	0	2	3	1	1	0	0	0	0	1	0	0
Hr Total	**5**	**11**	**10**	**3**	**1**	**9**	**6**	**5**	**1**	**1**	**1**	**0**

24 Hour Total:	93					
AM Peak Hour begins:	11:30	AM Peak Volume:	13	AM Peak Hour Factor:	0.54	
PM Peak Hour begins:	13:00	PM Peak Volume:	11	PM Peak Hour Factor:	0.69	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	2	1	0	6
30	0	0	0	0	0	1	0	0	1	4	0	2
45	0	0	0	0	0	0	0	1	2	1	2	6
00	0	0	0	0	1	0	0	1	0	4	4	2
Hr Total	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**5**	**10**	**6**	**16**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	5	3	1	5	1	4	0	0	0	0
30	2	2	3	5	6	1	1	1	2	0	0	0
45	2	2	4	1	4	0	2	0	1	2	0	0
00	0	3	1	3	1	6	3	0	2	1	0	1
Hr Total	**7**	**13**	**13**	**12**	**12**	**12**	**7**	**5**	**5**	**3**	**0**	**1**

24 Hour Total:	131					
AM Peak Hour begins:	10:45	AM Peak Volume:	18	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	16:15	PM Peak Volume:	16	PM Peak Hour Factor:	0.67	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	1	3	1	1	8
30	0	0	0	0	0	1	0	0	3	5	4	2
45	0	0	0	0	0	1	0	5	3	1	4	12
00	0	0	0	0	1	0	2	2	3	6	6	5
Hr Total	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**8**	**12**	**13**	**15**	**27**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	10	7	3	1	9	4	6	0	0	0	0
30	5	3	4	7	6	3	2	3	2	0	1	0
45	3	6	8	1	4	3	4	1	2	2	0	0
00	0	5	4	4	2	6	3	0	2	2	0	1
Hr Total	**12**	**24**	**23**	**15**	**13**	**21**	**13**	**10**	**6**	**4**	**1**	**1**

24 Hour Total:	224					
AM Peak Hour begins:	10:45	AM Peak Volume:	28	AM Peak Hour Factor:	0.58	
PM Peak Hour begins:	13:00	PM Peak Volume:	24	PM Peak Hour Factor:	0.60	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.266351
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.414854
City:	Sarasota	County:	Sarasota		
Location	Aventura Dr north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	7	4	5	3
30	0	1	0	0	0	0	3	1	8	4	4	11
45	1	0	0	0	0	0	1	8	3	3	5	7
00	0	0	0	0	0	1	0	8	10	10	4	12
Hr Total	**1**	**1**	**0**	**0**	**0**	**1**	**4**	**22**	**28**	**21**	**18**	**33**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	4	6	3	10	8	6	9	1	5	0	0
30	5	11	7	8	4	6	5	6	1	4	0	0
45	0	6	5	15	3	8	5	9	10	4	3	0
00	7	13	9	10	13	4	3	5	2	1	2	0
Hr Total	**19**	**34**	**27**	**36**	**30**	**26**	**19**	**29**	**14**	**14**	**5**	**0**

24 Hour Total:	382					
AM Peak Hour begins:	11:15	AM Peak Volume:	37	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	15:15	PM Peak Volume:	43	PM Peak Hour Factor:	0.72	

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	3	9	9	7	5	4
30	0	0	0	0	0	1	7	14	7	6	8	9
45	0	0	0	0	0	0	3	17	5	4	7	6
00	0	0	0	0	1	3	10	15	10	8	14	11
Hr Total	**0**	**0**	**0**	**0**	**1**	**5**	**23**	**55**	**31**	**25**	**34**	**30**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	7	8	6	3	7	3	3	2	3	0	0
30	5	6	8	7	10	5	3	2	4	1	1	0
45	2	4	2	9	5	3	2	3	0	1	0	0
00	9	7	3	5	4	8	3	4	1	1	2	0
Hr Total	**22**	**24**	**21**	**27**	**22**	**23**	**11**	**12**	**7**	**6**	**3**	**0**

24 Hour Total:	382					
AM Peak Hour begins:	7:00	AM Peak Volume:	55	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	13:30	PM Peak Volume:	27	PM Peak Hour Factor:	0.84	

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	3	14	16	11	10	7
30	0	1	0	0	0	1	10	15	15	10	12	20
45	1	0	0	0	0	0	4	25	8	7	12	13
00	0	0	0	0	1	4	10	23	20	18	18	23
Hr Total	**1**	**1**	**0**	**0**	**1**	**6**	**27**	**77**	**59**	**46**	**52**	**63**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	11	14	9	13	15	9	12	3	8	0	0
30	10	17	15	15	14	11	8	8	5	5	1	0
45	2	10	7	24	8	11	7	12	10	5	3	0
00	16	20	12	15	17	12	6	9	3	2	4	0
Hr Total	**41**	**58**	**48**	**63**	**52**	**49**	**30**	**41**	**21**	**20**	**8**	**0**

24 Hour Total:	764					
AM Peak Hour begins:	7:15	AM Peak Volume:	79	AM Peak Hour Factor:	0.79	
PM Peak Hour begins:	15:15	PM Peak Volume:	67	PM Peak Hour Factor:	0.70	

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.266351
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.414854
City:	Sarasota	County:	Sarasota		
Location	Aventura Dr north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	0	1	5	3	8	3
30	0	0	0	0	0	1	1	1	4	4	2	8
45	0	0	0	0	0	0	0	3	5	4	9	1
00	0	0	0	0	0	0	1	6	2	13	16	2
Hr Total	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**11**	**16**	**24**	**35**	**14**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	4	2	3	5	13	12	6	3	3	4	0
30	3	6	4	8	14	9	3	3	5	4	0	0
45	6	6	3	9	6	8	5	10	4	1	2	2
00	9	2	5	4	9	10	5	1	4	1	0	0
Hr Total	**24**	**18**	**14**	**24**	**34**	**40**	**25**	**20**	**16**	**9**	**6**	**2**

24 Hour Total:	336					
AM Peak Hour begins:	10:30	AM Peak Volume:	36	AM Peak Hour Factor:	0.56	
PM Peak Hour begins:	16:15	PM Peak Volume:	42	PM Peak Hour Factor:	0.75	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	2	13	2	8	7
30	0	0	0	0	0	2	4	16	7	4	7	12
45	0	0	0	0	2	0	5	7	10	6	6	7
00	0	0	0	0	1	1	8	13	7	4	4	2
Hr Total	**0**	**0**	**0**	**0**	**3**	**3**	**18**	**38**	**37**	**16**	**25**	**28**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	3	3	3	4	6	8	5	1	2	2	0
30	4	5	10	6	3	7	4	1	1	6	1	0
45	7	2	4	4	3	8	6	0	3	2	1	0
00	3	8	5	6	6	5	2	1	0	1	0	0
Hr Total	**17**	**18**	**22**	**19**	**16**	**26**	**20**	**7**	**5**	**11**	**4**	**0**

24 Hour Total:	333					
AM Peak Hour begins:	7:15	AM Peak Volume:	49	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	17:15	PM Peak Volume:	28	PM Peak Hour Factor:	0.88	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	1	3	18	5	16	10
30	0	0	0	0	0	3	5	17	11	8	9	20
45	0	0	0	0	2	0	5	10	15	10	15	8
00	0	0	0	0	1	1	9	19	9	17	20	4
Hr Total	**0**	**1**	**0**	**0**	**3**	**4**	**20**	**49**	**53**	**40**	**60**	**42**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	7	5	6	9	19	20	11	4	5	6	0
30	7	11	14	14	17	16	7	4	6	10	1	0
45	13	8	7	13	9	16	11	10	7	3	3	2
00	12	10	10	10	15	15	7	2	4	2	0	0
Hr Total	**41**	**36**	**36**	**43**	**50**	**66**	**45**	**27**	**21**	**20**	**10**	**2**

24 Hour Total:	669					
AM Peak Hour begins:	10:30	AM Peak Volume:	65	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:15	PM Peak Volume:	67	PM Peak Hour Factor:	0.84	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.263695
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.408651
City:	Sarasota	County:	Sarasota		
Location	Coash Rd north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	1	3	2	3	8	4
30	0	0	0	0	1	2	1	3	5	8	12	6
45	1	1	0	1	2	1	1	1	9	16	12	6
00	0	0	0	0	1	1	4	3	7	12	8	4
Hr Total	**1**	**1**	**0**	**1**	**4**	**6**	**7**	**10**	**23**	**39**	**40**	**20**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	10	14	13	16	8	6	4	14	4	1	0
30	15	13	7	13	17	17	20	12	7	8	0	3
45	5	9	15	14	7	10	8	6	2	5	2	0
00	11	10	11	17	15	10	14	9	5	5	2	0
Hr Total	**43**	**42**	**47**	**57**	**55**	**45**	**48**	**31**	**28**	**22**	**5**	**3**

24 Hour Total:	578					
AM Peak Hour begins:	9:30	AM Peak Volume:	48	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	15:30	PM Peak Volume:	64	PM Peak Hour Factor:	0.94

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	3	1	13	10	9	10	6
30	0	1	0	0	0	1	6	5	12	15	9	8
45	0	0	0	0	0	2	7	11	17	17	11	13
00	0	0	1	0	0	4	16	11	15	11	11	10
Hr Total	**0**	**1**	**1**	**0**	**1**	**10**	**30**	**40**	**54**	**52**	**41**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	11	19	9	7	15	7	7	5	7	0	1
30	18	10	5	6	16	17	4	3	3	1	0	0
45	7	8	15	8	7	14	9	3	3	2	0	0
00	6	12	11	10	10	9	5	6	4	0	2	1
Hr Total	**42**	**41**	**50**	**33**	**40**	**55**	**25**	**19**	**15**	**10**	**2**	**2**

24 Hour Total:	601					
AM Peak Hour begins:	8:30	AM Peak Volume:	56	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:45	PM Peak Volume:	56	PM Peak Hour Factor:	0.82

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	5	2	16	12	12	18	10
30	0	1	0	0	1	3	7	8	17	23	21	14
45	1	1	0	1	2	3	8	12	26	33	23	19
00	0	0	1	0	1	5	20	14	22	23	19	14
Hr Total	**1**	**2**	**1**	**1**	**5**	**16**	**37**	**50**	**77**	**91**	**81**	**57**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	33	22	23	23	13	11	19	11	1	1
30	33	23	12	19	33	34	24	15	10	9	0	3
45	12	17	30	22	14	24	17	9	5	7	2	0
00	17	22	22	27	25	19	19	15	9	5	4	1
Hr Total	**85**	**83**	**97**	**90**	**95**	**100**	**73**	**50**	**43**	**32**	**7**	**5**

24 Hour Total:	1,179					
AM Peak Hour begins:	9:15	AM Peak Volume:	97	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	16:45	PM Peak Volume:	106	PM Peak Hour Factor:	0.78

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.263695
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.408651
City:	Sarasota	County:	Sarasota		
Location	Coash Rd north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	6	4	6	10	9
30	1	0	0	1	1	1	1	2	5	8	10	13
45	0	0	0	0	1	2	2	3	4	18	16	14
00	0	0	0	0	1	2	1	8	3	10	11	9
Hr Total	**1**	**0**	**0**	**1**	**3**	**5**	**5**	**19**	**16**	**42**	**47**	**45**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	18	11	16	11	13	11	7	6	7	3	0
30	8	6	10	16	13	16	7	7	6	5	4	0
45	8	9	17	12	21	16	9	8	7	3	2	2
00	12	13	14	11	8	9	4	9	9	2	3	0
Hr Total	**44**	**46**	**52**	**55**	**53**	**54**	**31**	**31**	**28**	**17**	**12**	**2**

24 Hour Total:	609					
AM Peak Hour begins:	11:15	AM Peak Volume:	52	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	14:30	PM Peak Volume:	63	PM Peak Hour Factor:	0.93	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	5	16	17	10	7	12
30	0	0	0	0	0	0	2	10	10	12	13	10
45	0	0	0	0	3	5	9	11	18	10	15	10
00	0	0	0	1	0	1	12	9	15	10	11	9
Hr Total	**0**	**0**	**0**	**1**	**3**	**6**	**28**	**46**	**60**	**42**	**46**	**41**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	10	11	15	8	10	14	8	3	1	1	0
30	7	16	17	11	11	11	8	5	2	2	0	1
45	10	11	11	8	14	5	3	4	3	0	1	0
00	12	9	9	9	11	7	8	2	3	1	0	0
Hr Total	**47**	**46**	**48**	**43**	**44**	**33**	**33**	**19**	**11**	**4**	**2**	**1**

24 Hour Total:	604					
AM Peak Hour begins:	8:00	AM Peak Volume:	60	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	14:15	PM Peak Volume:	52	PM Peak Hour Factor:	0.76	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	6	22	21	16	17	21
30	1	0	0	1	1	1	3	12	15	20	23	23
45	0	0	0	0	4	7	11	14	22	28	31	24
00	0	0	0	1	1	3	13	17	18	20	22	18
Hr Total	**1**	**0**	**0**	**2**	**6**	**11**	**33**	**65**	**76**	**84**	**93**	**86**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	28	22	31	19	23	25	15	9	8	4	0
30	15	22	27	27	24	27	15	12	8	7	4	1
45	18	20	28	20	35	21	12	12	10	3	3	2
00	24	22	23	20	19	16	12	11	12	3	3	0
Hr Total	**91**	**92**	**100**	**98**	**97**	**87**	**64**	**50**	**39**	**21**	**14**	**3**

24 Hour Total:	1,213					
AM Peak Hour begins:	11:15	AM Peak Volume:	99	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	14:15	PM Peak Volume:	109	PM Peak Hour Factor:	0.88	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.262501
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.409758
City:	Sarasota	County:	Sarasota		
Location	Hawkins Rd south of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	80	5	5	9
30	0	0	0	0	1	0	1	6	100	6	7	1
45	0	0	0	0	0	0	1	16	24	10	5	4
00	0	0	0	0	0	0	2	13	5	8	7	4
Hr Total	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**40**	**209**	**29**	**24**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	8	1	43	8	10	8	6	4	1	1	0
30	8	11	9	99	12	48	8	2	3	1	0	0
45	3	7	9	89	13	17	1	3	8	3	1	0
00	4	9	3	17	12	14	2	2	1	2	1	0
Hr Total	**22**	**35**	**22**	**248**	**45**	**89**	**19**	**13**	**16**	**7**	**3**	**0**

24 Hour Total:	844					
AM Peak Hour begins:	7:45	AM Peak Volume:	217	AM Peak Hour Factor:	0.54
PM Peak Hour begins:	15:00	PM Peak Volume:	248	PM Peak Hour Factor:	0.63

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	1	15	85	7	9	2
30	0	0	0	0	0	0	2	27	94	4	8	5
45	0	0	0	0	0	0	3	32	16	5	7	6
00	0	0	0	0	0	1	6	43	3	3	6	8
Hr Total	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**117**	**198**	**19**	**30**	**21**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	15	57	9	24	4	5	5	0	0	0
30	5	8	17	49	16	19	1	2	0	0	0	0
45	4	3	37	8	14	17	5	3	3	2	0	0
00	7	8	55	11	20	12	3	3	1	0	1	0
Hr Total	**22**	**24**	**124**	**125**	**59**	**72**	**13**	**13**	**9**	**2**	**1**	**0**

24 Hour Total:	864					
AM Peak Hour begins:	7:30	AM Peak Volume:	254	AM Peak Hour Factor:	0.68
PM Peak Hour begins:	14:30	PM Peak Volume:	198	PM Peak Hour Factor:	0.87

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	1	20	165	12	14	11
30	0	0	0	0	1	0	3	33	194	10	15	6
45	0	0	0	0	0	0	4	48	40	15	12	10
00	0	0	0	0	0	1	8	56	8	11	13	12
Hr Total	**0**	**0**	**0**	**0**	**1**	**3**	**16**	**157**	**407**	**48**	**54**	**39**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	13	16	100	17	34	12	11	9	1	1	0
30	13	19	26	148	28	67	9	4	3	1	0	0
45	7	10	46	97	27	34	6	6	11	5	1	0
00	11	17	58	28	32	26	5	5	2	2	2	0
Hr Total	**44**	**59**	**146**	**373**	**104**	**161**	**32**	**26**	**25**	**9**	**4**	**0**

24 Hour Total:	1,708					
AM Peak Hour begins:	7:30	AM Peak Volume:	463	AM Peak Hour Factor:	0.60
PM Peak Hour begins:	14:45	PM Peak Volume:	403	PM Peak Hour Factor:	0.68

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.262501
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.409758
City:	Sarasota	County:	Sarasota		
Location	Hawkins Rd south of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	8	81	5	7	8
30	0	0	0	0	1	0	0	9	98	2	6	7
45	0	0	0	0	0	0	1	15	13	8	6	7
00	0	0	0	0	0	0	1	15	5	9	8	14
Hr Total	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**47**	**197**	**24**	**27**	**36**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	12	10	36	14	7	5	4	2	4	0	1
30	8	16	9	94	10	17	4	6	1	0	1	0
45	10	9	10	93	10	10	3	6	4	3	0	0
00	7	5	11	12	10	9	4	4	1	5	3	0
Hr Total	**33**	**42**	**40**	**235**	**44**	**43**	**16**	**20**	**8**	**12**	**4**	**1**

24 Hour Total:	832					
AM Peak Hour begins:	7:30	AM Peak Volume:	209	AM Peak Hour Factor:	0.53	
PM Peak Hour begins:	15:00	PM Peak Volume:	235	PM Peak Hour Factor:	0.63	

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	2	10	89	6	7	8
30	0	0	0	0	0	0	6	20	99	4	5	5
45	1	0	0	0	0	1	9	35	9	5	3	10
00	0	0	0	0	0	2	8	39	11	6	8	9
Hr Total	**1**	**0**	**0**	**0**	**0**	**5**	**25**	**104**	**208**	**21**	**23**	**32**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	10	43	11	16	6	6	1	0	2	0
30	8	12	18	43	6	13	4	2	2	0	0	0
45	8	6	35	19	9	4	1	2	1	2	1	0
00	13	7	47	8	12	12	6	1	0	2	1	0
Hr Total	**36**	**32**	**110**	**113**	**38**	**45**	**17**	**11**	**4**	**4**	**4**	**0**

24 Hour Total:	833					
AM Peak Hour begins:	7:30	AM Peak Volume:	262	AM Peak Hour Factor:	0.66	
PM Peak Hour begins:	14:30	PM Peak Volume:	168	PM Peak Hour Factor:	0.89	

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	2	18	170	11	14	16
30	0	0	0	0	1	0	6	29	197	6	11	12
45	1	0	0	0	0	1	10	50	22	13	9	17
00	0	0	0	0	0	2	9	54	16	15	16	23
Hr Total	**1**	**0**	**0**	**0**	**1**	**5**	**27**	**151**	**405**	**45**	**50**	**68**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	19	20	79	25	23	11	10	3	4	2	1
30	16	28	27	137	16	30	8	8	3	0	1	0
45	18	15	45	112	19	14	4	8	5	5	1	0
00	20	12	58	20	22	21	10	5	1	7	4	0
Hr Total	**69**	**74**	**150**	**348**	**82**	**88**	**33**	**31**	**12**	**16**	**8**	**1**

24 Hour Total:	1,665					
AM Peak Hour begins:	7:30	AM Peak Volume:	471	AM Peak Hour Factor:	0.60	
PM Peak Hour begins:	14:45	PM Peak Volume:	386	PM Peak Hour Factor:	0.70	

Volume Count Report

Start Date:	May 11, 2022	Start Time:	0:00	GPS:	27.261289
Stop Date:	May 12, 2022	Stop Time:	0:00		-82.401075
City:	Sarasota	County:	Sarasota		
Location	Lorraine Rd north of SR 72				

Northbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	0	5	12	27	70	36	32	42
30	1	0	0	0	0	6	23	33	80	42	35	54
45	2	0	1	3	2	6	26	50	59	42	37	55
00	2	1	1	0	8	9	18	58	41	46	44	48
Hr Total	**6**	**3**	**2**	**3**	**10**	**26**	**79**	**168**	**250**	**166**	**148**	**199**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	35	32	59	53	53	49	31	15	9	1	2
30	52	37	41	78	57	69	38	19	22	5	7	2
45	46	30	59	79	64	59	34	28	10	8	6	4
00	52	45	43	44	48	54	35	20	13	6	7	0
Hr Total	**184**	**147**	**175**	**260**	**222**	**235**	**156**	**98**	**60**	**28**	**21**	**8**

24 Hour Total:	2,654				
AM Peak Hour begins:	7:45	AM Peak Volume:	267	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:00	PM Peak Volume:	260	PM Peak Hour Factor:	0.82

Southbound Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	0	0	6	1	32	91	39	42	41
30	1	1	0	0	3	1	13	55	74	43	37	36
45	1	0	0	1	1	4	24	57	70	41	39	36
00	4	0	1	1	1	6	23	41	37	40	43	53
Hr Total	**6**	**2**	**3**	**2**	**5**	**17**	**61**	**185**	**272**	**163**	**161**	**166**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	46	44	64	68	115	58	24	16	8	7	3
30	40	33	39	63	76	110	67	37	15	10	2	2
45	41	34	45	63	82	73	49	25	21	9	4	0
00	37	31	57	58	113	75	28	22	16	6	3	1
Hr Total	**158**	**144**	**185**	**248**	**339**	**373**	**202**	**108**	**68**	**33**	**16**	**6**

24 Hour Total:	2,923				
AM Peak Hour begins:	7:45	AM Peak Volume:	276	AM Peak Hour Factor:	0.76
PM Peak Hour begins:	16:30	PM Peak Volume:	420	PM Peak Hour Factor:	0.91

Total Volume

Wednesday, May 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	2	0	0	11	13	59	161	75	74	83
30	2	1	0	0	3	7	36	88	154	85	72	90
45	3	0	1	4	3	10	50	107	129	83	76	91
00	6	1	2	1	9	15	41	99	78	86	87	101
Hr Total	**12**	**5**	**5**	**5**	**15**	**43**	**140**	**353**	**522**	**329**	**309**	**365**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	81	76	123	121	168	107	55	31	17	8	5
30	92	70	80	141	133	179	105	56	37	15	9	4
45	87	64	104	142	146	132	83	53	31	17	10	4
00	89	76	100	102	161	129	63	42	29	12	10	1
Hr Total	**342**	**291**	**360**	**508**	**561**	**608**	**358**	**206**	**128**	**61**	**37**	**14**

24 Hour Total:	5,577				
AM Peak Hour begins:	7:45	AM Peak Volume:	543	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:30	PM Peak Volume:	654	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date:	May 12, 2022	Start Time:	0:00	GPS:	27.261289
Stop Date:	May 13, 2022	Stop Time:	0:00		-82.401075
City:	Sarasota	County:	Sarasota		
Location	Lorraine Rd north of SR 72				

Northbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	2	11	15	84	25	33	40
30	0	0	0	0	1	10	15	38	77	27	48	42
45	1	1	0	1	2	11	24	49	55	37	34	43
00	4	0	1	2	1	11	25	55	33	31	59	51
Hr Total	**7**	**1**	**1**	**3**	**4**	**34**	**75**	**157**	**249**	**120**	**174**	**176**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	38	48	50	53	52	51	19	13	6	4	2
30	44	47	53	68	46	67	41	24	10	12	3	2
45	39	37	57	80	59	61	27	24	14	8	2	3
00	32	35	48	50	57	39	27	16	16	5	2	0
Hr Total	**163**	**157**	**206**	**248**	**215**	**219**	**146**	**83**	**53**	**31**	**11**	**7**

24 Hour Total:	2,540				
AM Peak Hour begins:	7:45	AM Peak Volume:	271	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	15:15	PM Peak Volume:	251	PM Peak Hour Factor:	0.78

Southbound Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	1	3	3	27	93	51	35	40
30	0	0	0	0	2	2	12	48	81	30	35	43
45	0	1	0	1	0	3	26	46	41	48	38	29
00	0	0	0	1	0	6	26	59	54	37	53	35
Hr Total	**1**	**1**	**2**	**2**	**3**	**14**	**67**	**180**	**269**	**166**	**161**	**147**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	51	40	62	57	47	51	18	25	8	5	3
30	42	41	48	55	51	51	34	25	14	7	5	3
45	29	59	41	47	56	54	19	24	14	2	4	0
00	54	37	44	54	61	38	26	15	6	9	2	0
Hr Total	**164**	**188**	**173**	**218**	**225**	**190**	**130**	**82**	**59**	**26**	**16**	**6**

24 Hour Total:	2,490				
AM Peak Hour begins:	7:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:00	PM Peak Volume:	225	PM Peak Hour Factor:	0.92

Total Volume

Thursday, May 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	2	0	1	5	14	42	177	76	68	80
30	0	0	0	0	3	12	27	86	158	57	83	85
45	1	2	0	2	2	14	50	95	96	85	72	72
00	4	0	1	3	1	17	51	114	87	68	112	86
Hr Total	**8**	**2**	**3**	**5**	**7**	**48**	**142**	**337**	**518**	**286**	**335**	**323**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	89	88	112	110	99	102	37	38	14	9	5
30	86	88	101	123	97	118	75	49	24	19	8	5
45	68	96	98	127	115	115	46	48	28	10	6	3
00	86	72	92	104	118	77	53	31	22	14	4	0
Hr Total	**327**	**345**	**379**	**466**	**440**	**409**	**276**	**165**	**112**	**57**	**27**	**13**

24 Hour Total:	5,030				
AM Peak Hour begins:	7:45	AM Peak Volume:	545	AM Peak Hour Factor:	0.77
PM Peak Hour begins:	15:00	PM Peak Volume:	466	PM Peak Hour Factor:	0.92

APPENDIX B

ADJUSTMENT FACTORS

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1700 SARASOTA COUNTYWIDE

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.97	1.04
2	01/03/2021 - 01/09/2021	1.01	1.09
3	01/10/2021 - 01/16/2021	1.06	1.14
4	01/17/2021 - 01/23/2021	1.04	1.12
5	01/24/2021 - 01/30/2021	1.02	1.10
6	01/31/2021 - 02/06/2021	1.00	1.08
7	02/07/2021 - 02/13/2021	0.99	1.06
* 8	02/14/2021 - 02/20/2021	0.97	1.04
* 9	02/21/2021 - 02/27/2021	0.95	1.02
*10	02/28/2021 - 03/06/2021	0.93	1.00
*11	03/07/2021 - 03/13/2021	0.91	0.98
*12	03/14/2021 - 03/20/2021	0.90	0.97
*13	03/21/2021 - 03/27/2021	0.90	0.97
*14	03/28/2021 - 04/03/2021	0.91	0.98
*15	04/04/2021 - 04/10/2021	0.92	0.99
*16	04/11/2021 - 04/17/2021	0.93	1.00
*17	04/18/2021 - 04/24/2021	0.94	1.01
*18	04/25/2021 - 05/01/2021	0.95	1.02
*19	05/02/2021 - 05/08/2021	0.96	1.03
*20	05/09/2021 - 05/15/2021	0.97	1.04
21	05/16/2021 - 05/22/2021	0.98	1.05
22	05/23/2021 - 05/29/2021	0.99	1.06
23	05/30/2021 - 06/05/2021	0.99	1.06
24	06/06/2021 - 06/12/2021	1.00	1.08
25	06/13/2021 - 06/19/2021	1.01	1.09
26	06/20/2021 - 06/26/2021	1.02	1.10
27	06/27/2021 - 07/03/2021	1.03	1.11
28	07/04/2021 - 07/10/2021	1.04	1.12
29	07/11/2021 - 07/17/2021	1.05	1.13
30	07/18/2021 - 07/24/2021	1.06	1.14
31	07/25/2021 - 07/31/2021	1.08	1.16
32	08/01/2021 - 08/07/2021	1.09	1.17
33	08/08/2021 - 08/14/2021	1.10	1.18
34	08/15/2021 - 08/21/2021	1.12	1.20
35	08/22/2021 - 08/28/2021	1.12	1.20
36	08/29/2021 - 09/04/2021	1.12	1.20
37	09/05/2021 - 09/11/2021	1.12	1.20
38	09/12/2021 - 09/18/2021	1.12	1.20
39	09/19/2021 - 09/25/2021	1.09	1.17
40	09/26/2021 - 10/02/2021	1.07	1.15
41	10/03/2021 - 10/09/2021	1.05	1.13
42	10/10/2021 - 10/16/2021	1.02	1.10
43	10/17/2021 - 10/23/2021	1.02	1.10
44	10/24/2021 - 10/30/2021	1.02	1.10
45	10/31/2021 - 11/06/2021	1.01	1.09
46	11/07/2021 - 11/13/2021	1.01	1.09
47	11/14/2021 - 11/20/2021	1.01	1.09
48	11/21/2021 - 11/27/2021	1.00	1.08
49	11/28/2021 - 12/04/2021	0.99	1.06
50	12/05/2021 - 12/11/2021	0.98	1.05
51	12/12/2021 - 12/18/2021	0.97	1.04
52	12/19/2021 - 12/25/2021	1.01	1.09
53	12/26/2021 - 12/31/2021	1.06	1.14

* PEAK SEASON

Axle Adjustment Factor Calculations

West of Talon Boulevard/Ibis Street - 5/10/2022						West of Talon Boulevard/Ibis Street - 5/11/2022						West of Talon Boulevard/Ibis Street - 5/12/2022					
FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles	FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles	FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles
	EB	WB	Two-Way				EB	WB	Two-Way				EB	WB	Two-Way		
1	28	37	65	2	130	1	42	39	81	2	162	1	33	31	64	2	128
2	5,119	5,150	10,269	2	20538	2	4959	5359	10,318	2	20636	2	5221	5328	10,549	2	21098
3	2,339	1,791	4,130	2	8260	3	2322	1906	4,228	2	8456	3	2321	1790	4,111	2	8222
4	38	31	69	2	138	4	42	29	71	2	142	4	52	33	85	2	170
5	448	362	810	2	1620	5	437	340	777	2	1554	5	455	399	854	2	1708
6	222	203	425	3	1275	6	220	220	440	3	1320	6	252	201	453	3	1359
7	40	100	140	4	560	7	12	80	92	4	368	7	41	152	193	4	772
8	151	253	404	4	1616	8	149	234	383	4	1532	8	156	221	377	4	1508
9	59	44	103	5	515	9	64	62	126	5	630	9	64	57	121	5	605
10	0	1	1	6	6	10	0	4	4	6	24	10	1	7	8	6	48
11	0	0	0	5	0	11	0	0	0	5	0	11	0	0	0	5	0
12	0	0	0	6	0	12	0	0	0	6	0	12	0	0	0	6	0
13	1	3	4	7	28	13	0	3	3	7	21	13	0	3	3	7	21
Total Volume	8,445	7,975	16,420	Total Axles	34,686	Total Volume	8,247	8,276	16,523	Total Axles	34,845	Total Volume	8,596	8,222	16,818	Total Axles	35,639
				Axles/Veh	2.112424					Axles/Veh	2.108879					Axles/Veh	2.119099
				Axle Factor	0.94678					Axle Factor	0.94837					Axle Factor	0.94380

Average Two-Way 24-Hour Volume = (16,420 +16,523+16,818)/3 = 16,587 vehicles

Average Total Axles = 34,686+34,845+35,639 = 35,057 axles

Axle Adjustment Factor = [(Average Two-Way 24-Hour Volume) x (2)]/[Average Total Axles] = (16,587 x 2)/35,057 = 0.946

Axle Adjustment Factor = (0.94678 + 0.94837 + 0.94380)/3 = 0.946

Axle Adjustment Factor Calculations

West of Lorraine Road - 5/10/2022						West of Lorraine Road - 5/11/2022						West of Lorraine Road - 5/12/2022					
FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles	FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles	FHWA Vehicle Class	24-Hour Vehicle Volume			Avg. No. of Axles/Vehicle	Total No. of Axles
	EB	WB	Two-Way				EB	WB	Two-Way				EB	WB	Two-Way		
1	20	28	48	2	96	1	34	34	68	2	136	1	27	31	58	2	116
2	3,104	3,013	6,117	2	12234	2	3,115	3,306	6,421	2	12842	2	3,115	3,119	6,234	2	12468
3	1,573	1,624	3,197	2	6394	3	1,556	1,637	3,193	2	6386	3	1,511	1,552	3,063	2	6126
4	18	16	34	2	68	4	19	21	40	2	80	4	19	18	37	2	74
5	220	271	491	2	982	5	216	258	474	2	948	5	239	248	487	2	974
6	191	104	295	3	885	6	204	116	320	3	960	6	231	82	313	3	939
7	35	117	152	4	608	7	8	94	102	4	408	7	17	165	182	4	728
8	72	89	161	4	644	8	85	91	176	4	704	8	76	100	176	4	704
9	59	56	115	5	575	9	65	76	141	5	705	9	64	72	136	5	680
10	1	0	1	6	6	10	0	1	1	6	6	10	2	2	4	6	24
11	0	0	0	5	0	11	0	0	0	5	0	11	0	0	0	5	0
12	0	0	0	6	0	12	0	0	0	6	0	12	0	0	0	6	0
13	0	0	0	7	0	13	0	0	0	7	0	13	0	0	0	7	0
Total Volume	5,293	5,318	10,611	Total Axles	22,492	Total Volume	5,302	5,634	10,936	Total Axles	23,175	Total Volume	5,301	5,389	10,690	Total Axles	22,833
				Axles/Veh	2.119687					Axles/Veh	2.119148					Axles/Veh	2.135921
				Axle Factor	0.94354					Axle Factor	0.94378					Axle Factor	0.93636

Average Two-Way 24-Hour Volume = (10,611+10,936+10,690)/3 = 10,746 vehicles

Average Total Axles = (22,492+23,175+22,833)/3 = 22,833 axles

Axle Adjustment Factor = [(Average Two-Way 24-Hour Volume) x (2)]/[Average Total Axles] = (10,746 x 2)/22,833 = 0.941

Axle Adjustment Factor = (0.94354 + 0.94378 + 0.93636)/3 = 0.941

APPENDIX C

DAILY VEHICLE COMPOSITION

Table 2-3: Existing (2022) SR 72 Mainline Daily Vehicle Composition

Location	Date	Passenger Vehicles	Passenger Vehicle %	Medium Trucks	Medium Truck %	Heavy Trucks	Heavy Truck %	Total Trucks	Total Truck %	Buses	Bus %	Motorcycles	Motorcycle %
West of Talon Boulevard/Ibis Street [1]	5/10/2022	14,399	87.69%	810	4.93%	1,077	6.56%	1,877	11.49%	69	0.42%	65	0.40%
	5/11/2022	14,546	88.03%	777	4.70%	1,048	6.34%	1,825	11.05%	71	0.43%	81	0.49%
	5/12/2022	14,660	87.17%	854	5.08%	1,155	6.87%	2,009	11.95%	85	0.51%	64	0.38%
	Average	14,535	87.63%	814	4.90%	1,093	6.59%	1,904	11.50%	75	0.45%	70	0.42%
West of Proctor Road/Dove Avenue [2]	N/A	11,021	87.48%	652	5.17%	750	5.95%	1,402	11.12%	97	0.77%	80	0.63%
West of Lorraine Road [1]	5/10/2022	9,314	87.78%	491	4.63%	724	6.82%	1,215	11.45%	34	0.32%	48	0.45%
	5/11/2022	9,614	87.91%	474	4.33%	740	6.77%	1,214	11.10%	40	0.37%	68	0.62%
	5/12/2022	9,297	86.97%	487	4.56%	811	7.59%	1,298	12.14%	37	0.35%	58	0.54%
	Average	9,408	87.55%	484	4.51%	758	7.06%	1,242	11.56%	37	0.35%	58	0.54%
Average (All Three Locations)			87.55%		4.86%		6.53%		11.39%		0.52%		0.53%
East of Lorraine Road [3]	N/A	6,105	83.63%	537	7.35%	548	7.51%	1,085	14.86%	35	0.47%	76	1.04%

[1] Obtained from the vehicle classification counts conducted for the SR 72 PD&E study

[2] Obtained from the 2021 FDOT Annual Vehicle Classification Report (Count Station No. 170024)

[3] Obtained from the 2021 Annual Vehicle Classification Report (Count Station No. 170054)

APPENDIX D

PEAK HOUR INTERSECTION TURNING MOVEMENT COUNTS

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	174	0	174	18	0	0	18	0	114	14	128	320
07:15 AM	1	159	0	160	21	0	0	21	0	127	10	137	318
07:30 AM	0	156	0	156	20	0	1	21	0	153	6	159	336
07:45 AM	0	143	0	143	27	0	1	28	0	186	14	200	371
Total	1	632	0	633	86	0	2	88	0	580	44	624	1345
08:00 AM	0	186	0	186	31	0	2	33	0	205	34	239	458
08:15 AM	2	186	0	188	33	0	1	34	0	191	18	209	431
08:30 AM	0	199	0	199	28	0	2	30	0	152	12	164	393
08:45 AM	1	158	0	159	19	0	1	20	0	148	10	158	337
Total	3	729	0	732	111	0	6	117	0	696	74	770	1619
*** BREAK ***													
04:00 PM	1	122	0	123	27	0	2	29	0	157	14	171	323
04:15 PM	5	176	0	181	14	0	1	15	0	160	22	182	378
04:30 PM	2	170	0	172	17	0	1	18	0	144	11	155	345
04:45 PM	0	167	0	167	7	0	2	9	0	183	19	202	378
Total	8	635	0	643	65	0	6	71	0	644	66	710	1424
05:00 PM	3	163	0	166	19	0	3	22	0	181	27	208	396
05:15 PM	2	193	0	195	15	0	2	17	0	174	11	185	397
05:30 PM	0	178	0	178	12	0	1	13	0	179	15	194	385
05:45 PM	2	129	0	131	7	0	0	7	0	154	16	170	308
Total	7	663	0	670	53	0	6	59	0	688	69	757	1486
Grand Total	19	2659	0	2678	315	0	20	335	0	2608	253	2861	5874
Apprch %	0.7	99.3	0		94	0	6		0	91.2	8.8		
Total %	0.3	45.3	0	45.6	5.4	0	0.3	5.7	0	44.4	4.3	48.7	
Passenger Vehicles	17	2532	0	2549	307	0	20	327	0	2475	243	2718	5594
% Passenger Vehicles	89.5	95.2	0	95.2	97.5	0	100	97.6	0	94.9	96	95	95.2
Heavy Vehicles	2	127	0	129	8	0	0	8	0	133	10	143	280
% Heavy Vehicles	10.5	4.8	0	4.8	2.5	0	0	2.4	0	5.1	4	5	4.8
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	143	0	143	27	0	1	28	0	186	14	200	371
08:00 AM	0	186	0	186	31	0	**2**	33	0	**205**	**34**	**239**	**458**
08:15 AM	**2**	186	0	188	**33**	0	1	**34**	0	191	18	209	431
08:30 AM	0	**199**	0	**199**	28	0	2	30	0	152	12	164	393
Total Volume	2	714	0	716	119	0	6	125	0	734	78	812	1653
% App. Total	0.3	99.7	0		95.2	0	4.8		0	90.4	9.6		
PHF	.250	.897	.000	.899	.902	.000	.750	.919	.000	.895	.574	.849	.902
Passenger Vehicles	2	667	0	669	117	0	6	123	0	686	74	760	1552
% Passenger Vehicles	100	93.4	0	93.4	98.3	0	100	98.4	0	93.5	94.9	93.6	93.9
Heavy Vehicles	0	47	0	47	2	0	0	2	0	48	4	52	101
% Heavy Vehicles	0	6.6	0	6.6	1.7	0	0	1.6	0	6.5	5.1	6.4	6.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:00 AM				07:45 AM				07:45 AM				
+0 mins.	0	186	0	186	27	0	1	28	0	186	14	200	
+15 mins.	**2**	186	0	188	31	0	**2**	33	0	**205**	**34**	**239**	
+30 mins.	0	**199**	0	**199**	**33**	0	1	**34**	0	191	18	209	
+45 mins.	1	158	0	159	28	0	2	30	0	152	12	164	
Total Volume	3	729	0	732	119	0	6	125	0	734	78	812	
% App. Total	0.4	99.6	0		95.2	0	4.8		0	90.4	9.6		
PHF	.375	.916	.000	.920	.902	.000	.750	.919	.000	.895	.574	.849	
Passenger Vehicles	2	685	0	687	117	0	6	123	0	686	74	760	
% Passenger Vehicles	66.7	94	0	93.9	98.3	0	100	98.4	0	93.5	94.9	93.6	
Heavy Vehicles	1	44	0	45	2	0	0	2	0	48	4	52	
% Heavy Vehicles	33.3	6	0	6.1	1.7	0	0	1.6	0	6.5	5.1	6.4	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	167	0	167	7	0	2	9	0	**183**	19	202	378
05:00 PM	**3**	163	0	166	**19**	0	**3**	**22**	0	181	**27**	**208**	396
05:15 PM	2	**193**	0	**195**	15	0	2	17	0	174	11	185	**397**
05:30 PM	0	178	0	178	12	0	1	13	0	179	15	194	385
Total Volume	5	701	0	706	53	0	8	61	0	717	72	789	1556
% App. Total	0.7	99.3	0		86.9	0	13.1		0	90.9	9.1		
PHF	.417	.908	.000	.905	.697	.000	.667	.693	.000	.980	.667	.948	.980
Passenger Vehicles	5	680	0	685	50	0	8	58	0	707	69	776	1519
% Passenger Vehicles	100	97.0	0	97.0	94.3	0	100	95.1	0	98.6	95.8	98.4	97.6
Heavy Vehicles	0	21	0	21	3	0	0	3	0	10	3	13	37
% Heavy Vehicles	0	3.0	0	3.0	5.7	0	0	4.9	0	1.4	4.2	1.6	2.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				04:00 PM				04:45 PM				
+0 mins.	0	167	0	167	**27**	0	**2**	**29**	0	**183**	19	202	
+15 mins.	**3**	163	0	166	14	0	1	15	0	181	**27**	**208**	
+30 mins.	2	**193**	0	**195**	17	0	1	18	0	174	11	185	
+45 mins.	0	178	0	178	7	0	2	9	0	179	15	194	
Total Volume	5	701	0	706	65	0	6	71	0	717	72	789	
% App. Total	0.7	99.3	0		91.5	0	8.5		0	90.9	9.1		
PHF	.417	.908	.000	.905	.602	.000	.750	.612	.000	.980	.667	.948	
Passenger Vehicles	5	680	0	685	62	0	6	68	0	707	69	776	
% Passenger Vehicles	100	97	0	97	95.4	0	100	95.8	0	98.6	95.8	98.4	
Heavy Vehicles	0	21	0	21	3	0	0	3	0	10	3	13	
% Heavy Vehicles	0	3	0	3	4.6	0	0	4.2	0	1.4	4.2	1.6	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	167	0	167	18	0	0	18	0	101	14	115	300
07:15 AM	1	155	0	156	21	0	0	21	0	107	9	116	293
07:30 AM	0	136	0	136	20	0	1	21	0	142	5	147	304
07:45 AM	0	132	0	132	26	0	1	27	0	173	14	187	346
Total	1	590	0	591	85	0	2	87	0	523	42	565	1243
08:00 AM	0	175	0	175	30	0	2	32	0	190	32	222	429
08:15 AM	2	174	0	176	33	0	1	34	0	180	16	196	406
08:30 AM	0	186	0	186	28	0	2	30	0	143	12	155	371
08:45 AM	0	150	0	150	18	0	1	19	0	131	10	141	310
Total	2	685	0	687	109	0	6	115	0	644	70	714	1516
*** BREAK ***													
04:00 PM	1	119	0	120	27	0	2	29	0	149	14	163	312
04:15 PM	5	168	0	173	14	0	1	15	0	157	22	179	367
04:30 PM	1	163	0	164	15	0	1	16	0	141	10	151	331
04:45 PM	0	164	0	164	6	0	2	8	0	176	18	194	366
Total	7	614	0	621	62	0	6	68	0	623	64	687	1376
05:00 PM	3	157	0	160	18	0	3	21	0	180	25	205	386
05:15 PM	2	186	0	188	14	0	2	16	0	173	11	184	388
05:30 PM	0	173	0	173	12	0	1	13	0	178	15	193	379
05:45 PM	2	127	0	129	7	0	0	7	0	154	16	170	306
Total	7	643	0	650	51	0	6	57	0	685	67	752	1459
Grand Total	17	2532	0	2549	307	0	20	327	0	2475	243	2718	5594
Apprch %	0.7	99.3	0		93.9	0	6.1		0	91.1	8.9		
Total %	0.3	45.3	0	45.6	5.5	0	0.4	5.8	0	44.2	4.3	48.6	

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	132	0	132	26	0	1	27	0	173	14	187	346
08:00 AM	0	175	0	175	30	0	**2**	32	0	**190**	**32**	**222**	**429**
08:15 AM	**2**	174	0	176	**33**	0	1	**34**	0	180	16	196	406
08:30 AM	0	**186**	0	**186**	28	0	2	30	0	143	12	155	371
Total Volume	2	667	0	669	117	0	6	123	0	686	74	760	1552
% App. Total	0.3	99.7	0		95.1	0	4.9		0	90.3	9.7		
PHF	.250	.897	.000	.899	.886	.000	.750	.904	.000	.903	.578	.856	.904

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	175	0	175	26	0	1	27	0	173	14	187
+15 mins.	**2**	174	0	176	30	0	**2**	32	0	**190**	**32**	**222**
+30 mins.	0	**186**	0	**186**	**33**	0	1	**34**	0	180	16	196
+45 mins.	0	150	0	150	28	0	2	30	0	143	12	155
Total Volume	2	685	0	687	117	0	6	123	0	686	74	760
% App. Total	0.3	99.7	0		95.1	0	4.9		0	90.3	9.7	
PHF	.250	.921	.000	.923	.886	.000	.750	.904	.000	.903	.578	.856

Intersection Turning Movement Count

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	164	0	164	6	0	2	8	0	176	18	194	366
05:00 PM	**3**	157	0	160	**18**	0	**3**	**21**	0	**180**	**25**	**205**	386
05:15 PM	2	**186**	0	**188**	14	0	2	16	0	173	11	184	**388**
05:30 PM	0	173	0	173	12	0	1	13	0	178	15	193	379
Total Volume	5	680	0	685	50	0	8	58	0	707	69	776	1519
% App. Total	0.7	99.3	0		86.2	0	13.8		0	91.1	8.9		
PHF	.417	.914	.000	.911	.694	.000	.667	.690	.000	.982	.690	.946	.979

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	164	0	164	**27**	0	**2**	**29**	0	176	18	194
+15 mins.	**3**	157	0	160	14	0	1	15	0	**180**	**25**	**205**
+30 mins.	2	**186**	0	**188**	15	0	1	16	0	173	11	184
+45 mins.	0	173	0	173	6	0	2	8	0	178	15	193
Total Volume	5	680	0	685	62	0	6	68	0	707	69	776
% App. Total	0.7	99.3	0		91.2	0	8.8		0	91.1	8.9	
PHF	.417	.914	.000	.911	.574	.000	.750	.586	.000	.982	.690	.946

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	0	0	0	13	0	13	20
07:15 AM	0	4	0	4	0	0	0	0	0	20	1	21	25
07:30 AM	0	20	0	20	0	0	0	0	0	11	1	12	32
07:45 AM	0	11	0	11	1	0	0	1	0	13	0	13	25
Total	0	42	0	42	1	0	0	1	0	57	2	59	102
08:00 AM	0	11	0	11	1	0	0	1	0	15	2	17	29
08:15 AM	0	12	0	12	0	0	0	0	0	11	2	13	25
08:30 AM	0	13	0	13	0	0	0	0	0	9	0	9	22
08:45 AM	1	8	0	9	1	0	0	1	0	17	0	17	27
Total	1	44	0	45	2	0	0	2	0	52	4	56	103
*** BREAK ***													
04:00 PM	0	3	0	3	0	0	0	0	0	8	0	8	11
04:15 PM	0	8	0	8	0	0	0	0	0	3	0	3	11
04:30 PM	1	7	0	8	2	0	0	2	0	3	1	4	14
04:45 PM	0	3	0	3	1	0	0	1	0	7	1	8	12
Total	1	21	0	22	3	0	0	3	0	21	2	23	48
05:00 PM	0	6	0	6	1	0	0	1	0	1	2	3	10
05:15 PM	0	7	0	7	1	0	0	1	0	1	0	1	9
05:30 PM	0	5	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	20	0	20	2	0	0	2	0	3	2	5	27
Grand Total	2	127	0	129	8	0	0	8	0	133	10	143	280
Apprch %	1.6	98.4	0		100	0	0		0	93	7		
Total %	0.7	45.4	0	46.1	2.9	0	0	2.9	0	47.5	3.6	51.1	

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	4	0	4	0	0	0	0	0	**20**	1	**21**	25
07:30 AM	0	**20**	0	**20**	0	0	0	0	0	11	1	12	**32**
07:45 AM	0	11	0	11	**1**	0	0	**1**	0	13	0	13	25
08:00 AM	0	11	0	11	1	0	0	1	0	15	**2**	17	29
Total Volume	0	46	0	46	2	0	0	2	0	59	4	63	111
% App. Total	0	100	0		100	0	0		0	93.7	6.3		
PHF	.000	.575	.000	.575	.500	.000	.000	.500	.000	.738	.500	.750	.867

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				
+0 mins.	0	**20**	0	**20**	0	0	0	0	0	**20**	1	**21**	
+15 mins.	0	11	0	11	0	0	0	0	0	11	1	12	
+30 mins.	0	11	0	11	**1**	0	0	**1**	0	13	0	13	
+45 mins.	0	12	0	12	1	0	0	1	0	15	**2**	17	
Total Volume	0	54	0	54	2	0	0	2	0	59	4	63	
% App. Total	0	100	0		100	0	0		0	93.7	6.3		
PHF	.000	.675	.000	.675	.500	.000	.000	.500	.000	.738	.500	.750	

Intersection Turning Movement Count

File Name : SR72&Hummingbird
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				HUMMINGBIRD AVENE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	3	0	3	0	0	0	0	0	**8**	0	**8**	11
04:15 PM	0	**8**	0	**8**	0	0	0	0	0	3	0	3	11
04:30 PM	**1**	7	0	8	**2**	0	0	**2**	0	3	**1**	4	**14**
04:45 PM	0	3	0	3	1	0	0	1	0	7	1	8	12
Total Volume	1	21	0	22	3	0	0	3	0	21	2	23	48
% App. Total	4.5	95.5	0		100	0	0		0	91.3	8.7		
PHF	.250	.656	.000	.688	.375	.000	.000	.375	.000	.656	.500	.719	.857

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	**8**	0	**8**	**2**	0	0	**2**	0	**8**	0	**8**
+15 mins.	**1**	7	0	8	1	0	0	1	0	3	0	3
+30 mins.	0	3	0	3	1	0	0	1	0	3	**1**	4
+45 mins.	0	6	0	6	1	0	0	1	0	7	1	8
Total Volume	1	24	0	25	5	0	0	5	0	21	2	23
% App. Total	4	96	0		100	0	0		0	91.3	8.7	
PHF	.250	.750	.000	.781	.625	.000	.000	.625	.000	.656	.500	.719

Intersection Pedestrian & Bicycle Count

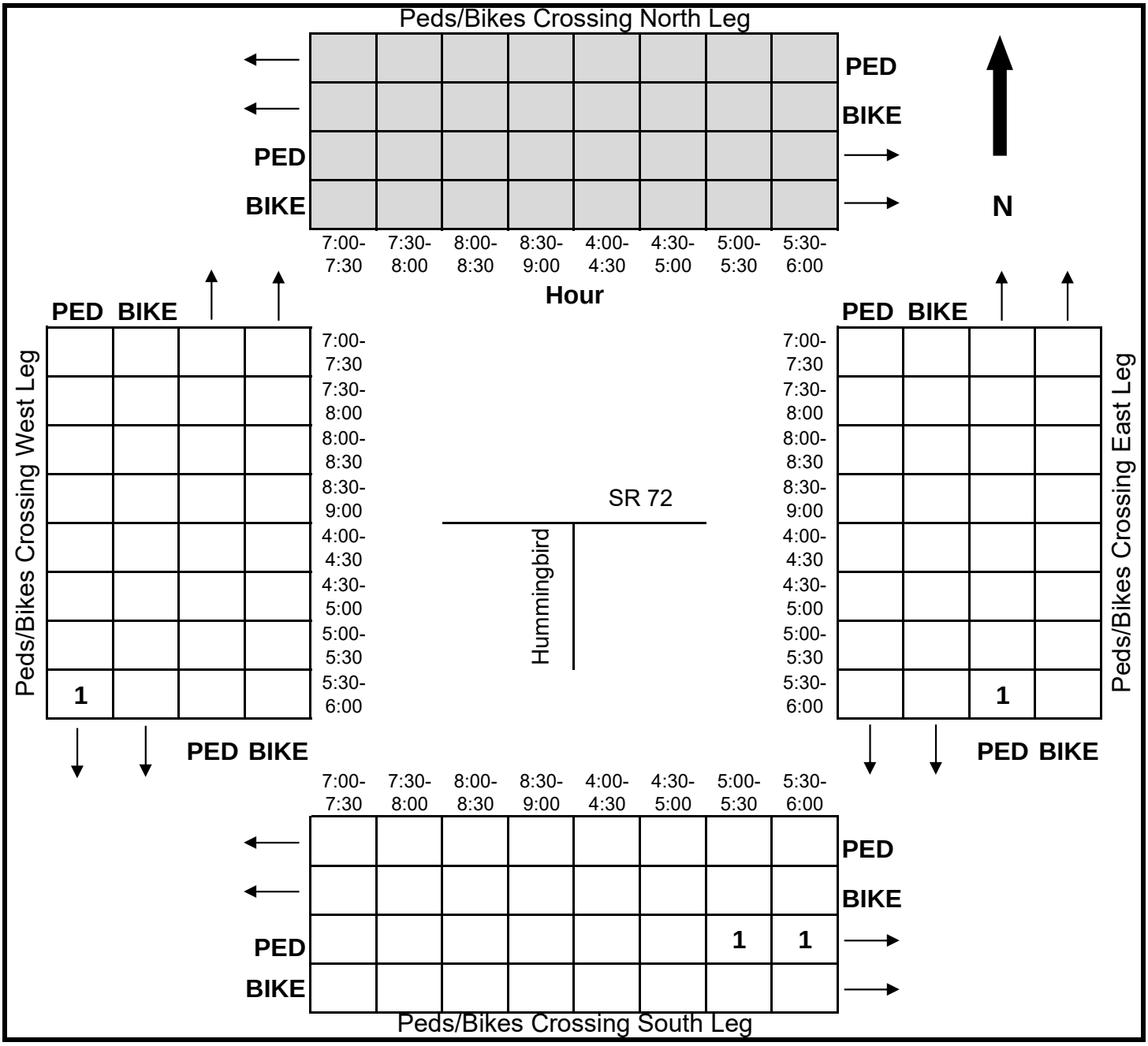
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Hummingbird Avenue

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	176	0	176	4	0	0	4	0	114	3	117	297
07:15 AM	1	155	0	156	3	0	0	3	0	125	4	129	288
07:30 AM	1	154	0	155	3	0	1	4	0	154	1	155	314
07:45 AM	0	141	0	141	2	0	2	4	0	176	4	180	325
Total	2	626	0	628	12	0	3	15	0	569	12	581	1224
08:00 AM	0	186	0	186	3	0	0	3	0	208	5	213	402
08:15 AM	3	183	0	186	6	0	1	7	0	185	5	190	383
08:30 AM	0	193	0	193	4	0	2	6	0	152	3	155	354
08:45 AM	1	156	0	157	2	0	1	3	1	143	6	150	310
Total	4	718	0	722	15	0	4	19	1	688	19	708	1449
*** BREAK ***													
04:00 PM	0	121	0	121	3	0	1	4	0	151	2	153	278
04:15 PM	2	177	0	179	4	0	0	4	0	162	4	166	349
04:30 PM	1	161	0	162	6	0	4	10	0	137	9	146	318
04:45 PM	1	157	0	158	10	0	2	12	0	149	27	176	346
Total	4	616	0	620	23	0	7	30	0	599	42	641	1291
05:00 PM	2	159	0	161	4	0	2	6	0	167	18	185	352
05:15 PM	2	192	0	194	7	0	5	12	0	169	14	183	389
05:30 PM	1	173	0	174	3	0	0	3	0	165	12	177	354
05:45 PM	2	126	0	128	4	0	2	6	0	139	17	156	290
Total	7	650	0	657	18	0	9	27	0	640	61	701	1385
Grand Total	17	2610	0	2627	68	0	23	91	1	2496	134	2631	5349
Apprch %	0.6	99.4	0		74.7	0	25.3		0	94.9	5.1		
Total %	0.3	48.8	0	49.1	1.3	0	0.4	1.7	0	46.7	2.5	49.2	
Passenger Vehicles	17	2482	0	2499	64	0	23	87	0	2362	133	2495	5081
% Passenger Vehicles	100	95.1	0	95.1	94.1	0	100	95.6	0	94.6	99.3	94.8	95
Heavy Vehicles	0	128	0	128	4	0	0	4	0	134	1	135	267
% Heavy Vehicles	0	4.9	0	4.9	5.9	0	0	4.4	0	5.4	0.7	5.1	5
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	100	0	0	0	0

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	141	0	141	2	0	**2**	4	0	176	4	180	325
08:00 AM	0	186	0	186	3	0	0	3	0	**208**	**5**	**213**	**402**
08:15 AM	**3**	183	0	186	**6**	0	1	**7**	0	185	5	190	383
08:30 AM	0	**193**	0	**193**	4	0	2	6	0	152	3	155	354
Total Volume	3	703	0	706	15	0	5	20	0	721	17	738	1464
% App. Total	0.4	99.6	0		75	0	25		0	97.7	2.3		
PHF	.250	.911	.000	.915	.625	.000	.625	.714	.000	.867	.850	.866	.910
Passenger Vehicles	3	658	0	661	14	0	5	19	0	673	17	690	1370
% Passenger Vehicles	100	93.6	0	93.6	93.3	0	100	95.0	0	93.3	100	93.5	93.6
Heavy Vehicles	0	45	0	45	1	0	0	1	0	48	0	48	94
% Heavy Vehicles	0	6.4	0	6.4	6.7	0	0	5.0	0	6.7	0	6.5	6.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:00 AM				07:45 AM				07:30 AM				
+0 mins.	0	186	0	186	2	0	**2**	4	0	154	1	155	
+15 mins.	**3**	183	0	186	3	0	0	3	0	176	4	180	
+30 mins.	0	**193**	0	**193**	**6**	0	1	**7**	0	**208**	**5**	**213**	
+45 mins.	1	156	0	157	4	0	2	6	0	185	5	190	
Total Volume	4	718	0	722	15	0	5	20	0	723	15	738	
% App. Total	0.6	99.4	0		75	0	25		0	98	2		
PHF	.333	.930	.000	.935	.625	.000	.625	.714	.000	.869	.750	.866	
Passenger Vehicles	4	672	0	676	14	0	5	19	0	674	15	689	
% Passenger Vehicles	100	93.6	0	93.6	93.3	0	100	95	0	93.2	100	93.4	
Heavy Vehicles	0	46	0	46	1	0	0	1	0	49	0	49	
% Heavy Vehicles	0	6.4	0	6.4	6.7	0	0	5	0	6.8	0	6.6	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	157	0	158	**10**	0	2	**12**	0	149	**27**	176	346
05:00 PM	**2**	159	0	161	4	0	2	6	0	167	18	**185**	352
05:15 PM	2	**192**	0	**194**	7	0	**5**	12	0	**169**	14	183	**389**
05:30 PM	1	173	0	174	3	0	0	3	0	165	12	177	354
Total Volume	6	681	0	687	24	0	9	33	0	650	71	721	1441
% App. Total	0.9	99.1	0		72.7	0	27.3		0	90.2	9.8		
PHF	.750	.887	.000	.885	.600	.000	.450	.688	.000	.962	.657	.974	.926
Passenger Vehicles	6	660	0	666	24	0	9	33	0	639	71	710	1409
% Passenger Vehicles	100	96.9	0	96.9	100	0	100	100	0	98.3	100	98.5	97.8
Heavy Vehicles	0	21	0	21	0	0	0	0	0	11	0	11	32
% Heavy Vehicles	0	3.1	0	3.1	0	0	0	0	0	1.7	0	1.5	2.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				04:30 PM				04:45 PM				
+0 mins.	1	157	0	158	6	0	4	10	0	149	**27**	176	
+15 mins.	**2**	159	0	161	**10**	0	2	**12**	0	167	18	**185**	
+30 mins.	2	**192**	0	**194**	4	0	2	6	0	**169**	14	183	
+45 mins.	1	173	0	174	7	0	**5**	12	0	165	12	177	
Total Volume	6	681	0	687	27	0	13	40	0	650	71	721	
% App. Total	0.9	99.1	0		67.5	0	32.5		0	90.2	9.8		
PHF	.750	.887	.000	.885	.675	.000	.650	.833	.000	.962	.657	.974	
Passenger Vehicles	6	660	0	666	27	0	13	40	0	639	71	710	
% Passenger Vehicles	100	96.9	0	96.9	100	0	100	100	0	98.3	100	98.5	
Heavy Vehicles	0	21	0	21	0	0	0	0	0	11	0	11	
% Heavy Vehicles	0	3.1	0	3.1	0	0	0	0	0	1.7	0	1.5	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	173	0	173	2	0	0	2	0	100	2	102	277
07:15 AM	1	152	0	153	2	0	0	2	0	105	4	109	264
07:30 AM	1	132	0	133	3	0	1	4	0	143	1	144	281
07:45 AM	0	130	0	130	1	0	2	3	0	166	4	170	303
Total	2	587	0	589	8	0	3	11	0	514	11	525	1125
08:00 AM	0	178	0	178	3	0	0	3	0	191	5	196	377
08:15 AM	3	168	0	171	6	0	1	7	0	174	5	179	357
08:30 AM	0	182	0	182	4	0	2	6	0	142	3	145	333
08:45 AM	1	144	0	145	2	0	1	3	0	128	6	134	282
Total	4	672	0	676	15	0	4	19	0	635	19	654	1349
*** BREAK ***													
04:00 PM	0	119	0	119	3	0	1	4	0	142	2	144	267
04:15 PM	2	168	0	170	4	0	0	4	0	159	4	163	337
04:30 PM	1	152	0	153	6	0	4	10	0	134	9	143	306
04:45 PM	1	155	0	156	10	0	2	12	0	142	27	169	337
Total	4	594	0	598	23	0	7	30	0	577	42	619	1247
05:00 PM	2	153	0	155	4	0	2	6	0	165	18	183	344
05:15 PM	2	184	0	186	7	0	5	12	0	168	14	182	380
05:30 PM	1	168	0	169	3	0	0	3	0	164	12	176	348
05:45 PM	2	124	0	126	4	0	2	6	0	139	17	156	288
Total	7	629	0	636	18	0	9	27	0	636	61	697	1360
Grand Total	17	2482	0	2499	64	0	23	87	0	2362	133	2495	5081
Apprch %	0.7	99.3	0		73.6	0	26.4		0	94.7	5.3		
Total %	0.3	48.8	0	49.2	1.3	0	0.5	1.7	0	46.5	2.6	49.1	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	130	0	130	1	0	**2**	3	0	166	4	170	303
08:00 AM	0	178	0	178	3	0	0	3	0	**191**	**5**	**196**	**377**
08:15 AM	**3**	168	0	171	**6**	0	1	**7**	0	174	5	179	357
08:30 AM	0	**182**	0	**182**	4	0	2	6	0	142	3	145	333
Total Volume	3	658	0	661	14	0	5	19	0	673	17	690	1370
% App. Total	0.5	99.5	0		73.7	0	26.3		0	97.5	2.5		
PHF	.250	.904	.000	.908	.583	.000	.625	.679	.000	.881	.850	.880	.908

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	178	0	178	1	0	**2**	3	0	166	4	170
+15 mins.	**3**	168	0	171	3	0	0	3	0	**191**	**5**	**196**
+30 mins.	0	**182**	0	**182**	**6**	0	1	**7**	0	174	5	179
+45 mins.	1	144	0	145	4	0	2	6	0	142	3	145
Total Volume	4	672	0	676	14	0	5	19	0	673	17	690
% App. Total	0.6	99.4	0		73.7	0	26.3		0	97.5	2.5	
PHF	.333	.923	.000	.929	.583	.000	.625	.679	.000	.881	.850	.880

Intersection Turning Movement Count

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	155	0	156	**10**	0	2	**12**	0	142	**27**	169	337
05:00 PM	**2**	153	0	155	4	0	2	6	0	165	18	**183**	344
05:15 PM	2	**184**	0	**186**	7	0	**5**	12	0	**168**	14	182	**380**
05:30 PM	1	168	0	169	3	0	0	3	0	164	12	176	348
Total Volume	6	660	0	666	24	0	9	33	0	639	71	710	1409
% App. Total	0.9	99.1	0		72.7	0	27.3		0	90	10		
PHF	.750	.897	.000	.895	.600	.000	.450	.688	.000	.951	.657	.970	.927

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:45 PM			
+0 mins.	1	155	0	156	6	0	4	10	0	142	**27**	169
+15 mins.	**2**	153	0	155	**10**	0	2	**12**	0	165	18	**183**
+30 mins.	2	**184**	0	**186**	4	0	2	6	0	**168**	14	182
+45 mins.	1	168	0	169	7	0	**5**	12	0	164	12	176
Total Volume	6	660	0	666	27	0	13	40	0	639	71	710
% App. Total	0.9	99.1	0		67.5	0	32.5		0	90	10	
PHF	.750	.897	.000	.895	.675	.000	.650	.833	.000	.951	.657	.970

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	2	0	0	2	0	14	1	15	20
07:15 AM	0	3	0	3	1	0	0	1	0	20	0	20	24
07:30 AM	0	22	0	22	0	0	0	0	0	11	0	11	33
07:45 AM	0	11	0	11	1	0	0	1	0	10	0	10	22
Total	0	39	0	39	4	0	0	4	0	55	1	56	99
08:00 AM	0	8	0	8	0	0	0	0	0	17	0	17	25
08:15 AM	0	15	0	15	0	0	0	0	0	11	0	11	26
08:30 AM	0	11	0	11	0	0	0	0	0	10	0	10	21
08:45 AM	0	12	0	12	0	0	0	0	0	15	0	15	27
Total	0	46	0	46	0	0	0	0	0	53	0	53	99
*** BREAK ***													
04:00 PM	0	2	0	2	0	0	0	0	0	9	0	9	11
04:15 PM	0	9	0	9	0	0	0	0	0	3	0	3	12
04:30 PM	0	9	0	9	0	0	0	0	0	3	0	3	12
04:45 PM	0	2	0	2	0	0	0	0	0	7	0	7	9
Total	0	22	0	22	0	0	0	0	0	22	0	22	44
05:00 PM	0	6	0	6	0	0	0	0	0	2	0	2	8
05:15 PM	0	8	0	8	0	0	0	0	0	1	0	1	9
05:30 PM	0	5	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	21	0	21	0	0	0	0	0	4	0	4	25
Grand Total	0	128	0	128	4	0	0	4	0	134	1	135	267
Apprch %	0	100	0		100	0	0		0	99.3	0.7		
Total %	0	47.9	0	47.9	1.5	0	0	1.5	0	50.2	0.4	50.6	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	**22**	0	**22**	0	0	0	0	0	11	0	11	**33**
07:45 AM	0	11	0	11	**1**	0	0	**1**	0	10	0	10	22
08:00 AM	0	8	0	8	0	0	0	0	0	**17**	0	**17**	25
08:15 AM	0	15	0	15	0	0	0	0	0	11	0	11	26
Total Volume	0	56	0	56	1	0	0	1	0	49	0	49	106
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.636	.000	.636	.250	.000	.000	.250	.000	.721	.000	.721	.803

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM			
+0 mins.	0	**22**	0	**22**	**2**	0	0	**2**	0	**20**	0	**20**
+15 mins.	0	11	0	11	1	0	0	1	0	11	0	11
+30 mins.	0	8	0	8	0	0	0	0	0	10	0	10
+45 mins.	0	15	0	15	1	0	0	1	0	17	0	17
Total Volume	0	56	0	56	4	0	0	4	0	58	0	58
% App. Total	0	100	0		100	0	0		0	100	0	
PHF	.000	.636	.000	.636	.500	.000	.000	.500	.000	.725	.000	.725

Intersection Turning Movement Count

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	2	0	2	0	0	0	0	0	**9**	0	**9**	11
04:15 PM	0	**9**	0	**9**	0	0	0	0	0	3	0	3	**12**
04:30 PM	0	9	0	9	0	0	0	0	0	3	0	3	12
04:45 PM	0	2	0	2	0	0	0	0	0	7	0	7	9
Total Volume	0	22	0	22	0	0	0	0	0	22	0	22	44
% App. Total	0	100	0		0	0	0		0	100	0		
PHF	.000	.611	.000	.611	.000	.000	.000	.000	.000	.611	.000	.611	.917

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM			
+0 mins.	0	**9**	0	**9**	0	0	0	0	0	**9**	0	**9**
+15 mins.	0	9	0	9	0	0	0	0	0	3	0	3
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3
+45 mins.	0	6	0	6	0	0	0	0	0	7	0	7
Total Volume	0	26	0	26	0	0	0	0	0	22	0	22
% App. Total	0	100	0		0	0	0		0	100	0	
PHF	.000	.722	.000	.722	.000	.000	.000	.000	.000	.611	.000	.611

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWk
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- UTurns

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

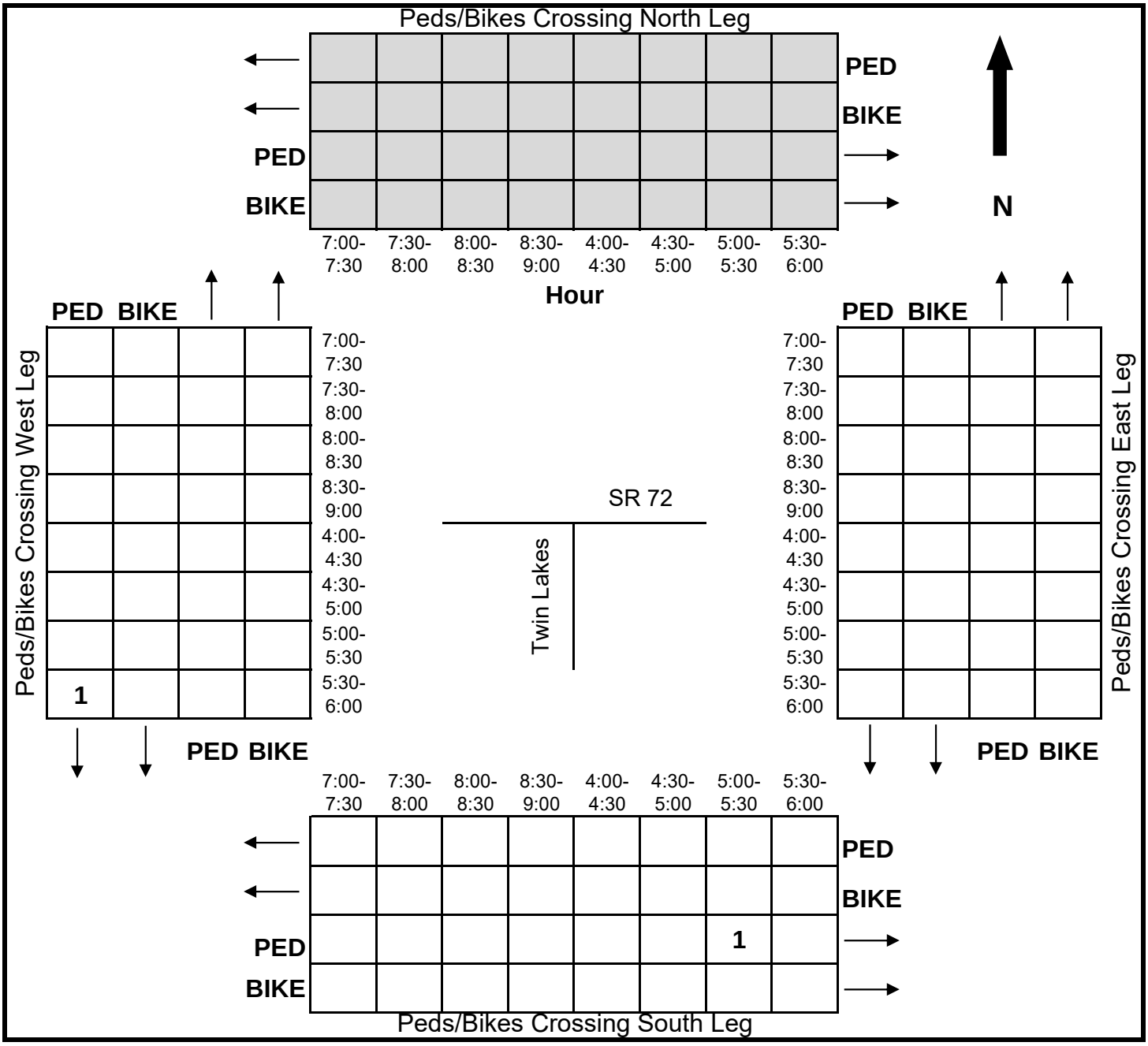
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Twin Lakes Park

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	116	0	116	4	0	0	4	0	106	8	114	234
09:15 AM	0	102	0	102	1	0	1	2	0	108	14	122	226
09:30 AM	0	148	0	148	5	0	1	6	0	115	28	143	297
09:45 AM	3	138	0	141	11	0	2	13	0	133	15	148	302
Total	3	504	0	507	21	0	4	25	0	462	65	527	1059
10:00 AM	1	118	0	119	5	0	0	5	0	138	15	153	277
10:15 AM	0	129	0	129	5	0	0	5	0	92	20	112	246
10:30 AM	1	128	0	129	4	0	0	4	0	112	13	125	258
10:45 AM	2	143	0	145	9	0	0	9	0	138	14	152	306
Total	4	518	0	522	23	0	0	23	0	480	62	542	1087
*** BREAK ***													
04:30 PM	4	96	0	100	3	0	0	3	2	118	27	147	250
04:45 PM	5	100	0	105	3	0	2	5	0	110	21	131	241
Total	9	196	0	205	6	0	2	8	2	228	48	278	491
05:00 PM	3	96	0	99	4	0	2	6	0	109	17	126	231
05:15 PM	1	101	0	102	7	0	2	9	0	110	21	131	242
05:30 PM	1	98	0	99	3	0	6	9	0	87	10	97	205
05:45 PM	4	89	0	93	41	0	6	47	0	101	14	115	255
Total	9	384	0	393	55	0	16	71	0	407	62	469	933
06:00 PM	1	103	0	104	6	0	0	6	0	99	22	121	231
06:15 PM	1	99	0	100	5	0	3	8	0	91	6	97	205
Grand Total	27	1804	0	1831	116	0	25	141	2	1767	265	2034	4006
Apprch %	1.5	98.5	0		82.3	0	17.7		0.1	86.9	13		
Total %	0.7	45	0	45.7	2.9	0	0.6	3.5	0	44.1	6.6	50.8	
Passenger Vehicles	27	1779	0	1806	114	0	25	139	2	1743	264	2009	3954
% Passenger Vehicles	100	98.6	0	98.6	98.3	0	100	98.6	100	98.6	99.6	98.8	98.7
Heavy Vehicles	0	25	0	25	1	0	0	1	0	24	1	25	51
% Heavy Vehicles	0	1.4	0	1.4	0.9	0	0	0.7	0	1.4	0.4	1.2	1.3
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	0.9	0	0	0.7	0	0	0	0	0

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:30 AM													
09:30 AM	0	**148**	0	**148**	5	0	1	6	0	115	**28**	143	297
09:45 AM	**3**	138	0	141	**11**	0	**2**	**13**	0	133	15	148	**302**
10:00 AM	1	118	0	119	5	0	0	5	0	**138**	15	**153**	277
10:15 AM	0	129	0	129	5	0	0	5	0	92	20	112	246
Total Volume	4	533	0	537	26	0	3	29	0	478	78	556	1122
% App. Total	0.7	99.3	0		89.7	0	10.3		0	86	14		
PHF	.333	.900	.000	.907	.591	.000	.375	.558	.000	.866	.696	.908	.929
Passenger Vehicles	4	525	0	529	26	0	3	29	0	465	78	543	1101
% Passenger Vehicles	100	98.5	0	98.5	100	0	100	100	0	97.3	100	97.7	98.1
Heavy Vehicles	0	8	0	8	0	0	0	0	0	13	0	13	21
% Heavy Vehicles	0	1.5	0	1.5	0	0	0	0	0	2.7	0	2.3	1.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022
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	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	09:30 AM				09:30 AM				09:15 AM				
+0 mins.	0	**148**	0	**148**	5	0	1	6	0	108	14	122	
+15 mins.	**3**	138	0	141	**11**	0	**2**	**13**	0	115	**28**	143	
+30 mins.	1	118	0	119	5	0	0	5	0	133	15	148	
+45 mins.	0	129	0	129	5	0	0	5	0	**138**	15	**153**	
Total Volume	4	533	0	537	26	0	3	29	0	494	72	566	
% App. Total	0.7	99.3	0		89.7	0	10.3		0	87.3	12.7		
PHF	.333	.900	.000	.907	.591	.000	.375	.558	.000	.895	.643	.925	
Passenger Vehicles	4	525	0	529	26	0	3	29	0	481	72	553	
% Passenger Vehicles	100	98.5	0	98.5	100	0	100	100	0	97.4	100	97.7	
Heavy Vehicles	0	8	0	8	0	0	0	0	0	13	0	13	
% Heavy Vehicles	0	1.5	0	1.5	0	0	0	0	0	2.6	0	2.3	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	96	0	100	3	0	0	3	**2**	**118**	**27**	**147**	**250**
04:45 PM	**5**	100	0	**105**	3	0	**2**	5	0	110	21	131	241
05:00 PM	3	96	0	99	4	0	2	6	0	109	17	126	231
05:15 PM	1	**101**	0	102	**7**	0	2	**9**	0	110	21	131	242
Total Volume	13	393	0	406	17	0	6	23	2	447	86	535	964
% App. Total	3.2	96.8	0		73.9	0	26.1		0.4	83.6	16.1		
PHF	.650	.973	.000	.967	.607	.000	.750	.639	.250	.947	.796	.910	.964
Passenger Vehicles	13	389	0	402	16	0	6	22	2	445	86	533	957
% Passenger Vehicles	100	99.0	0	99.0	94.1	0	100	95.7	100	99.6	100	99.6	99.3
Heavy Vehicles	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy Vehicles	0	1.0	0	1.0	0	0	0	0	0	0.4	0	0.4	0.6
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	5.9	0	0	4.3	0	0	0	0	0.1

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM			
+0 mins.	4	96	0	100	4	0	2	6	**2**	**118**	**27**	**147**
+15 mins.	**5**	100	0	**105**	7	0	2	9	0	110	21	131
+30 mins.	3	96	0	99	3	0	**6**	9	0	109	17	126
+45 mins.	1	**101**	0	102	**41**	0	6	**47**	0	110	21	131
Total Volume	13	393	0	406	55	0	16	71	2	447	86	535
% App. Total	3.2	96.8	0		77.5	0	22.5		0.4	83.6	16.1	
PHF	.650	.973	.000	.967	.335	.000	.667	.378	.250	.947	.796	.910
Passenger Vehicles	13	389	0	402	54	0	16	70	2	445	86	533
% Passenger Vehicles	100	99	0	99	98.2	0	100	98.6	100	99.6	100	99.6
Heavy Vehicles	0	4	0	4	0	0	0	0	0	2	0	2
% Heavy Vehicles	0	1	0	1	0	0	0	0	0	0.4	0	0.4
UTurns	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	0	0	0	0	1.8	0	0	1.4	0	0	0	0

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022
Page No : 1

Groups Printed- Passenger Vehicles

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	115	0	115	4	0	0	4	0	105	7	112	231
09:15 AM	0	100	0	100	0	0	1	1	0	106	14	120	221
09:30 AM	0	147	0	147	5	0	1	6	0	113	28	141	294
09:45 AM	3	137	0	140	11	0	2	13	0	128	15	143	296
Total	3	499	0	502	20	0	4	24	0	452	64	516	1042
10:00 AM	1	114	0	115	5	0	0	5	0	134	15	149	269
10:15 AM	0	127	0	127	5	0	0	5	0	90	20	110	242
10:30 AM	1	126	0	127	4	0	0	4	0	110	13	123	254
10:45 AM	2	141	0	143	9	0	0	9	0	137	14	151	303
Total	4	508	0	512	23	0	0	23	0	471	62	533	1068
*** BREAK ***													
04:30 PM	4	95	0	99	3	0	0	3	2	118	27	147	249
04:45 PM	5	98	0	103	3	0	2	5	0	109	21	130	238
Total	9	193	0	202	6	0	2	8	2	227	48	277	487
05:00 PM	3	95	0	98	4	0	2	6	0	108	17	125	229
05:15 PM	1	101	0	102	6	0	2	8	0	110	21	131	241
05:30 PM	1	96	0	97	3	0	6	9	0	87	10	97	203
05:45 PM	4	87	0	91	41	0	6	47	0	100	14	114	252
Total	9	379	0	388	54	0	16	70	0	405	62	467	925
06:00 PM	1	103	0	104	6	0	0	6	0	99	22	121	231
06:15 PM	1	97	0	98	5	0	3	8	0	89	6	95	201
Grand Total	27	1779	0	1806	114	0	25	139	2	1743	264	2009	3954
Apprch %	1.5	98.5	0		82	0	18		0.1	86.8	13.1		
Total %	0.7	45	0	45.7	2.9	0	0.6	3.5	0.1	44.1	6.7	50.8	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:30 AM													
09:30 AM	0	**147**	0	**147**	5	0	1	6	0	113	**28**	141	294
09:45 AM	**3**	137	0	140	**11**	0	**2**	**13**	0	128	15	143	**296**
10:00 AM	1	114	0	115	5	0	0	5	0	**134**	15	**149**	269
10:15 AM	0	127	0	127	5	0	0	5	0	90	20	110	242
Total Volume	4	525	0	529	26	0	3	29	0	465	78	543	1101
% App. Total	0.8	99.2	0		89.7	0	10.3		0	85.6	14.4		
PHF	.333	.893	.000	.900	.591	.000	.375	.558	.000	.868	.696	.911	.930

Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:30 AM				09:30 AM				09:15 AM				
+0 mins.	0	**147**	0	**147**	5	0	1	6	0	106	14	120	
+15 mins.	**3**	137	0	140	**11**	0	**2**	**13**	0	113	**28**	141	
+30 mins.	1	114	0	115	5	0	0	5	0	128	15	143	
+45 mins.	0	127	0	127	5	0	0	5	0	**134**	15	**149**	
Total Volume	4	525	0	529	26	0	3	29	0	481	72	553	
% App. Total	0.8	99.2	0		89.7	0	10.3		0	87	13		
PHF	.333	.893	.000	.900	.591	.000	.375	.558	.000	.897	.643	.928	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	95	0	99	3	0	0	3	**2**	**118**	**27**	**147**	**249**
04:45 PM	**5**	98	0	**103**	3	0	**2**	5	0	109	21	130	238
05:00 PM	3	95	0	98	4	0	2	6	0	108	17	125	229
05:15 PM	1	**101**	0	102	**6**	0	2	**8**	0	110	21	131	241
Total Volume	13	389	0	402	16	0	6	22	2	445	86	533	957
% App. Total	3.2	96.8	0		72.7	0	27.3		0.4	83.5	16.1		
PHF	.650	.963	.000	.976	.667	.000	.750	.688	.250	.943	.796	.906	.961

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM			
+0 mins.	4	95	0	99	4	0	2	6	**2**	**118**	**27**	**147**
+15 mins.	**5**	98	0	**103**	6	0	2	8	0	109	21	130
+30 mins.	3	95	0	98	3	0	**6**	9	0	108	17	125
+45 mins.	1	**101**	0	102	**41**	0	6	**47**	0	110	21	131
Total Volume	13	389	0	402	54	0	16	70	2	445	86	533
% App. Total	3.2	96.8	0		77.1	0	22.9		0.4	83.5	16.1	
PHF	.650	.963	.000	.976	.329	.000	.667	.372	.250	.943	.796	.906

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022
Page No : 1

Groups Printed- Heavy Vehicles

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	1	0	1	0	0	0	0	0	1	1	2	3
09:15 AM	0	2	0	2	1	0	0	1	0	2	0	2	5
09:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
09:45 AM	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	5	0	5	1	0	0	1	0	10	1	11	17
10:00 AM	0	4	0	4	0	0	0	0	0	4	0	4	8
10:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	4
10:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	4
10:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	10	0	10	0	0	0	0	0	9	0	9	19
*** BREAK ***													
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	3	0	3	0	0	0	0	0	1	0	1	4
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
*** BREAK ***													
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	5	0	5	0	0	0	0	0	2	0	2	7
*** BREAK ***													
06:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	25	0	25	1	0	0	1	0	24	1	25	51
Apprch %	0	100	0		100	0	0		0	96	4		
Total %	0	49	0	49	2	0	0	2	0	47.1	2	49	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:15 AM													
09:15 AM	0	2	0	2	**1**	0	0	**1**	0	2	0	2	5
09:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
09:45 AM	0	1	0	1	0	0	0	0	0	**5**	0	**5**	6
10:00 AM	0	**4**	0	**4**	0	0	0	0	0	4	0	4	**8**
Total Volume	0	8	0	8	1	0	0	1	0	13	0	13	22
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.650	.000	.650	.688

Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				09:00 AM				09:15 AM				
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	
+15 mins.	0	2	0	2	**1**	0	0	**1**	0	2	0	2	
+30 mins.	0	2	0	2	0	0	0	0	0	**5**	0	**5**	
+45 mins.	0	2	0	2	0	0	0	0	0	4	0	4	
Total Volume	0	10	0	10	1	0	0	1	0	13	0	13	
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.650	.000	.650	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 PM													
05:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
Total Volume	0	6	0	6	0	0	0	0	0	3	0	3	9
% App. Total	0	100	0		0	0	0		0	100	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.563

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:30 PM				04:30 PM				05:30 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	**2**	0	**2**
Total Volume	0	6	0	6	0	0	0	0	0	3	0	3
% App. Total	0	100	0		0	0	0		0	100	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&TwinLakesParkWE
Site Code : 22001
Start Date : 5/14/2022
Page No : 1

Groups Printed- UTurns

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	

	SR 72 Westbound				TWIN LAKES PARK Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:00 AM													
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

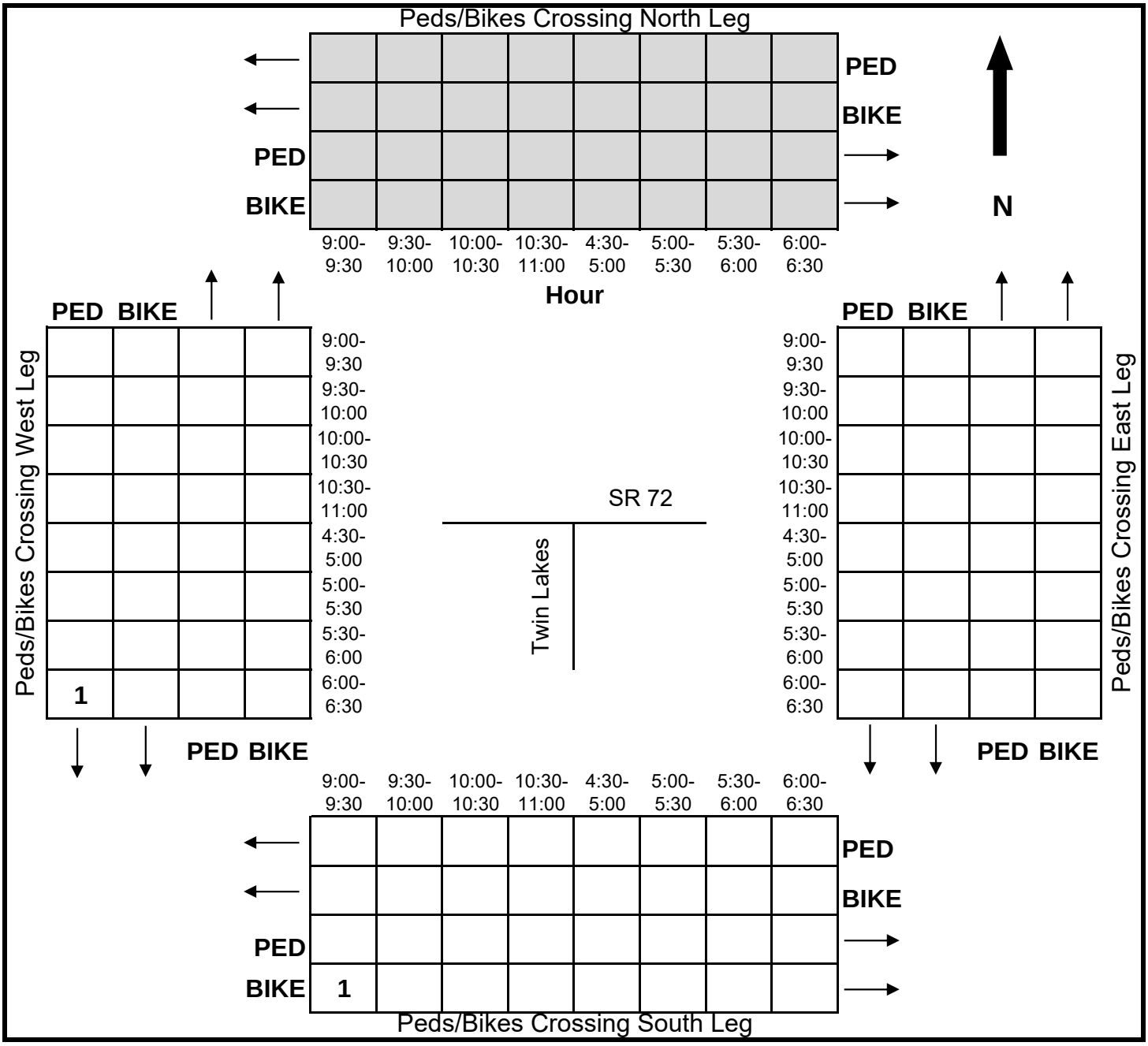
Date: 5/14/22 Day: Saturday

Count Times: 9-11am & 4:30-6:30pm Weather: Clear

Intersection: SR 72 at Twin Lakes Park

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	20	22	0	119	1	120	36	0	0	36	2	81	24	107	285
07:15 AM	0	0	15	15	0	111	3	114	26	0	0	26	7	95	29	131	286
07:30 AM	2	0	6	8	0	135	0	135	20	0	2	22	5	122	26	153	318
07:45 AM	4	0	12	16	3	104	2	109	25	0	3	28	4	125	41	170	323
Total	8	0	53	61	3	469	6	478	107	0	5	112	18	423	120	561	1212
08:00 AM	3	0	12	15	3	125	1	129	46	0	5	51	6	146	57	209	404
08:15 AM	0	2	8	10	15	147	2	164	40	1	1	42	5	139	45	189	405
08:30 AM	0	0	16	16	2	150	0	152	24	0	3	27	5	113	35	153	348
08:45 AM	1	0	9	10	3	117	0	120	30	0	2	32	7	105	24	136	298
Total	4	2	45	51	23	539	3	565	140	1	11	152	23	503	161	687	1455
*** BREAK ***																	
04:00 PM	2	0	7	9	2	99	1	102	24	0	0	24	10	116	24	150	285
04:15 PM	0	2	15	17	4	143	1	148	20	0	1	21	6	114	43	163	349
04:30 PM	1	0	9	10	8	121	2	131	31	1	7	39	10	106	29	145	325
04:45 PM	1	1	10	12	17	114	4	135	33	0	1	34	8	109	26	143	324
Total	4	3	41	48	31	477	8	516	108	1	9	118	34	445	122	601	1283
05:00 PM	2	0	6	8	24	129	6	159	27	0	0	27	13	116	38	167	361
05:15 PM	1	0	12	13	15	150	4	169	32	0	5	37	14	124	41	179	398
05:30 PM	4	0	12	16	8	134	6	148	32	0	1	33	5	130	29	164	361
05:45 PM	1	0	4	5	11	92	3	106	29	0	2	31	11	104	23	138	280
Total	8	0	34	42	58	505	19	582	120	0	8	128	43	474	131	648	1400
Grand Total	24	5	173	202	115	1990	36	2141	475	2	33	510	118	1845	534	2497	5350
Apprch %	11.9	2.5	85.6		5.4	92.9	1.7		93.1	0.4	6.5		4.7	73.9	21.4		
Total %	0.4	0.1	3.2	3.8	2.1	37.2	0.7	40	8.9	0	0.6	9.5	2.2	34.5	10	46.7	
Passenger Vehicles	21	5	171	197	112	1877	36	2025	460	2	32	494	116	1734	514	2364	5080
% Passenger Vehicles	87.5	100	98.8	97.5	97.4	94.3	100	94.6	96.8	100	97	96.9	98.3	94	96.3	94.7	95
Heavy Vehicles	0	0	2	2	3	113	0	116	15	0	1	16	2	111	20	133	267
% Heavy Vehicles	0	0	1.2	1	2.6	5.7	0	5.4	3.2	0	3	3.1	1.7	6	3.7	5.3	5
UTurns	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% UTurns	12.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0.1

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	0	12	**16**	3	104	**2**	109	25	0	3	28	4	125	41	170	323
08:00 AM	3	0	12	15	3	125	1	129	**46**	0	**5**	**51**	**6**	**146**	**57**	**209**	404
08:15 AM	0	**2**	8	10	**15**	147	2	**164**	40	**1**	1	42	5	139	45	189	**405**
08:30 AM	0	0	**16**	16	2	**150**	0	152	24	0	3	27	5	113	35	153	348
Total Volume	7	2	48	57	23	526	5	554	135	1	12	148	20	523	178	721	1480
% App. Total	12.3	3.5	84.2		4.2	94.9	0.9		91.2	0.7	8.1		2.8	72.5	24.7		
PHF	.438	.250	.750	.891	.383	.877	.625	.845	.734	.250	.600	.725	.833	.896	.781	.862	.914
Passenger Vehicles	7	2	47	56	22	489	5	516	130	1	11	142	20	481	170	671	1385
% Passenger Vehicles	100	100	97.9	98.2	95.7	93.0	100	93.1	96.3	100	91.7	95.9	100	92.0	95.5	93.1	93.6
Heavy Vehicles	0	0	1	1	1	37	0	38	5	0	1	6	0	42	8	50	95

Intersection Turning Movement Count

% Heavy Vehicles	0	0	2.1	1.8	4.3	7.0	0	6.9	3.7	0	8.3	4.1	0	8.0	4.5	6.9	6.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				07:30 AM			
+0 mins.	2	0	**20**	**22**	3	125	1	129	**46**	0	**5**	**51**	5	122	26	153
+15 mins.	0	0	15	15	**15**	147	**2**	**164**	40	**1**	1	42	4	125	41	170
+30 mins.	2	0	6	8	2	**150**	0	152	24	0	3	27	**6**	**146**	**57**	**209**
+45 mins.	**4**	0	12	16	3	117	0	120	30	0	2	32	5	139	45	189
Total Volume	8	0	53	61	23	539	3	565	140	1	11	152	20	532	169	721
% App. Total	13.1	0	86.9		4.1	95.4	0.5		92.1	0.7	7.2		2.8	73.8	23.4	
PHF	.500	.000	.663	.693	.383	.898	.375	.861	.761	.250	.550	.745	.833	.911	.741	.862
Passenger Vehicles	8	0	52	60	21	499	3	523	134	1	10	145	20	489	162	671
% Passenger Vehicles	100	0	98.1	98.4	91.3	92.6	100	92.6	95.7	100	90.9	95.4	100	91.9	95.9	93.1
Heavy Vehicles	0	0	1	1	2	40	0	42	6	0	1	7	0	43	7	50
% Heavy Vehicles	0	0	1.9	1.6	8.7	7.4	0	7.4	4.3	0	9.1	4.6	0	8.1	4.1	6.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	1	**1**	10	12	17	114	4	135	**33**	0	1	34	8	109	26	143	324
05:00 PM	2	0	6	8	**24**	129	**6**	159	27	0	0	27	13	116	38	167	361
05:15 PM	1	0	**12**	13	15	**150**	4	**169**	32	0	**5**	**37**	**14**	124	**41**	**179**	**398**
05:30 PM	**4**	0	12	**16**	8	134	6	148	32	0	1	33	5	**130**	29	164	361
Total Volume	8	1	40	49	64	527	20	611	124	0	7	131	40	479	134	653	1444
% App. Total	16.3	2	81.6		10.5	86.3	3.3		94.7	0	5.3		6.1	73.4	20.5		
PHF	.500	.250	.833	.766	.667	.878	.833	.904	.939	.000	.350	.885	.714	.921	.817	.912	.907
Passenger Vehicles	6	1	40	47	63	506	20	589	122	0	7	129	40	472	131	643	1408
% Passenger Vehicles	75.0	100	100	95.9	98.4	96.0	100	96.4	98.4	0	100	98.5	100	98.5	97.8	98.5	97.5
Heavy Vehicles	0	0	0	0	1	21	0	22	2	0	0	2	0	7	3	10	34
% Heavy Vehicles	0	0	0	0	1.6	4.0	0	3.6	1.6	0	0	1.5	0	1.5	2.2	1.5	2.4
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% UTurns	25.0	0	0	4.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	1	**1**	10	12	17	114	4	135	31	**1**	**7**	**39**	8	109	26	143
+15 mins.	2	0	6	8	**24**	129	**6**	159	**33**	0	1	34	13	116	38	167
+30 mins.	1	0	**12**	13	15	**150**	4	**169**	27	0	0	27	**14**	124	**41**	**179**
+45 mins.	**4**	0	12	**16**	8	134	6	148	32	0	5	37	5	**130**	29	164
Total Volume	8	1	40	49	64	527	20	611	123	1	13	137	40	479	134	653
% App. Total	16.3	2	81.6		10.5	86.3	3.3		89.8	0.7	9.5		6.1	73.4	20.5	
PHF	.500	.250	.833	.766	.667	.878	.833	.904	.932	.250	.464	.878	.714	.921	.817	.912
Passenger Vehicles	6	1	40	47	63	506	20	589	119	1	13	133	40	472	131	643
% Passenger Vehicles	75	100	100	95.9	98.4	96	100	96.4	96.7	100	100	97.1	100	98.5	97.8	98.5
Heavy Vehicles	0	0	0	0	1	21	0	22	4	0	0	4	0	7	3	10
% Heavy Vehicles	0	0	0	0	1.6	4	0	3.6	3.3	0	0	2.9	0	1.5	2.2	1.5
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	25	0	0	4.1	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	20	22	0	117	1	118	35	0	0	35	2	67	24	93	268
07:15 AM	0	0	14	14	0	109	3	112	26	0	0	26	5	82	26	113	265
07:30 AM	2	0	6	8	0	114	0	114	20	0	2	22	5	111	26	142	286
07:45 AM	4	0	12	16	3	95	2	100	24	0	3	27	4	118	38	160	303
Total	8	0	52	60	3	435	6	444	105	0	5	110	16	378	114	508	1122
08:00 AM	3	0	12	15	3	119	1	123	44	0	4	48	6	131	54	191	377
08:15 AM	0	2	7	9	14	132	2	148	40	1	1	42	5	129	44	178	377
08:30 AM	0	0	16	16	2	143	0	145	22	0	3	25	5	103	34	142	328
08:45 AM	1	0	9	10	2	105	0	107	28	0	2	30	7	92	22	121	268
Total	4	2	44	50	21	499	3	523	134	1	10	145	23	455	154	632	1350
*** BREAK ***																	
04:00 PM	2	0	7	9	2	97	1	100	23	0	0	23	10	108	23	141	273
04:15 PM	0	2	15	17	4	136	1	141	18	0	1	19	6	112	42	160	337
04:30 PM	1	0	9	10	8	114	2	124	29	1	7	37	10	105	27	142	313
04:45 PM	1	1	10	12	17	111	4	132	33	0	1	34	8	104	25	137	315
Total	4	3	41	48	31	458	8	497	103	1	9	113	34	429	117	580	1238
05:00 PM	0	0	6	6	24	123	6	153	26	0	0	26	13	116	36	165	350
05:15 PM	1	0	12	13	15	142	4	161	31	0	5	36	14	123	41	178	388
05:30 PM	4	0	12	16	7	130	6	143	32	0	1	33	5	129	29	163	355
05:45 PM	0	0	4	4	11	90	3	104	29	0	2	31	11	104	23	138	277
Total	5	0	34	39	57	485	19	561	118	0	8	126	43	472	129	644	1370
Grand Total	21	5	171	197	112	1877	36	2025	460	2	32	494	116	1734	514	2364	5080
Apprch %	10.7	2.5	86.8		5.5	92.7	1.8		93.1	0.4	6.5		4.9	73.4	21.7		
Total %	0.4	0.1	3.4	3.9	2.2	36.9	0.7	39.9	9.1	0	0.6	9.7	2.3	34.1	10.1	46.5	

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	0	12	**16**	3	95	**2**	100	24	0	3	27	4	118	38	160	303
08:00 AM	3	0	12	15	3	119	1	123	**44**	0	**4**	**48**	**6**	**131**	**54**	**191**	**377**
08:15 AM	0	**2**	7	9	**14**	132	2	**148**	40	**1**	1	42	5	129	44	178	377
08:30 AM	0	0	**16**	16	2	**143**	0	145	22	0	3	25	5	103	34	142	328
Total Volume	7	2	47	56	22	489	5	516	130	1	11	142	20	481	170	671	1385
% App. Total	12.5	3.6	83.9		4.3	94.8	1		91.5	0.7	7.7		3	71.7	25.3		
PHF	.438	.250	.734	.875	.393	.855	.625	.872	.739	.250	.688	.740	.833	.918	.787	.878	.918

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				07:30 AM				
+0 mins.	2	0	**20**	**22**	3	119	1	123	**44**	0	**4**	**48**	5	111	26	142	
+15 mins.	0	0	14	14	**14**	132	**2**	**148**	40	**1**	1	42	4	118	38	160	
+30 mins.	2	0	6	8	2	**143**	0	145	22	0	3	25	**6**	**131**	**54**	**191**	
+45 mins.	**4**	0	12	16	2	105	0	107	28	0	2	30	5	129	44	178	
Total Volume	8	0	52	60	21	499	3	523	134	1	10	145	20	489	162	671	
% App. Total	13.3	0	86.7		4	95.4	0.6		92.4	0.7	6.9		3	72.9	24.1		
PHF	.500	.000	.650	.682	.375	.872	.375	.883	.761	.250	.625	.755	.833	.933	.750	.878	

Intersection Turning Movement Count

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	**1**	10	12	17	111	4	132	**33**	0	1	34	8	104	25	137	315
05:00 PM	0	0	6	6	**24**	123	**6**	153	26	0	0	26	13	116	36	165	350
05:15 PM	1	0	**12**	13	15	**142**	4	**161**	31	0	**5**	**36**	**14**	123	**41**	**178**	**388**
05:30 PM	**4**	0	12	**16**	7	130	6	143	32	0	1	33	5	**129**	29	163	355
Total Volume	6	1	40	47	63	506	20	589	122	0	7	129	40	472	131	643	1408
% App. Total	12.8	2.1	85.1		10.7	85.9	3.4		94.6	0	5.4		6.2	73.4	20.4		
PHF	.375	.250	.833	.734	.656	.891	.833	.915	.924	.000	.350	.896	.714	.915	.799	.903	.907

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	**2**	0	7	9	17	111	4	132	29	**1**	**7**	**37**	13	116	36	165
+15 mins.	0	**2**	**15**	**17**	**24**	123	**6**	153	**33**	0	1	34	**14**	123	**41**	**178**
+30 mins.	1	0	9	10	15	**142**	4	**161**	26	0	0	26	5	**129**	29	163
+45 mins.	1	1	10	12	7	130	6	143	31	0	5	36	11	104	23	138
Total Volume	4	3	41	48	63	506	20	589	119	1	13	133	43	472	129	644
% App. Total	8.3	6.2	85.4		10.7	85.9	3.4		89.5	0.8	9.8		6.7	73.3	20	
PHF	.500	.375	.683	.706	.656	.891	.833	.915	.902	.250	.464	.899	.768	.915	.787	.904

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	14	0	14	17
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	2	13	3	18	21
07:30 AM	0	0	0	0	0	21	0	21	0	0	0	0	0	11	0	11	32
07:45 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	7	3	10	20
Total	0	0	1	1	0	34	0	34	2	0	0	2	2	45	6	53	90
08:00 AM	0	0	0	0	0	6	0	6	2	0	1	3	0	15	3	18	27
08:15 AM	0	0	1	1	1	15	0	16	0	0	0	0	0	10	1	11	28
08:30 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	10	1	11	20
08:45 AM	0	0	0	0	1	12	0	13	2	0	0	2	0	13	2	15	30
Total	0	0	1	1	2	40	0	42	6	0	1	7	0	48	7	55	105
*** BREAK ***																	
04:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	8	1	9	12
04:15 PM	0	0	0	0	0	7	0	7	2	0	0	2	0	2	1	3	12
04:30 PM	0	0	0	0	0	7	0	7	2	0	0	2	0	1	2	3	12
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
Total	0	0	0	0	0	19	0	19	5	0	0	5	0	16	5	21	45
05:00 PM	0	0	0	0	0	6	0	6	1	0	0	1	0	0	2	2	9
05:15 PM	0	0	0	0	0	8	0	8	1	0	0	1	0	1	0	1	10
05:30 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	20	0	21	2	0	0	2	0	2	2	4	27
Grand Total	0	0	2	2	3	113	0	116	15	0	1	16	2	111	20	133	267
Apprch %	0	0	100		2.6	97.4	0		93.8	0	6.2		1.5	83.5	15		
Total %	0	0	0.7	0.7	1.1	42.3	0	43.4	5.6	0	0.4	6	0.7	41.6	7.5	49.8	

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**21**	0	**21**	0	0	0	0	0	11	0	11	**32**
07:45 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	7	**3**	10	20
08:00 AM	0	0	0	0	0	6	0	6	**2**	0	**1**	**3**	0	**15**	3	**18**	27
08:15 AM	0	0	**1**	**1**	**1**	15	0	16	0	0	0	0	0	10	1	11	28
Total Volume	0	0	1	1	1	51	0	52	3	0	1	4	0	43	7	50	107
% App. Total	0	0	100		1.9	98.1	0		75	0	25		0	86	14		
PHF	.000	.000	.250	.250	.250	.607	.000	.619	.375	.000	.250	.333	.000	.717	.583	.694	.836

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**21**	0	**21**	**2**	0	**1**	**3**	**2**	13	**3**	**18**
+15 mins.	0	0	**1**	**1**	0	9	0	9	0	0	0	0	0	11	0	11
+30 mins.	0	0	0	0	0	6	0	6	2	0	0	2	0	7	3	10
+45 mins.	0	0	0	0	**1**	15	0	16	2	0	0	2	0	**15**	3	18
Total Volume	0	0	1	1	1	51	0	52	6	0	1	7	2	46	9	57
% App. Total	0	0	100		1.9	98.1	0		85.7	0	14.3		3.5	80.7	15.8	
PHF	.000	.000	.250	.250	.250	.607	.000	.619	.750	.000	.250	.583	.250	.767	.750	.792

Intersection Turning Movement Count

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	**8**	1	**9**	**12**
04:15 PM	0	0	0	0	0	**7**	0	**7**	**2**	0	0	**2**	0	2	1	3	12
04:30 PM	0	0	0	0	0	7	0	7	2	0	0	2	0	1	**2**	3	12
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
Total Volume	0	0	0	0	0	19	0	19	5	0	0	5	0	16	5	21	45
% App. Total	0	0	0		0	100	0		100	0	0		0	76.2	23.8		
PHF	.000	.000	.000	.000	.000	.679	.000	.679	.625	.000	.000	.625	.000	.500	.625	.583	.938

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	7	0	7	1	0	0	1	0	**8**	1	**9**	
+15 mins.	0	0	0	0	0	3	0	3	**2**	0	0	**2**	0	2	1	3	
+30 mins.	0	0	0	0	0	6	0	6	2	0	0	2	0	1	**2**	3	
+45 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	5	1	6	
Total Volume	0	0	0	0	0	24	0	24	5	0	0	5	0	16	5	21	
% App. Total	0	0	0		0	100	0		100	0	0		0	76.2	23.8		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.625	.000	.000	.625	.000	.500	.625	.583	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Ibis
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- UTurns

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	TALON BOULEVARD Southbound				SR 72 Westbound				IBIS STREET Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

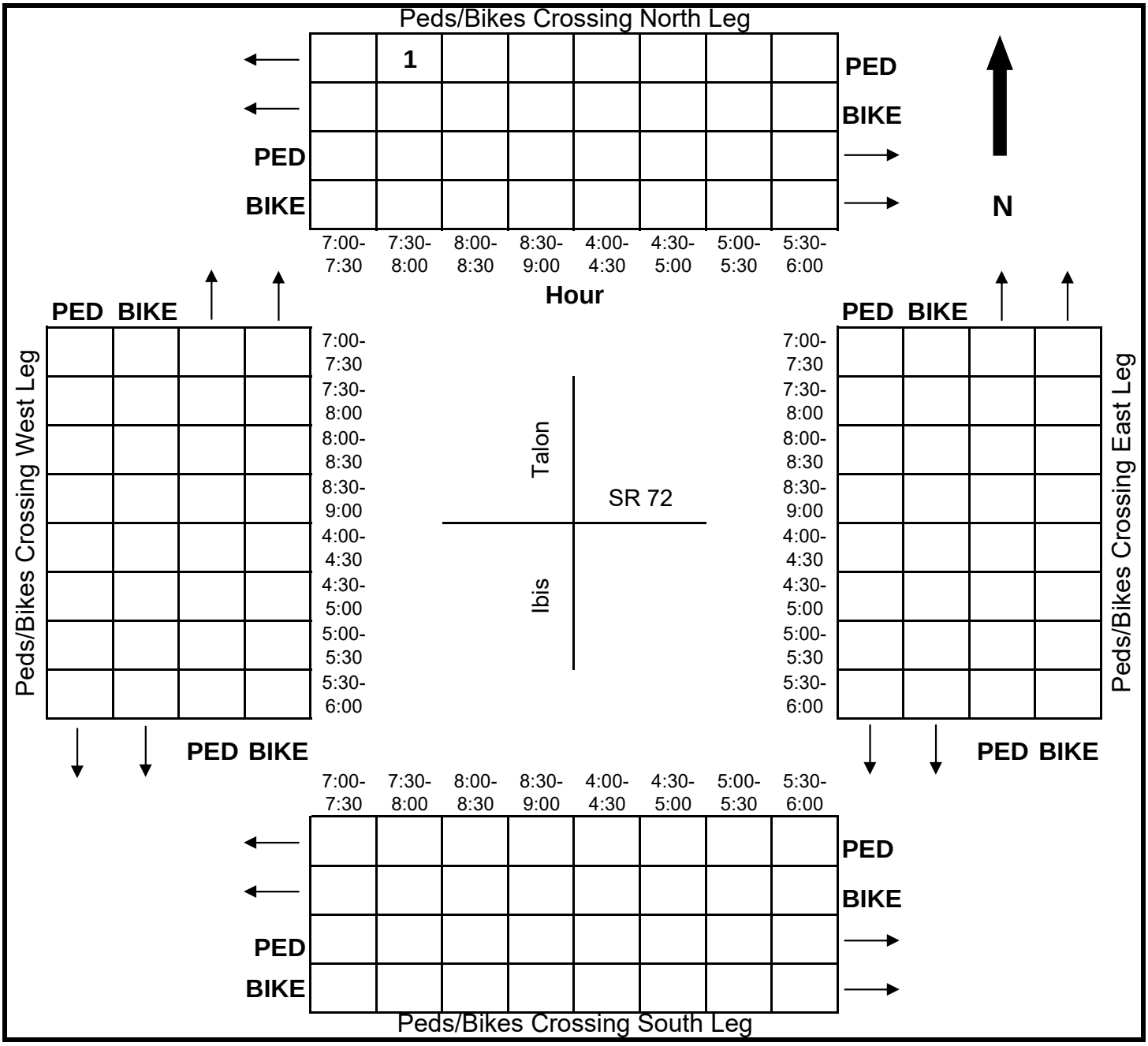
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Talon Boulevard/Ibis Street

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	117	0	117	2	72	0	74	192
07:15 AM	0	0	5	5	0	116	0	116	3	90	0	93	214
07:30 AM	0	0	5	5	0	129	2	131	4	130	0	134	270
07:45 AM	1	0	3	4	0	101	1	102	4	125	0	129	235
Total	1	0	14	15	0	463	3	466	13	417	0	430	911
08:00 AM	0	0	2	2	0	132	0	132	5	140	0	145	279
08:15 AM	0	0	3	3	0	163	2	165	6	146	0	152	320
08:30 AM	0	0	9	9	0	141	4	145	6	107	0	113	267
08:45 AM	1	0	2	3	0	112	1	113	4	101	0	105	221
Total	1	0	16	17	0	548	7	555	21	494	0	515	1087
*** BREAK ***													
04:00 PM	0	0	2	2	1	106	3	110	1	115	0	116	228
04:15 PM	1	0	5	6	0	138	3	141	5	110	0	115	262
04:30 PM	0	0	5	5	0	136	1	137	8	106	0	114	256
04:45 PM	1	0	2	3	1	130	2	133	4	101	0	105	241
Total	2	0	14	16	2	510	9	521	18	432	0	450	987
05:00 PM	0	0	6	6	0	159	1	160	5	117	0	122	288
05:15 PM	0	0	7	7	0	160	2	162	2	131	0	133	302
05:30 PM	0	0	2	2	0	144	1	145	5	125	0	130	277
05:45 PM	0	0	6	6	0	101	2	103	6	98	0	104	213
Total	0	0	21	21	0	564	6	570	18	471	0	489	1080
Grand Total	4	0	65	69	2	2085	25	2112	70	1814	0	1884	4065
Apprch %	5.8	0	94.2		0.1	98.7	1.2		3.7	96.3	0		
Total %	0.1	0	1.6	1.7	0	51.3	0.6	52	1.7	44.6	0	46.3	
Passenger Vehicles	3	0	63	66	0	1968	21	1989	67	1705	0	1772	3827
% Passenger Vehicles	75	0	96.9	95.7	0	94.4	84	94.2	95.7	94	0	94.1	94.1
Heavy Vehicles	1	0	2	3	0	117	4	121	3	109	0	112	236
% Heavy Vehicles	25	0	3.1	4.3	0	5.6	16	5.7	4.3	6	0	5.9	5.8
UTurns	0	0	0	0	2	0	0	2	0	0	0	0	2
% UTurns	0	0	0	0	100	0	0	0.1	0	0	0	0	0

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	**5**	**5**	0	129	**2**	131	4	130	0	134	270
07:45 AM	**1**	0	3	4	0	101	1	102	4	125	0	129	235
08:00 AM	0	0	2	2	0	132	0	132	5	140	0	145	279
08:15 AM	0	0	3	3	0	**163**	2	**165**	**6**	**146**	0	**152**	**320**
Total Volume	1	0	13	14	0	525	5	530	19	541	0	560	1104
% App. Total	7.1	0	92.9		0	99.1	0.9		3.4	96.6	0		
PHF	.250	.000	.650	.700	.000	.805	.625	.803	.792	.926	.000	.921	.863
Passenger Vehicles	1	0	13	14	0	476	3	479	17	499	0	516	1009
% Passenger Vehicles	100	0	100	100	0	90.7	60.0	90.4	89.5	92.2	0	92.1	91.4
Heavy Vehicles	0	0	0	0	0	49	2	51	2	42	0	44	95
% Heavy Vehicles	0	0	0	0	0	9.3	40.0	9.6	10.5	7.8	0	7.9	8.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 2

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				08:00 AM				07:30 AM				
+0 mins.	**1**	0	3	4	0	132	0	132	4	130	0	134	
+15 mins.	0	0	2	2	0	**163**	2	**165**	4	125	0	129	
+30 mins.	0	0	3	3	0	141	**4**	145	5	140	0	145	
+45 mins.	0	0	**9**	**9**	0	112	1	113	**6**	**146**	0	**152**	
Total Volume	1	0	17	18	0	548	7	555	19	541	0	560	
% App. Total	5.6	0	94.4		0	98.7	1.3		3.4	96.6	0		
PHF	.250	.000	.472	.500	.000	.840	.438	.841	.792	.926	.000	.921	
Passenger Vehicles	1	0	16	17	0	509	6	515	17	499	0	516	
% Passenger Vehicles	100	0	94.1	94.4	0	92.9	85.7	92.8	89.5	92.2	0	92.1	
Heavy Vehicles	0	0	1	1	0	39	1	40	2	42	0	44	
% Heavy Vehicles	0	0	5.9	5.6	0	7.1	14.3	7.2	10.5	7.8	0	7.9	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**1**	0	2	3	**1**	130	**2**	133	4	101	0	105	241
05:00 PM	0	0	6	6	0	159	1	160	**5**	117	0	122	288
05:15 PM	0	0	**7**	**7**	0	**160**	2	**162**	2	**131**	0	**133**	**302**
05:30 PM	0	0	2	2	0	144	1	145	5	125	0	130	277
Total Volume	1	0	17	18	1	593	6	600	16	474	0	490	1108
% App. Total	5.6	0	94.4		0.2	98.8	1		3.3	96.7	0		
PHF	.250	.000	.607	.643	.250	.927	.750	.926	.800	.905	.000	.921	.917
Passenger Vehicles	1	0	16	17	0	568	6	574	16	468	0	484	1075
% Passenger Vehicles	100	0	94.1	94.4	0	95.8	100	95.7	100	98.7	0	98.8	97.0
Heavy Vehicles	0	0	1	1	0	25	0	25	0	6	0	6	32
% Heavy Vehicles	0	0	5.9	5.6	0	4.2	0	4.2	0	1.3	0	1.2	2.9
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	100	0	0	0.2	0	0	0	0	0.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	5	5	**1**	130	**2**	133	4	101	0	105	
+15 mins.	**1**	0	2	3	0	159	1	160	**5**	117	0	122	
+30 mins.	0	0	6	6	0	**160**	2	**162**	2	**131**	0	**133**	
+45 mins.	0	0	**7**	**7**	0	144	1	145	5	125	0	130	
Total Volume	1	0	20	21	1	593	6	600	16	474	0	490	
% App. Total	4.8	0	95.2		0.2	98.8	1		3.3	96.7	0		
PHF	.250	.000	.714	.750	.250	.927	.750	.926	.800	.905	.000	.921	
Passenger Vehicles	1	0	19	20	0	568	6	574	16	468	0	484	
% Passenger Vehicles	100	0	95	95.2	0	95.8	100	95.7	100	98.7	0	98.8	
Heavy Vehicles	0	0	1	1	0	25	0	25	0	6	0	6	
% Heavy Vehicles	0	0	5	4.8	0	4.2	0	4.2	0	1.3	0	1.2	
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	
% UTurns	0	0	0	0	100	0	0	0.2	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	114	0	114	2	62	0	64	179
07:15 AM	0	0	5	5	0	114	0	114	2	74	0	76	195
07:30 AM	0	0	5	5	0	108	1	109	4	119	0	123	237
07:45 AM	1	0	3	4	0	93	0	93	3	118	0	121	218
Total	1	0	14	15	0	429	1	430	11	373	0	384	829
08:00 AM	0	0	2	2	0	126	0	126	4	125	0	129	257
08:15 AM	0	0	3	3	0	149	2	151	6	137	0	143	297
08:30 AM	0	0	8	8	0	135	3	138	6	97	0	103	249
08:45 AM	0	0	2	2	0	99	1	100	4	88	0	92	194
Total	0	0	15	15	0	509	6	515	20	447	0	467	997
*** BREAK ***													
04:00 PM	0	0	2	2	0	104	3	107	1	106	0	107	216
04:15 PM	1	0	5	6	0	131	2	133	5	108	0	113	252
04:30 PM	0	0	5	5	0	129	1	130	8	105	0	113	248
04:45 PM	1	0	2	3	0	126	2	128	4	99	0	103	234
Total	2	0	14	16	0	490	8	498	18	418	0	436	950
05:00 PM	0	0	6	6	0	152	1	153	5	116	0	121	280
05:15 PM	0	0	6	6	0	151	2	153	2	130	0	132	291
05:30 PM	0	0	2	2	0	139	1	140	5	123	0	128	270
05:45 PM	0	0	6	6	0	98	2	100	6	98	0	104	210
Total	0	0	20	20	0	540	6	546	18	467	0	485	1051
Grand Total	3	0	63	66	0	1968	21	1989	67	1705	0	1772	3827
Apprch %	4.5	0	95.5		0	98.9	1.1		3.8	96.2	0		
Total %	0.1	0	1.6	1.7	0	51.4	0.5	52	1.8	44.6	0	46.3	

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**1**	0	3	4	0	93	0	93	3	118	0	121	218
08:00 AM	0	0	2	2	0	126	0	126	4	125	0	129	257
08:15 AM	0	0	3	3	0	**149**	2	**151**	**6**	**137**	0	**143**	**297**
08:30 AM	0	0	**8**	**8**	0	135	**3**	138	6	97	0	103	249
Total Volume	1	0	16	17	0	503	5	508	19	477	0	496	1021
% App. Total	5.9	0	94.1		0	99	1		3.8	96.2	0		
PHF	.250	.000	.500	.531	.000	.844	.417	.841	.792	.870	.000	.867	.859

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:30 AM			
+0 mins.	**1**	0	3	4	0	126	0	126	4	119	0	123
+15 mins.	0	0	2	2	0	**149**	2	**151**	3	118	0	121
+30 mins.	0	0	3	3	0	135	**3**	138	4	125	0	129
+45 mins.	0	0	**8**	**8**	0	99	1	100	**6**	**137**	0	**143**
Total Volume	1	0	16	17	0	509	6	515	17	499	0	516
% App. Total	5.9	0	94.1		0	98.8	1.2		3.3	96.7	0	
PHF	.250	.000	.500	.531	.000	.854	.500	.853	.708	.911	.000	.902

Intersection Turning Movement Count

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 2

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**1**	0	2	3	0	126	**2**	128	4	99	0	103	234
05:00 PM	0	0	**6**	**6**	0	**152**	1	**153**	**5**	116	0	121	280
05:15 PM	0	0	6	6	0	151	2	153	2	**130**	0	**132**	**291**
05:30 PM	0	0	2	2	0	139	1	140	5	123	0	128	270
Total Volume	1	0	16	17	0	568	6	574	16	468	0	484	1075
% App. Total	5.9	0	94.1		0	99	1		3.3	96.7	0		
PHF	.250	.000	.667	.708	.000	.934	.750	.938	.800	.900	.000	.917	.924

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM			
+0 mins.	**1**	0	5	**6**	0	126	**2**	128	5	116	0	121
+15 mins.	0	0	5	5	0	**152**	1	**153**	2	**130**	0	**132**
+30 mins.	1	0	2	3	0	151	2	153	5	123	0	128
+45 mins.	0	0	**6**	6	0	139	1	140	**6**	98	0	104
Total Volume	2	0	18	20	0	568	6	574	18	467	0	485
% App. Total	10	0	90		0	99	1		3.7	96.3	0	
PHF	.500	.000	.750	.833	.000	.934	.750	.938	.750	.898	.000	.919

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	10	0	10	13
07:15 AM	0	0	0	0	0	2	0	2	1	16	0	17	19
07:30 AM	0	0	0	0	0	21	1	22	0	11	0	11	33
07:45 AM	0	0	0	0	0	8	1	9	1	7	0	8	17
Total	0	0	0	0	0	34	2	36	2	44	0	46	82
08:00 AM	0	0	0	0	0	6	0	6	1	15	0	16	22
08:15 AM	0	0	0	0	0	14	0	14	0	9	0	9	23
08:30 AM	0	0	1	1	0	6	1	7	0	10	0	10	18
08:45 AM	1	0	0	1	0	13	0	13	0	13	0	13	27
Total	1	0	1	2	0	39	1	40	1	47	0	48	90
*** BREAK ***													
04:00 PM	0	0	0	0	0	2	0	2	0	9	0	9	11
04:15 PM	0	0	0	0	0	7	1	8	0	2	0	2	10
04:30 PM	0	0	0	0	0	7	0	7	0	1	0	1	8
04:45 PM	0	0	0	0	0	4	0	4	0	2	0	2	6
Total	0	0	0	0	0	20	1	21	0	14	0	14	35
05:00 PM	0	0	0	0	0	7	0	7	0	1	0	1	8
05:15 PM	0	0	1	1	0	9	0	9	0	1	0	1	11
05:30 PM	0	0	0	0	0	5	0	5	0	2	0	2	7
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	1	1	0	24	0	24	0	4	0	4	29
Grand Total	1	0	2	3	0	117	4	121	3	109	0	112	236
Apprch %	33.3	0	66.7		0	96.7	3.3		2.7	97.3	0		
Total %	0.4	0	0.8	1.3	0	49.6	1.7	51.3	1.3	46.2	0	47.5	

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	**21**	**1**	**22**	0	11	0	11	**33**
07:45 AM	0	0	0	0	0	8	1	9	**1**	7	0	8	17
08:00 AM	0	0	0	0	0	6	0	6	1	**15**	0	**16**	22
08:15 AM	0	0	0	0	0	14	0	14	0	9	0	9	23
Total Volume	0	0	0	0	0	49	2	51	2	42	0	44	95
% App. Total	0	0	0		0	96.1	3.9		4.5	95.5	0		
PHF	.000	.000	.000	.000	.000	.583	.500	.580	.500	.700	.000	.688	.720

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**21**	**1**	**22**	**1**	**16**	0	**17**
+15 mins.	0	0	0	0	0	8	1	9	0	11	0	11
+30 mins.	0	0	**1**	**1**	0	6	0	6	1	7	0	8
+45 mins.	**1**	0	0	1	0	14	0	14	1	15	0	16
Total Volume	1	0	1	2	0	49	2	51	3	49	0	52
% App. Total	50	0	50		0	96.1	3.9		5.8	94.2	0	
PHF	.250	.000	.250	.500	.000	.583	.500	.580	.750	.766	.000	.765

Intersection Turning Movement Count

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 2

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	2	0	2	0	**9**	0	**9**	**11**
04:15 PM	0	0	0	0	0	**7**	**1**	**8**	0	2	0	2	10
04:30 PM	0	0	0	0	0	7	0	7	0	1	0	1	8
04:45 PM	0	0	0	0	0	4	0	4	0	2	0	2	6
Total Volume	0	0	0	0	0	20	1	21	0	14	0	14	35
% App. Total	0	0	0		0	95.2	4.8		0	100	0		
PHF	.000	.000	.000	.000	.000	.714	.250	.656	.000	.389	.000	.389	.795

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				
+0 mins.	0	0	0	0	0	7	0	7	0	**9**	0	**9**	
+15 mins.	0	0	0	0	0	4	0	4	0	2	0	2	
+30 mins.	0	0	0	0	0	7	0	7	0	1	0	1	
+45 mins.	0	0	**1**	**1**	0	**9**	0	**9**	0	2	0	2	
Total Volume	0	0	1	1	0	27	0	27	0	14	0	14	
% App. Total	0	0	100		0	100	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.389	.000	.389	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&GreatEgret
Site Code : 00000000
Start Date : 5/11/2022
Page No : 1

Groups Printed- UTurns

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***													
Grand Total	0	0	0	0	2	0	0	2	0	0	0	0	2
Apprch %	0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	

	GREAT EGRET BOULEVARD Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

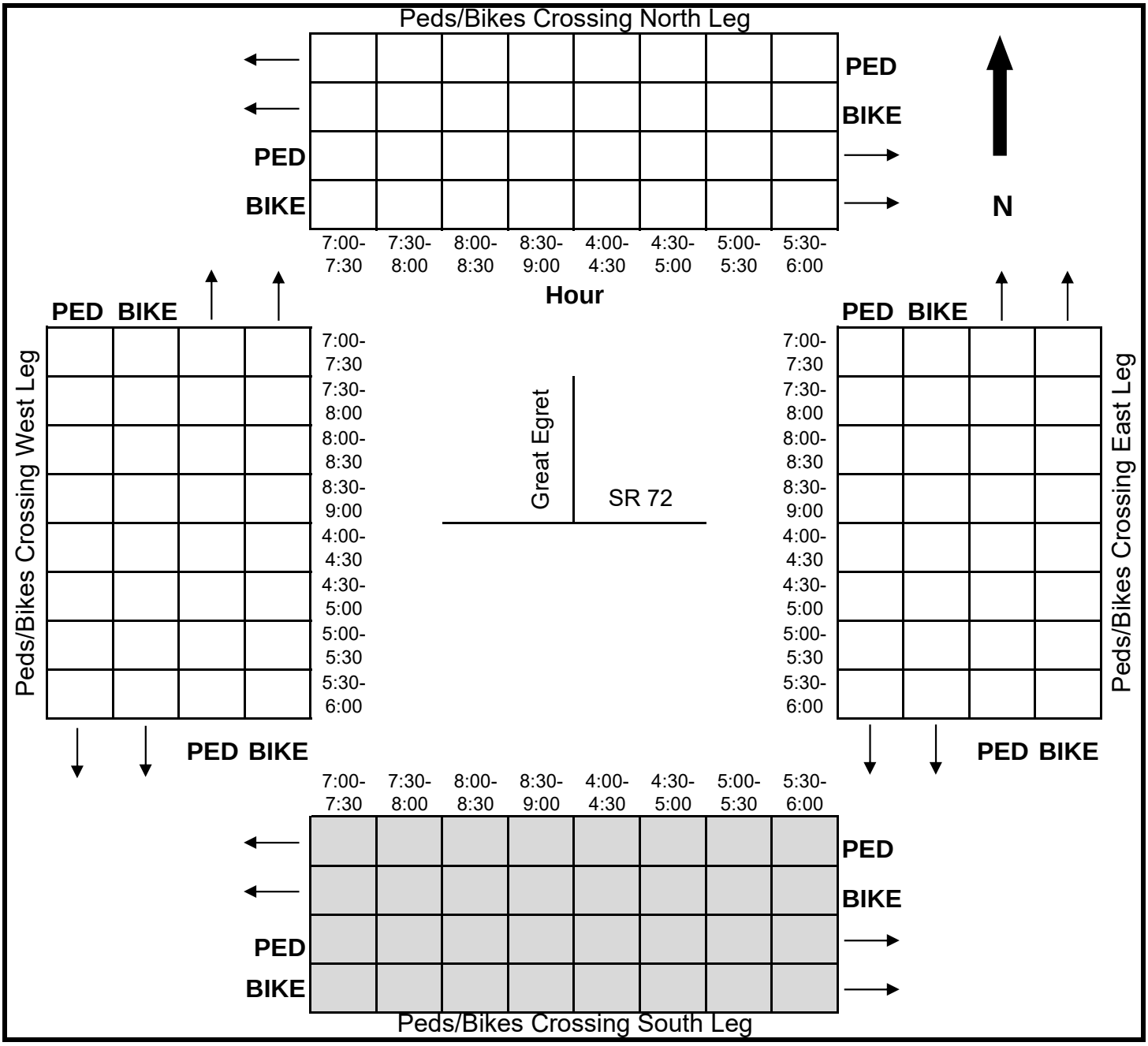
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Great Egret Boulevard

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Proctor
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	12	5	6	10	33	1	100	28	2	131	3	4	0	0	7	6	61	2	0	69	240
07:15 AM	13	6	5	11	35	0	97	37	2	136	3	5	0	0	8	11	72	0	0	83	262
07:30 AM	19	9	5	8	41	0	113	31	3	147	5	11	1	0	17	22	113	2	0	137	342
07:45 AM	33	19	5	5	62	2	86	59	5	152	4	16	0	1	21	26	93	3	0	122	357
Total	77	39	21	34	171	3	396	155	12	566	15	36	1	1	53	65	339	7	0	411	1201
08:00 AM	30	18	6	2	56	0	112	48	1	161	18	19	0	0	37	31	102	6	1	140	394
08:15 AM	29	28	15	13	85	2	117	41	1	161	23	24	0	0	47	22	107	8	1	138	431
08:30 AM	14	1	4	4	23	1	116	32	1	150	16	20	0	2	38	21	93	2	1	117	328
08:45 AM	16	3	6	6	31	0	98	23	2	123	1	9	0	0	10	10	81	2	0	93	257
Total	89	50	31	25	195	3	443	144	5	595	58	72	0	2	132	84	383	18	3	488	1410
*** BREAK ***																					
04:00 PM	31	12	6	9	58	0	88	15	2	105	2	4	1	1	8	26	86	3	0	115	286
04:15 PM	32	12	13	10	67	2	109	19	2	132	7	10	0	1	18	16	89	0	0	105	322
04:30 PM	37	10	16	9	72	1	107	23	2	133	6	9	1	1	17	18	75	1	0	94	316
04:45 PM	38	8	17	10	73	1	109	18	2	130	4	4	1	0	9	17	100	0	0	117	329
Total	138	42	52	38	270	4	413	75	8	500	19	27	3	3	52	77	350	4	0	431	1253
05:00 PM	38	4	14	20	76	1	113	23	2	139	5	5	0	0	10	22	89	1	0	112	337
05:15 PM	41	6	18	18	83	3	130	22	3	158	6	14	0	0	20	25	109	1	0	135	396
05:30 PM	38	7	8	8	61	1	111	18	2	132	5	3	0	0	8	23	97	1	0	121	322
05:45 PM	40	8	5	8	61	0	87	23	0	110	3	1	0	2	6	25	73	1	0	99	276
Total	157	25	45	54	281	5	441	86	7	539	19	23	0	2	44	95	368	4	0	467	1331
Grand Total	461	156	149	151	917	15	1693	460	32	2200	111	158	4	8	281	321	1440	33	3	1797	5195
Apprch %	50.3	17	16.2	16.5		0.7	77	20.9	1.5		39.5	56.2	1.4	2.8		17.9	80.1	1.8	0.2		
Total %	8.9	3	2.9	2.9	17.7	0.3	32.6	8.9	0.6	42.3	2.1	3	0.1	0.2	5.4	6.2	27.7	0.6	0.1	34.6	
Passenger Vehicles	454	155	143	148	900	14	1584	452	31	2081	108	153	2	8	271	312	1334	31	3	1680	4932
% Passenger Vehicles	98.5	99.4	96	98	98.1	93.3	93.6	98.3	96.9	94.6	97.3	96.8	50	100	96.4	97.2	92.6	93.9	100	93.5	94.9
Heavy Vehicles	7	1	6	3	17	1	109	8	1	119	3	5	2	0	10	9	106	2	0	117	263
% Heavy Vehicles	1.5	0.6	4	2	1.9	6.7	6.4	1.7	3.1	5.4	2.7	3.2	50	0	3.6	2.8	7.4	6.1	0	6.5	5.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&Proctor
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	19	9	5	8	41	0	113	31	3	147	5	11	**1**	0	17	22	**113**	2	0	137	342
07:45 AM	**33**	19	5	5	62	**2**	86	**59**	**5**	152	4	16	0	**1**	21	26	93	3	0	122	357
08:00 AM	30	18	6	2	56	0	112	48	1	**161**	18	19	0	0	37	**31**	102	6	**1**	**140**	394
08:15 AM	29	**28**	**15**	**13**	**85**	2	**117**	41	1	161	**23**	**24**	0	0	**47**	22	107	**8**	1	138	**431**
Total Volume	111	74	31	28	244	4	428	179	10	621	50	70	1	1	122	101	415	19	2	537	1524
% App. Total	45.5	30.3	12.7	11.5		0.6	68.9	28.8	1.6		41	57.4	0.8	0.8		18.8	77.3	3.5	0.4		
PHF	.841	.661	.517	.538	.718	.500	.915	.758	.500	.964	.543	.729	.250	.250	.649	.815	.918	.594	.500	.959	.884
Passenger Vehicles	107	73	31	27	238	3	377	176	9	565	50	68	0	1	119	97	374	18	2	491	1413
% Passenger Vehicles	96.4	98.6	100	96.4	97.5	75.0	88.1	98.3	90.0	91.0	100	97.1	0	100	97.5	96.0	90.1	94.7	100	91.4	92.7
Heavy Vehicles	4	1	0	1	6	1	51	3	1	56	0	2	1	0	3	4	41	1	0	46	111
% Heavy Vehicles	3.6	1.4	0	3.6	2.5	25.0	11.9	1.7	10.0	9.0	0	2.9	100	0	2.5	4.0	9.9	5.3	0	8.6	7.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:45 AM					07:30 AM					
+0 mins.	19	9	5	8	41	**2**	86	**59**	**5**	152	4	16	0	1	21	22	**113**	2	0	137	
+15 mins.	**33**	19	5	5	62	0	112	48	1	**161**	18	19	0	0	37	26	93	3	0	122	
+30 mins.	30	18	6	2	56	2	**117**	41	1	161	**23**	**24**	0	0	**47**	**31**	102	6	**1**	**140**	
+45 mins.	29	**28**	**15**	**13**	**85**	1	116	32	1	150	16	20	0	**2**	38	22	107	**8**	1	138	
Total Volume	111	74	31	28	244	5	431	180	8	624	61	79	0	3	143	101	415	19	2	537	
% App. Total	45.5	30.3	12.7	11.5		0.8	69.1	28.8	1.3		42.7	55.2	0	2.1		18.8	77.3	3.5	0.4		
PHF	.841	.661	.517	.538	.718	.625	.921	.763	.400	.969	.663	.823	.000	.375	.761	.815	.918	.594	.500	.959	
Passenger Vehicles	107	73	31	27	238	4	397	177	8	586	60	76	0	3	139	97	374	18	2	491	
% Passenger Vehicles	96.4	98.6	100	96.4	97.5	80	92.1	98.3	100	93.9	98.4	96.2	0	100	97.2	96	90.1	94.7	100	91.4	
Heavy Vehicles	4	1	0	1	6	1	34	3	0	38	1	3	0	0	4	4	41	1	0	46	
% Heavy Vehicles	3.6	1.4	0	3.6	2.5	20	7.9	1.7	0	6.1	1.6	3.8	0	0	2.8	4	9.9	5.3	0	8.6	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

File Name : SR72&Proctor
Site Code : 22001
Start Date : 5/11/2022
Page No : 3

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	38	**8**	17	10	73	1	109	18	2	130	4	4	**1**	0	9	17	100	0	0	117	329
05:00 PM	38	4	14	**20**	76	1	113	**23**	2	139	5	5	0	0	10	22	89	**1**	0	112	337
05:15 PM	**41**	6	**18**	18	**83**	**3**	**130**	22	**3**	**158**	**6**	**14**	0	0	**20**	**25**	**109**	1	0	**135**	**396**
05:30 PM	38	7	8	8	61	1	111	18	2	132	5	3	0	0	8	23	97	1	0	121	322
Total Volume	155	25	57	56	293	6	463	81	9	559	20	26	1	0	47	87	395	3	0	485	1384
% App. Total	52.9	8.5	19.5	19.1		1.1	82.8	14.5	1.6		42.6	55.3	2.1	0		17.9	81.4	0.6	0		
PHF	.945	.781	.792	.700	.883	.500	.890	.880	.750	.884	.833	.464	.250	.000	.588	.870	.906	.750	.000	.898	.874
Passenger Vehicles	155	25	56	55	291	6	441	80	9	536	20	26	1	0	47	87	388	3	0	478	1352
% Passenger Vehicles	100	100	98.2	98.2	99.3	100	95.2	98.8	100	95.9	100	100	100	0	100	100	98.2	100	0	98.6	97.7
Heavy Vehicles	0	0	1	1	2	0	22	1	0	23	0	0	0	0	0	0	7	0	0	7	32
% Heavy Vehicles	0	0	1.8	1.8	0.7	0	4.8	1.2	0	4.1	0	0	0	0	0	0	1.8	0	0	1.4	2.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:45 PM					
+0 mins.	37	**10**	16	9	72	1	107	**23**	2	133	**6**	9	**1**	**1**	17	17	100	0	0	117	
+15 mins.	38	8	17	10	73	1	109	18	2	130	4	4	1	0	9	22	89	**1**	0	112	
+30 mins.	38	4	14	**20**	76	1	113	23	2	139	5	5	0	0	10	**25**	**109**	1	0	**135**	
+45 mins.	**41**	6	**18**	18	**83**	**3**	**130**	22	**3**	**158**	6	**14**	0	0	**20**	23	97	1	0	121	
Total Volume	154	28	65	57	304	6	459	86	9	560	21	32	2	1	56	87	395	3	0	485	
% App. Total	50.7	9.2	21.4	18.8		1.1	82	15.4	1.6		37.5	57.1	3.6	1.8		17.9	81.4	0.6	0		
PHF	.939	.700	.903	.713	.916	.500	.883	.935	.750	.886	.875	.571	.500	.250	.700	.870	.906	.750	.000	.898	
Passenger Vehicles	154	28	62	56	300	6	435	85	9	535	21	31	2	1	55	87	388	3	0	478	
% Passenger Vehicles	100	100	95.4	98.2	98.7	100	94.8	98.8	100	95.5	100	96.9	100	100	98.2	100	98.2	100	0	98.6	
Heavy Vehicles	0	0	3	1	4	0	24	1	0	25	0	1	0	0	1	0	7	0	0	7	
% Heavy Vehicles	0	0	4.6	1.8	1.3	0	5.2	1.2	0	4.5	0	3.1	0	0	1.8	0	1.8	0	0	1.4	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Proctor
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	12	5	6	10	33	1	97	28	2	128	3	4	0	0	7	5	52	2	0	59	227
07:15 AM	13	6	5	11	35	0	96	37	2	135	2	5	0	0	7	10	56	0	0	66	243
07:30 AM	19	9	5	7	40	0	91	31	2	124	5	11	0	0	16	21	101	2	0	124	304
07:45 AM	30	19	5	5	59	1	77	57	5	140	4	16	0	1	21	25	86	3	0	114	334
Total	74	39	21	33	167	2	361	153	11	527	14	36	0	1	51	61	295	7	0	363	1108
08:00 AM	29	17	6	2	54	0	106	48	1	155	18	18	0	0	36	29	90	5	1	125	370
08:15 AM	29	28	15	13	85	2	103	40	1	146	23	23	0	0	46	22	97	8	1	128	405
08:30 AM	13	1	4	3	21	1	111	32	1	145	15	19	0	2	36	21	81	2	1	105	307
08:45 AM	16	3	5	6	30	0	89	20	2	111	0	8	0	0	8	9	69	2	0	80	229
Total	87	49	30	24	190	3	409	140	5	557	56	68	0	2	126	81	337	17	3	438	1311
*** BREAK ***																					
04:00 PM	31	12	6	9	58	0	84	15	2	101	2	4	0	1	7	25	79	2	0	106	272
04:15 PM	30	12	11	10	63	2	103	19	2	126	7	10	0	1	18	16	87	0	0	103	310
04:30 PM	37	10	14	9	70	1	101	22	2	126	6	8	1	1	16	17	75	1	0	93	305
04:45 PM	38	8	17	9	72	1	106	18	2	127	4	4	1	0	9	17	96	0	0	113	321
Total	136	42	48	37	263	4	394	74	8	480	19	26	2	3	50	75	337	3	0	415	1208
05:00 PM	38	4	13	20	75	1	107	23	2	133	5	5	0	0	10	22	88	1	0	111	329
05:15 PM	41	6	18	18	83	3	121	22	3	149	6	14	0	0	20	25	108	1	0	134	386
05:30 PM	38	7	8	8	61	1	107	17	2	127	5	3	0	0	8	23	96	1	0	120	316
05:45 PM	40	8	5	8	61	0	85	23	0	108	3	1	0	2	6	25	73	1	0	99	274
Total	157	25	44	54	280	5	420	85	7	517	19	23	0	2	44	95	365	4	0	464	1305
Grand Total	454	155	143	148	900	14	1584	452	31	2081	108	153	2	8	271	312	1334	31	3	1680	4932
Apprch %	50.4	17.2	15.9	16.4		0.7	76.1	21.7	1.5		39.9	56.5	0.7	3		18.6	79.4	1.8	0.2		
Total %	9.2	3.1	2.9	3	18.2	0.3	32.1	9.2	0.6	42.2	2.2	3.1	0	0.2	5.5	6.3	27	0.6	0.1	34.1	

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**30**	19	5	5	59	1	77	**57**	**5**	140	4	16	0	1	21	25	86	3	0	114	334
08:00 AM	29	17	6	2	54	0	106	48	1	**155**	18	18	0	0	36	**29**	90	5	**1**	125	370
08:15 AM	29	**28**	**15**	**13**	**85**	**2**	103	40	1	146	**23**	**23**	0	0	**46**	22	**97**	**8**	1	**128**	**405**
08:30 AM	13	1	4	3	21	1	**111**	32	1	145	15	19	0	**2**	36	21	81	2	1	105	307
Total Volume	101	65	30	23	219	4	397	177	8	586	60	76	0	3	139	97	354	18	3	472	1416
% App. Total	46.1	29.7	13.7	10.5		0.7	67.7	30.2	1.4		43.2	54.7	0	2.2		20.6	75	3.8	0.6		
PHF	.842	.580	.500	.442	.644	.500	.894	.776	.400	.945	.652	.826	.000	.375	.755	.836	.912	.563	.750	.922	.874

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:45 AM					07:30 AM				
+0 mins.	19	9	5	7	40	1	77	**57**	**5**	140	4	16	0	1	21	21	**101**	2	0	124
+15 mins.	**30**	19	5	5	59	0	106	48	1	**155**	18	18	0	0	36	25	86	3	0	114
+30 mins.	29	17	6	2	54	**2**	103	40	1	146	**23**	**23**	0	0	**46**	**29**	90	5	**1**	125
+45 mins.	29	**28**	**15**	**13**	**85**	1	**111**	32	1	145	15	19	0	**2**	36	22	97	**8**	1	**128**
Total Volume	107	73	31	27	238	4	397	177	8	586	60	76	0	3	139	97	374	18	2	491
% App. Total	45	30.7	13	11.3		0.7	67.7	30.2	1.4		43.2	54.7	0	2.2		19.8	76.2	3.7	0.4	
PHF	.892	.652	.517	.519	.700	.500	.894	.776	.400	.945	.652	.826	.000	.375	.755	.836	.926	.563	.500	.959

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	38	**8**	17	9	72	1	106	18	2	127	4	4	**1**	0	9	17	96	0	0	113	321
05:00 PM	38	4	13	**20**	75	1	107	**23**	2	133	5	5	0	0	10	22	88	**1**	0	111	329
05:15 PM	**41**	6	**18**	18	**83**	**3**	**121**	22	**3**	**149**	**6**	**14**	0	0	**20**	**25**	**108**	1	0	**134**	**386**
05:30 PM	38	7	8	8	61	1	107	17	2	127	5	3	0	0	8	23	96	1	0	120	316
Total Volume	155	25	56	55	291	6	441	80	9	536	20	26	1	0	47	87	388	3	0	478	1352
% App. Total	53.3	8.6	19.2	18.9		1.1	82.3	14.9	1.7		42.6	55.3	2.1	0		18.2	81.2	0.6	0		
PHF	.945	.781	.778	.688	.877	.500	.911	.870	.750	.899	.833	.464	.250	.000	.588	.870	.898	.750	.000	.892	.876

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:30 PM					04:45 PM				
+0 mins.	37	**10**	14	9	70	1	106	18	2	127	**6**	8	**1**	**1**	16	17	96	0	0	113
+15 mins.	38	8	17	9	72	1	107	**23**	2	133	4	4	1	0	9	22	88	**1**	0	111
+30 mins.	38	4	13	**20**	75	**3**	**121**	22	**3**	**149**	5	5	0	0	10	**25**	**108**	1	0	**134**
+45 mins.	**41**	6	**18**	18	**83**	1	107	17	2	127	6	**14**	0	0	**20**	23	96	1	0	120
Total Volume	154	28	62	56	300	6	441	80	9	536	21	31	2	1	55	87	388	3	0	478
% App. Total	51.3	9.3	20.7	18.7		1.1	82.3	14.9	1.7		38.2	56.4	3.6	1.8		18.2	81.2	0.6	0	
PHF	.939	.700	.861	.700	.904	.500	.911	.870	.750	.899	.875	.554	.500	.250	.688	.870	.898	.750	.000	.892

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Proctor
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	13
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	16	0	0	17	19
07:30 AM	0	0	0	1	1	0	22	0	1	23	0	0	1	0	1	1	12	0	0	13	38
07:45 AM	3	0	0	0	3	1	9	2	0	12	0	0	0	0	0	1	7	0	0	8	23
Total	3	0	0	1	4	1	35	2	1	39	1	0	1	0	2	4	44	0	0	48	93
08:00 AM	1	1	0	0	2	0	6	0	0	6	0	1	0	0	1	2	12	1	0	15	24
08:15 AM	0	0	0	0	0	0	14	1	0	15	0	1	0	0	1	0	10	0	0	10	26
08:30 AM	1	0	0	1	2	0	5	0	0	5	1	1	0	0	2	0	12	0	0	12	21
08:45 AM	0	0	1	0	1	0	9	3	0	12	1	1	0	0	2	1	12	0	0	13	28
Total	2	1	1	1	5	0	34	4	0	38	2	4	0	0	6	3	46	1	0	50	99
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	7	1	0	9	14
04:15 PM	2	0	2	0	4	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	12
04:30 PM	0	0	2	0	2	0	6	1	0	7	0	1	0	0	1	1	0	0	0	1	11
04:45 PM	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
Total	2	0	4	1	7	0	19	1	0	20	0	1	1	0	2	2	13	1	0	16	45
05:00 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	8
05:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	10
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	21	1	0	22	0	0	0	0	0	0	3	0	0	3	26
Grand Total	7	1	6	3	17	1	109	8	1	119	3	5	2	0	10	9	106	2	0	117	263
Apprch %	41.2	5.9	35.3	17.6		0.8	91.6	6.7	0.8		30	50	20	0		7.7	90.6	1.7	0		
Total %	2.7	0.4	2.3	1.1	6.5	0.4	41.4	3	0.4	45.2	1.1	1.9	0.8	0	3.8	3.4	40.3	0.8	0	44.5	

	PROCTOR ROAD Southbound					SR 72 Westbound					DOVE AVENUE Northbound					SR 72 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	**1**	1	0	**22**	0	**1**	**23**	0	0	**1**	0	**1**	1	**12**	0	0	13	**38**
07:45 AM	**3**	0	0	0	**3**	**1**	9	**2**	0	12	0	0	0	0	0	1	7	0	0	8	23
08:00 AM	1	**1**	0	0	2	0	6	0	0	6	0	**1**	0	0	1	**2**	12	**1**	0	**15**	24
08:15 AM	0	0	0	0	0	0	14	1	0	15	0	1	0	0	1	0	10	0	0	10	26
Total Volume	4	1	0	1	6	1	51	3	1	56	0	2	1	0	3	4	41	1	0	46	111
% App. Total	66.7	16.7	0	16.7		1.8	91.1	5.4	1.8		0	66.7	33.3	0		8.7	89.1	2.2	0		
PHF	.333	.250	.000	.250	.500	.250	.580	.375	.250	.609	.000	.500	.250	.000	.750	.500	.854	.250	.000	.767	.730

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					08:00 AM					07:15 AM				
+0 mins.	**3**	0	0	0	**3**	0	**22**	0	**1**	**23**	0	**1**	0	0	1	1	**16**	0	0	**17**
+15 mins.	1	**1**	0	0	2	**1**	9	**2**	0	12	0	1	0	0	1	1	12	0	0	13
+30 mins.	0	0	0	0	0	0	6	0	0	6	**1**	1	0	0	**2**	1	7	0	0	8
+45 mins.	1	0	0	**1**	2	0	14	1	0	15	1	1	0	0	2	**2**	12	**1**	0	15
Total Volume	5	1	0	1	7	1	51	3	1	56	2	4	0	0	6	5	47	1	0	53
% App. Total	71.4	14.3	0	14.3		1.8	91.1	5.4	1.8		33.3	66.7	0	0		9.4	88.7	1.9	0	
PHF	.417	.250	.000	.250	.583	.250	.580	.375	.250	.609	.500	1.000	.000	.000	.750	.625	.734	.250	.000	.779

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	**1**	0	**1**	**1**	**7**	**1**	0	**9**	**14**
04:15 PM	**2**	0	**2**	0	**4**	0	**6**	0	0	6	0	0	0	0	0	0	2	0	0	2	12
04:30 PM	0	0	2	0	2	0	6	**1**	0	**7**	0	**1**	0	0	1	1	0	0	0	1	11
04:45 PM	0	0	0	**1**	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
Total Volume	2	0	4	1	7	0	19	1	0	20	0	1	1	0	2	2	13	1	0	16	45
% App. Total	28.6	0	57.1	14.3		0	95	5	0		0	50	50	0		12.5	81.2	6.2	0		
PHF	.250	.000	.500	.250	.438	.000	.792	.250	.000	.714	.000	.250	.250	.000	.500	.500	.464	.250	.000	.444	.804

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:00 PM					04:00 PM				
+0 mins.	**2**	0	**2**	0	**4**	0	6	**1**	0	7	0	0	**1**	0	**1**	**1**	**7**	**1**	0	**9**
+15 mins.	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	**1**	1	0	6	0	0	6	0	**1**	0	0	1	1	0	0	0	1
+45 mins.	0	0	1	0	1	0	**9**	0	0	**9**	0	0	0	0	0	0	4	0	0	4
Total Volume	2	0	5	1	8	0	24	1	0	25	0	1	1	0	2	2	13	1	0	16
% App. Total	25	0	62.5	12.5		0	96	4	0		0	50	50	0		12.5	81.2	6.2	0	
PHF	.250	.000	.625	.250	.500	.000	.667	.250	.000	.694	.000	.250	.250	.000	.500	.500	.464	.250	.000	.444

Intersection Pedestrian & Bicycle Count

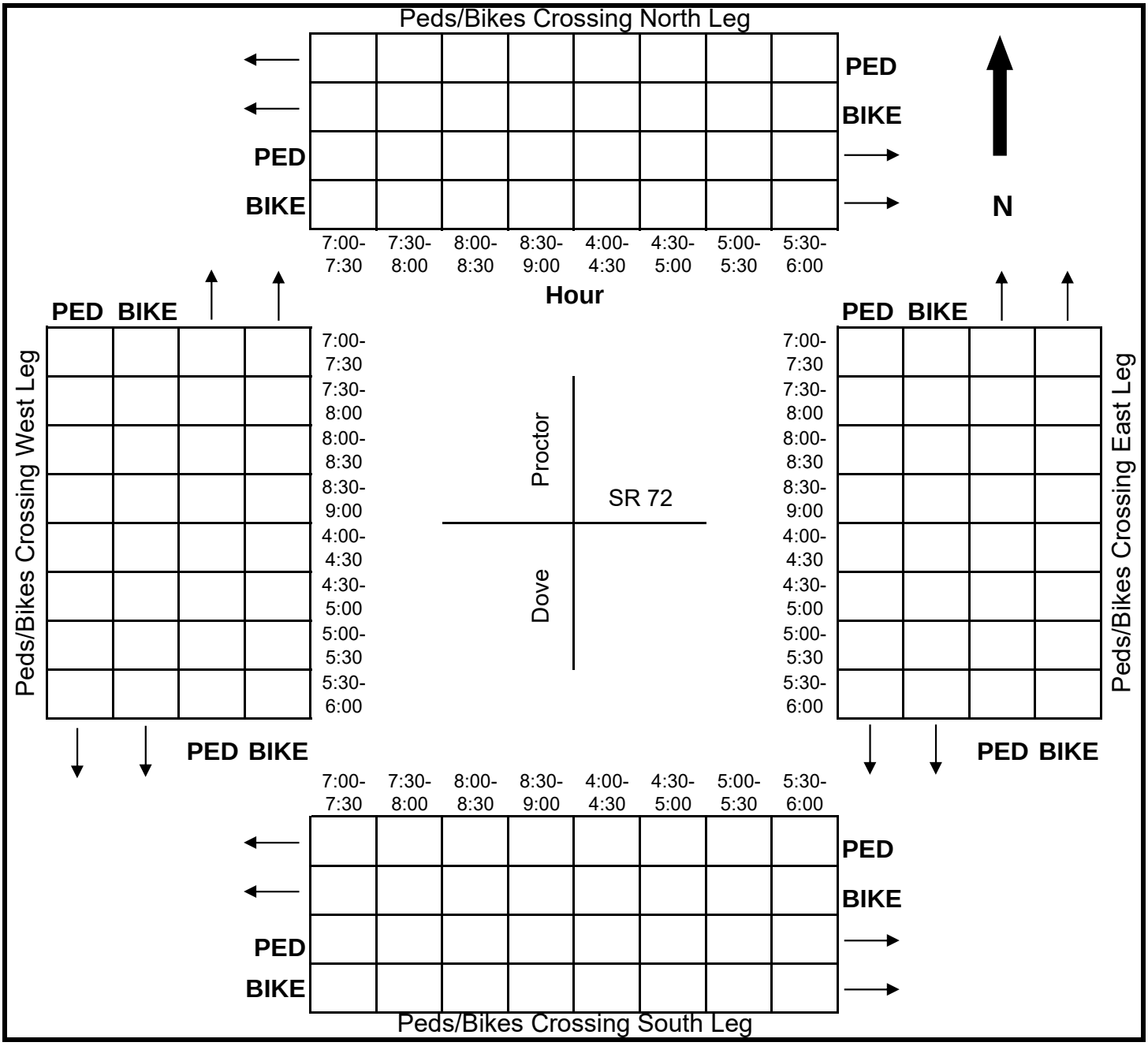
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Proctor Road/Dove Avenue

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Preservation
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	126	0	126	3	0	1	4	2	67	0	69	199
07:15 AM	0	0	0	0	1	126	0	127	0	0	0	0	2	86	1	89	216
07:30 AM	1	0	1	2	1	151	1	153	2	0	1	3	4	124	1	129	287
07:45 AM	0	0	2	2	0	150	0	150	2	0	1	3	0	123	2	125	280
Total	1	0	3	4	2	553	1	556	7	0	3	10	8	400	4	412	982
08:00 AM	1	0	4	5	0	148	0	148	3	0	0	3	2	135	1	138	294
08:15 AM	0	0	0	0	0	161	0	161	1	0	0	1	1	126	0	127	289
08:30 AM	0	0	2	2	2	143	1	146	4	0	1	5	2	114	2	118	271
08:45 AM	1	0	2	3	0	117	0	117	1	0	0	1	1	93	1	95	216
Total	2	0	8	10	2	569	1	572	9	0	1	10	6	468	4	478	1070
*** BREAK ***																	
04:00 PM	0	0	3	3	1	97	1	99	3	0	0	3	0	122	1	123	228
04:15 PM	0	0	2	2	1	130	0	131	2	0	0	2	1	110	1	112	247
04:30 PM	2	0	1	3	2	135	0	137	0	0	0	0	2	110	1	113	253
04:45 PM	0	0	0	0	1	127	1	129	1	0	0	1	0	135	1	136	266
Total	2	0	6	8	5	489	2	496	6	0	0	6	3	477	4	484	994
05:00 PM	3	0	0	3	1	132	1	134	3	0	0	3	0	137	1	138	278
05:15 PM	0	0	0	0	1	160	0	161	1	0	0	1	1	141	0	142	304
05:30 PM	0	0	3	3	0	134	2	136	0	0	2	2	0	133	1	134	275
05:45 PM	2	0	0	2	0	102	1	103	3	0	0	3	1	116	1	118	226
Total	5	0	3	8	2	528	4	534	7	0	2	9	2	527	3	532	1083
Grand Total	10	0	20	30	11	2139	8	2158	29	0	6	35	19	1872	15	1906	4129
Apprch %	33.3	0	66.7		0.5	99.1	0.4		82.9	0	17.1		1	98.2	0.8		
Total %	0.2	0	0.5	0.7	0.3	51.8	0.2	52.3	0.7	0	0.1	0.8	0.5	45.3	0.4	46.2	
Passenger Vehicles	10	0	19	29	8	2024	7	2039	28	0	5	33	18	1762	13	1793	3894
% Passenger Vehicles	100	0	95	96.7	72.7	94.6	87.5	94.5	96.6	0	83.3	94.3	94.7	94.1	86.7	94.1	94.3
Heavy Vehicles	0	0	1	1	3	115	1	119	1	0	1	2	1	110	2	113	235
% Heavy Vehicles	0	0	5	3.3	27.3	5.4	12.5	5.5	3.4	0	16.7	5.7	5.3	5.9	13.3	5.9	5.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	1	2	**1**	151	**1**	153	2	0	**1**	**3**	**4**	124	1	129	287
07:45 AM	0	0	2	2	0	150	0	150	2	0	1	3	0	123	**2**	125	280
08:00 AM	1	0	**4**	**5**	0	148	0	148	**3**	0	0	3	2	**135**	1	**138**	**294**
08:15 AM	0	0	0	0	0	**161**	0	**161**	1	0	0	1	1	126	0	127	289
Total Volume	2	0	7	9	1	610	1	612	8	0	2	10	7	508	4	519	1150
% App. Total	22.2	0	77.8		0.2	99.7	0.2		80	0	20		1.3	97.9	0.8		
PHF	.500	.000	.438	.450	.250	.947	.250	.950	.667	.000	.500	.833	.438	.941	.500	.940	.978
Passenger Vehicles	2	0	6	8	0	556	0	556	7	0	1	8	7	462	3	472	1044
% Passenger Vehicles	100	0	85.7	88.9	0	91.1	0	90.8	87.5	0	50.0	80.0	100	90.9	75.0	90.9	90.8
Heavy Vehicles	0	0	1	1	1	54	1	56	1	0	1	2	0	46	1	47	106

Intersection Turning Movement Count

% Heavy Vehicles	0	0	14.3	11.1	100	8.9	100	9.2	12.5	0	50.0	20.0	0	9.1	25.0	9.1	9.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	**1**	0	**4**	**5**	**1**	151	**1**	153	2	0	**1**	3	**4**	124	1	129
+15 mins.	0	0	0	0	0	150	0	150	3	0	0	3	0	123	**2**	125
+30 mins.	0	0	2	2	0	148	0	148	1	0	0	1	2	**135**	1	**138**
+45 mins.	1	0	2	3	0	**161**	0	**161**	**4**	0	1	**5**	1	126	0	127
Total Volume	2	0	8	10	1	610	1	612	10	0	2	12	7	508	4	519
% App. Total	20	0	80		0.2	99.7	0.2		83.3	0	16.7		1.3	97.9	0.8	
PHF	.500	.000	.500	.500	.250	.947	.250	.950	.625	.000	.500	.600	.438	.941	.500	.940
Passenger Vehicles	2	0	7	9	0	556	0	556	9	0	2	11	7	462	3	472
% Passenger Vehicles	100	0	87.5	90	0	91.1	0	90.8	90	0	100	91.7	100	90.9	75	90.9
Heavy Vehicles	0	0	1	1	1	54	1	56	1	0	0	1	0	46	1	47
% Heavy Vehicles	0	0	12.5	10	100	8.9	100	9.2	10	0	0	8.3	0	9.1	25	9.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	**1**	127	1	129	1	0	0	1	0	135	**1**	136	266
05:00 PM	**3**	0	0	**3**	1	132	1	134	**3**	0	0	**3**	0	137	1	138	278
05:15 PM	0	0	0	0	1	**160**	0	**161**	1	0	0	1	**1**	**141**	0	**142**	**304**
05:30 PM	0	0	**3**	3	0	134	**2**	136	0	0	**2**	2	0	133	1	134	275
Total Volume	3	0	3	6	3	553	4	560	5	0	2	7	1	546	3	550	1123
% App. Total	50	0	50		0.5	98.8	0.7		71.4	0	28.6		0.2	99.3	0.5		
PHF	.250	.000	.250	.500	.750	.864	.500	.870	.417	.000	.250	.583	.250	.968	.750	.968	.924
Passenger Vehicles	3	0	3	6	3	531	4	538	5	0	2	7	1	538	3	542	1093
% Passenger Vehicles	100	0	100	100	100	96.0	100	96.1	100	0	100	100	100	98.5	100	98.5	97.3
Heavy Vehicles	0	0	0	0	0	22	0	22	0	0	0	0	0	8	0	8	30
% Heavy Vehicles	0	0	0	0	0	4.0	0	3.9	0	0	0	0	0	1.5	0	1.5	2.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	**3**	**3**	**2**	135	0	137	**3**	0	0	**3**	0	135	**1**	136
+15 mins.	0	0	2	2	1	127	**1**	129	1	0	0	1	0	137	1	138
+30 mins.	**2**	0	1	3	1	132	1	134	0	0	**2**	2	**1**	**141**	0	**142**
+45 mins.	0	0	0	0	1	**160**	0	**161**	3	0	0	3	0	133	1	134
Total Volume	2	0	6	8	5	554	2	561	7	0	2	9	1	546	3	550
% App. Total	25	0	75		0.9	98.8	0.4		77.8	0	22.2		0.2	99.3	0.5	
PHF	.250	.000	.500	.667	.625	.866	.500	.871	.583	.000	.250	.750	.250	.968	.750	.968
Passenger Vehicles	2	0	6	8	5	532	2	539	7	0	2	9	1	538	3	542
% Passenger Vehicles	100	0	100	100	100	96	100	96.1	100	0	100	100	100	98.5	100	98.5
Heavy Vehicles	0	0	0	0	0	22	0	22	0	0	0	0	0	8	0	8
% Heavy Vehicles	0	0	0	0	0	4	0	3.9	0	0	0	0	0	1.5	0	1.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Preservation
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	124	0	124	3	0	1	4	2	59	0	61	189
07:15 AM	0	0	0	0	0	125	0	125	0	0	0	0	1	74	0	75	200
07:30 AM	1	0	1	2	0	129	0	129	2	0	0	2	4	111	1	116	249
07:45 AM	0	0	2	2	0	136	0	136	2	0	1	3	0	115	2	117	258
Total	1	0	3	4	0	514	0	514	7	0	2	9	7	359	3	369	896
08:00 AM	1	0	3	4	0	141	0	141	3	0	0	3	2	121	0	123	271
08:15 AM	0	0	0	0	0	150	0	150	0	0	0	0	1	115	0	116	266
08:30 AM	0	0	2	2	1	137	1	139	4	0	1	5	2	102	2	106	252
08:45 AM	1	0	2	3	0	103	0	103	1	0	0	1	1	80	1	82	189
Total	2	0	7	9	1	531	1	533	8	0	1	9	6	418	3	427	978
*** BREAK ***																	
04:00 PM	0	0	3	3	1	93	1	95	3	0	0	3	0	115	1	116	217
04:15 PM	0	0	2	2	1	125	0	126	2	0	0	2	1	106	1	108	238
04:30 PM	2	0	1	3	2	130	0	132	0	0	0	0	2	110	1	113	248
04:45 PM	0	0	0	0	1	124	1	126	1	0	0	1	0	130	1	131	258
Total	2	0	6	8	5	472	2	479	6	0	0	6	3	461	4	468	961
05:00 PM	3	0	0	3	1	126	1	128	3	0	0	3	0	136	1	137	271
05:15 PM	0	0	0	0	1	152	0	153	1	0	0	1	1	140	0	141	295
05:30 PM	0	0	3	3	0	129	2	131	0	0	2	2	0	132	1	133	269
05:45 PM	2	0	0	2	0	100	1	101	3	0	0	3	1	116	1	118	224
Total	5	0	3	8	2	507	4	513	7	0	2	9	2	524	3	529	1059
Grand Total	10	0	19	29	8	2024	7	2039	28	0	5	33	18	1762	13	1793	3894
Apprch %	34.5	0	65.5		0.4	99.3	0.3		84.8	0	15.2		1	98.3	0.7		
Total %	0.3	0	0.5	0.7	0.2	52	0.2	52.4	0.7	0	0.1	0.8	0.5	45.2	0.3	46	

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	2	2	0	136	0	136	2	0	**1**	3	0	115	**2**	117	258
08:00 AM	**1**	0	**3**	**4**	0	141	0	141	3	0	0	3	**2**	**121**	0	**123**	**271**
08:15 AM	0	0	0	0	0	**150**	0	**150**	0	0	0	0	1	115	0	116	266
08:30 AM	0	0	2	2	**1**	137	**1**	139	**4**	0	1	**5**	2	102	2	106	252
Total Volume	1	0	7	8	1	564	1	566	9	0	2	11	5	453	4	462	1047
% App. Total	12.5	0	87.5		0.2	99.6	0.2		81.8	0	18.2		1.1	98.1	0.9		
PHF	.250	.000	.583	.500	.250	.940	.250	.943	.563	.000	.500	.550	.625	.936	.500	.939	.966

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				07:30 AM				
+0 mins.	**1**	0	**3**	**4**	0	136	0	136	2	0	**1**	3	**4**	111	1	116	
+15 mins.	0	0	0	0	0	141	0	141	3	0	0	3	0	115	**2**	117	
+30 mins.	0	0	2	2	0	**150**	0	**150**	0	0	0	0	2	**121**	0	**123**	
+45 mins.	1	0	2	3	**1**	137	**1**	139	**4**	0	1	**5**	1	115	0	116	
Total Volume	2	0	7	9	1	564	1	566	9	0	2	11	7	462	3	472	
% App. Total	22.2	0	77.8		0.2	99.6	0.2		81.8	0	18.2		1.5	97.9	0.6		
PHF	.500	.000	.583	.563	.250	.940	.250	.943	.563	.000	.500	.550	.438	.955	.375	.959	

Intersection Turning Movement Count

File Name : SR72&Preservation
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	124	1	126	1	0	0	1	0	130	**1**	131	258
05:00 PM	**3**	0	0	**3**	1	126	1	128	**3**	0	0	**3**	0	136	1	137	271
05:15 PM	0	0	0	0	1	**152**	0	**153**	1	0	0	1	**1**	**140**	0	**141**	**295**
05:30 PM	0	0	**3**	3	0	129	**2**	131	0	0	**2**	2	0	132	1	133	269
Total Volume	3	0	3	6	3	531	4	538	5	0	2	7	1	538	3	542	1093
% App. Total	50	0	50		0.6	98.7	0.7		71.4	0	28.6		0.2	99.3	0.6		
PHF	.250	.000	.250	.500	.750	.873	.500	.879	.417	.000	.250	.583	.250	.961	.750	.961	.926

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	**3**	**3**	**2**	130	0	132	**3**	0	0	**3**	0	130	**1**	131
+15 mins.	0	0	2	2	1	124	**1**	126	1	0	0	1	0	136	1	137
+30 mins.	**2**	0	1	3	1	126	1	128	0	0	**2**	2	**1**	**140**	0	**141**
+45 mins.	0	0	0	0	1	**152**	0	**153**	3	0	0	3	0	132	1	133
Total Volume	2	0	6	8	5	532	2	539	7	0	2	9	1	538	3	542
% App. Total	25	0	75		0.9	98.7	0.4		77.8	0	22.2		0.2	99.3	0.6	
PHF	.250	.000	.500	.667	.625	.875	.500	.881	.583	.000	.250	.750	.250	.961	.750	.961

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Preservation
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- Heavy Vehicles

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
07:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	1	12	1	14	16
07:30 AM	0	0	0	0	1	22	1	24	0	0	1	1	0	13	0	13	38
07:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
Total	0	0	0	0	2	39	1	42	0	0	1	1	1	41	1	43	86
08:00 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	14	1	15	23
08:15 AM	0	0	0	0	0	11	0	11	1	0	0	1	0	11	0	11	23
08:30 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	12	0	12	19
08:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	13	0	13	27
Total	0	0	1	1	1	38	0	39	1	0	0	1	0	50	1	51	92
*** BREAK ***																	
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	17	0	17	0	0	0	0	0	16	0	16	33
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
05:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	21	0	21	0	0	0	0	0	3	0	3	24
Grand Total	0	0	1	1	3	115	1	119	1	0	1	2	1	110	2	113	235
Apprch %	0	0	100		2.5	96.6	0.8		50	0	50		0.9	97.3	1.8		
Total %	0	0	0.4	0.4	1.3	48.9	0.4	50.6	0.4	0	0.4	0.9	0.4	46.8	0.9	48.1	

	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	**22**	**1**	**24**	0	0	**1**	**1**	0	13	0	13	**38**
07:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	8	0	8	22
08:00 AM	0	0	**1**	**1**	0	7	0	7	0	0	0	0	0	**14**	**1**	**15**	23
08:15 AM	0	0	0	0	0	11	0	11	**1**	0	0	1	0	11	0	11	23
Total Volume	0	0	1	1	1	54	1	56	1	0	1	2	0	46	1	47	106
% App. Total	0	0	100		1.8	96.4	1.8		50	0	50		0	97.9	2.1		
PHF	.000	.000	.250	.250	.250	.614	.250	.583	.250	.000	.250	.500	.000	.821	.250	.783	.697

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				08:00 AM				
+0 mins.	0	0	0	0	**1**	**22**	**1**	**24**	0	0	**1**	**1**	0	**14**	**1**	**15**	
+15 mins.	0	0	0	0	0	14	0	14	0	0	0	0	0	11	0	11	
+30 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	12	0	12	
+45 mins.	0	0	**1**	**1**	0	11	0	11	**1**	0	0	1	0	13	0	13	
Total Volume	0	0	1	1	1	54	1	56	1	0	1	2	0	50	1	51	
% App. Total	0	0	100		1.8	96.4	1.8		50	0	50		0	98	2		
PHF	.000	.000	.250	.250	.250	.614	.250	.583	.250	.000	.250	.500	.000	.893	.250	.850	

Intersection Turning Movement Count

File Name : SR72&Preservation
Site Code : 22001
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	SANDHILL LAKE DRIVE Southbound				SR 72 Westbound				PRESERVATION DRIVE Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**7**	0	**7**	**11**
04:15 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	4	0	4	9
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	16	0	16	33
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.571	.000	.571	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**7**	0	**7**	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	5	0	5	
Total Volume	0	0	0	0	0	22	0	22	0	0	0	0	0	16	0	16	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.571	.000	.571	

Intersection Pedestrian & Bicycle Count

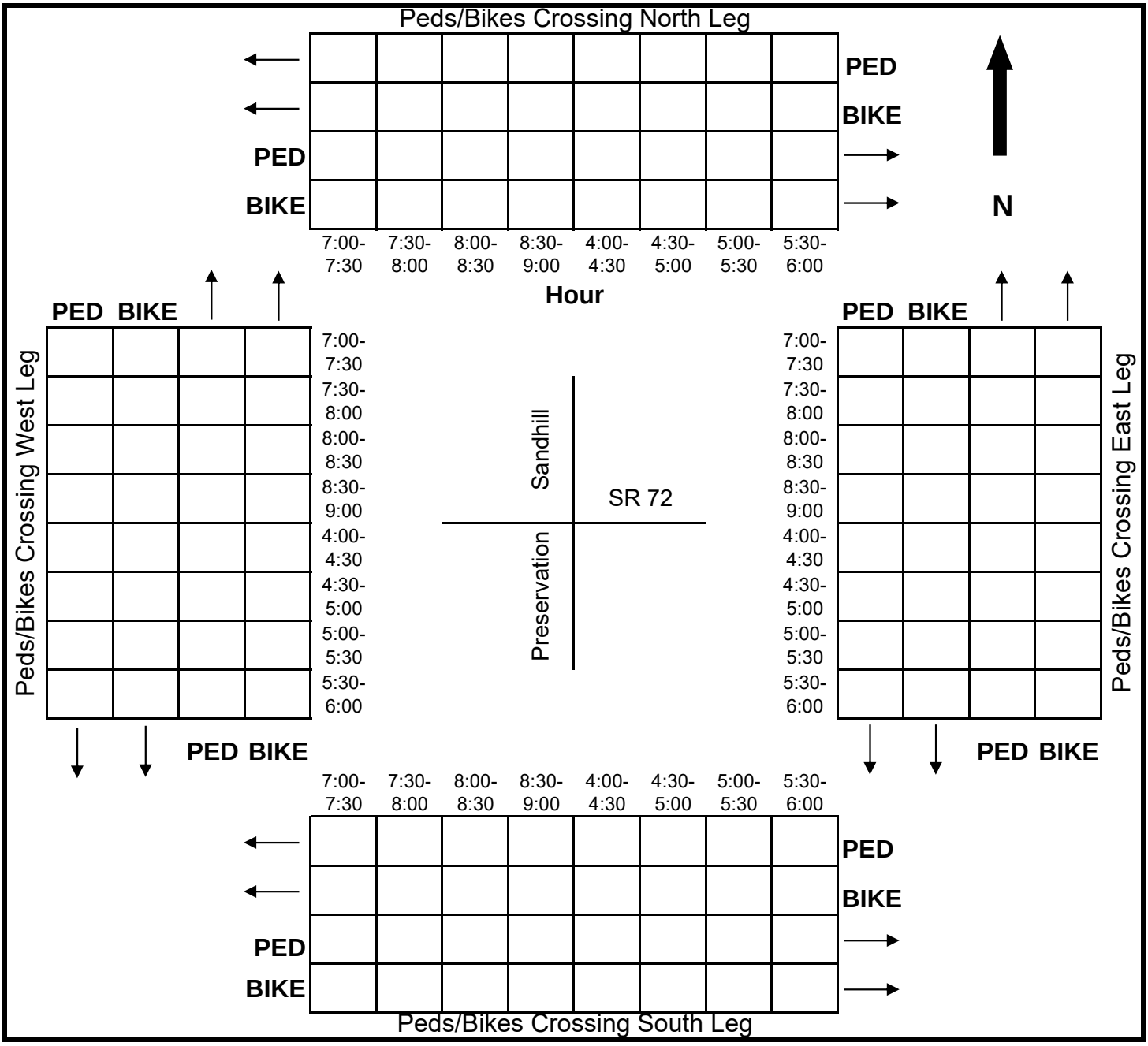
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Preservation Drive/Sandhill Lake Drive

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	7	9	0	120	1	121	3	65	0	68	198
07:15 AM	6	0	8	14	0	117	0	117	1	84	0	85	216
07:30 AM	1	0	12	13	0	141	1	142	4	124	0	128	283
07:45 AM	0	0	13	13	0	137	1	138	6	121	0	127	278
Total	9	0	40	49	0	515	3	518	14	394	0	408	975
08:00 AM	1	0	6	7	0	145	1	146	6	129	0	135	288
08:15 AM	2	0	4	6	0	160	1	161	5	124	0	129	296
08:30 AM	0	0	4	4	0	137	0	137	3	112	0	115	256
08:45 AM	3	0	7	10	0	106	0	106	7	85	0	92	208
Total	6	0	21	27	0	548	2	550	21	450	0	471	1048
*** BREAK ***													
04:00 PM	0	0	3	3	0	96	1	97	7	113	0	120	220
04:15 PM	0	0	9	9	0	129	0	129	4	106	0	110	248
04:30 PM	0	0	3	3	0	121	0	121	3	102	0	105	229
04:45 PM	0	0	3	3	0	124	1	125	12	117	0	129	257
Total	0	0	18	18	0	470	2	472	26	438	0	464	954
05:00 PM	3	0	4	7	0	141	3	144	5	116	0	121	272
05:15 PM	2	0	3	5	0	151	2	153	4	126	0	130	288
05:30 PM	1	0	2	3	0	133	2	135	6	125	0	131	269
05:45 PM	1	0	5	6	0	98	3	101	2	114	0	116	223
Total	7	0	14	21	0	523	10	533	17	481	0	498	1052
Grand Total	22	0	93	115	0	2056	17	2073	78	1763	0	1841	4029
Apprch %	19.1	0	80.9		0	99.2	0.8		4.2	95.8	0		
Total %	0.5	0	2.3	2.9	0	51	0.4	51.5	1.9	43.8	0	45.7	
Passenger Vehicles	18	0	90	108	0	1939	14	1953	75	1651	0	1726	3787
% Passenger Vehicles	81.8	0	96.8	93.9	0	94.3	82.4	94.2	96.2	93.6	0	93.8	94
Heavy Vehicles	1	0	3	4	0	117	3	120	2	112	0	114	238
% Heavy Vehicles	4.5	0	3.2	3.5	0	5.7	17.6	5.8	2.6	6.4	0	6.2	5.9
UTurns	3	0	0	3	0	0	0	0	1	0	0	1	4
% UTurns	13.6	0	0	2.6	0	0	0	0	1.3	0	0	0.1	0.1

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	0	12	**13**	0	141	**1**	142	4	124	0	128	283
07:45 AM	0	0	**13**	13	0	137	1	138	**6**	121	0	127	278
08:00 AM	1	0	6	7	0	145	1	146	6	**129**	0	**135**	288
08:15 AM	**2**	0	4	6	0	**160**	1	**161**	5	124	0	129	**296**
Total Volume	4	0	35	39	0	583	4	587	21	498	0	519	1145
% App. Total	10.3	0	89.7		0	99.3	0.7		4	96	0		
PHF	.500	.000	.673	.750	.000	.911	1.00	.911	.875	.965	.000	.961	.967
Passenger Vehicles	3	0	34	37	0	529	3	532	19	451	0	470	1039
% Passenger Vehicles	75.0	0	97.1	94.9	0	90.7	75.0	90.6	90.5	90.6	0	90.6	90.7
Heavy Vehicles	0	0	1	1	0	54	1	55	2	47	0	49	105
% Heavy Vehicles	0	0	2.9	2.6	0	9.3	25.0	9.4	9.5	9.4	0	9.4	9.2
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	25.0	0	0	2.6	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
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	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:30 AM				07:30 AM				
+0 mins.	2	0	7	9	0	141	**1**	142	4	124	0	128	
+15 mins.	**6**	0	8	**14**	0	137	1	138	**6**	121	0	127	
+30 mins.	1	0	12	13	0	145	1	146	6	**129**	0	**135**	
+45 mins.	0	0	**13**	13	0	**160**	1	**161**	5	124	0	129	
Total Volume	9	0	40	49	0	583	4	587	21	498	0	519	
% App. Total	18.4	0	81.6		0	99.3	0.7		4	96	0		
PHF	.375	.000	.769	.875	.000	.911	1.000	.911	.875	.965	.000	.961	
Passenger Vehicles	7	0	39	46	0	529	3	532	19	451	0	470	
% Passenger Vehicles	77.8	0	97.5	93.9	0	90.7	75	90.6	90.5	90.6	0	90.6	
Heavy Vehicles	1	0	1	2	0	54	1	55	2	47	0	49	
% Heavy Vehicles	11.1	0	2.5	4.1	0	9.3	25	9.4	9.5	9.4	0	9.4	
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	
% UTurns	11.1	0	0	2	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	3	3	0	124	1	125	**12**	117	0	129	257
05:00 PM	**3**	0	**4**	**7**	0	141	**3**	144	5	116	0	121	272
05:15 PM	2	0	3	5	0	**151**	2	**153**	4	**126**	0	130	**288**
05:30 PM	1	0	2	3	0	133	2	135	6	125	0	**131**	269
Total Volume	6	0	12	18	0	549	8	557	27	484	0	511	1086
% App. Total	33.3	0	66.7		0	98.6	1.4		5.3	94.7	0		
PHF	.500	.000	.750	.643	.000	.909	.667	.910	.563	.960	.000	.975	.943
Passenger Vehicles	6	0	12	18	0	527	8	535	27	478	0	505	1058
% Passenger Vehicles	100	0	100	100	0	96.0	100	96.1	100	98.8	0	98.8	97.4
Heavy Vehicles	0	0	0	0	0	22	0	22	0	6	0	6	28
% Heavy Vehicles	0	0	0	0	0	4.0	0	3.9	0	1.2	0	1.2	2.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	**9**	**9**	0	124	1	125	**12**	117	0	129	
+15 mins.	0	0	3	3	0	141	**3**	144	5	116	0	121	
+30 mins.	0	0	3	3	0	**151**	2	**153**	4	**126**	0	130	
+45 mins.	**3**	0	4	7	0	133	2	135	6	125	0	**131**	
Total Volume	3	0	19	22	0	549	8	557	27	484	0	511	
% App. Total	13.6	0	86.4		0	98.6	1.4		5.3	94.7	0		
PHF	.250	.000	.528	.611	.000	.909	.667	.910	.563	.960	.000	.975	
Passenger Vehicles	3	0	18	21	0	527	8	535	27	478	0	505	
% Passenger Vehicles	100	0	94.7	95.5	0	96	100	96.1	100	98.8	0	98.8	
Heavy Vehicles	0	0	1	1	0	22	0	22	0	6	0	6	
% Heavy Vehicles	0	0	5.3	4.5	0	4	0	3.9	0	1.2	0	1.2	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Aventura
Site Code : 22001
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Groups Printed- Passenger Vehicles

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	7	9	0	118	0	118	3	56	0	59	186
07:15 AM	5	0	8	13	0	114	0	114	1	71	0	72	199
07:30 AM	0	0	12	12	0	117	0	117	4	109	0	113	242
07:45 AM	0	0	12	12	0	125	1	126	5	113	0	118	256
Total	7	0	39	46	0	474	1	475	13	349	0	362	883
08:00 AM	1	0	6	7	0	139	1	140	6	115	0	121	268
08:15 AM	2	0	4	6	0	148	1	149	4	114	0	118	273
08:30 AM	0	0	4	4	0	132	0	132	3	101	0	104	240
08:45 AM	1	0	7	8	0	90	0	90	6	71	0	77	175
Total	4	0	21	25	0	509	2	511	19	401	0	420	956
*** BREAK ***													
04:00 PM	0	0	3	3	0	93	0	93	7	106	0	113	209
04:15 PM	0	0	9	9	0	124	0	124	4	101	0	105	238
04:30 PM	0	0	2	2	0	117	0	117	3	102	0	105	224
04:45 PM	0	0	3	3	0	122	1	123	12	113	0	125	251
Total	0	0	17	17	0	456	1	457	26	422	0	448	922
05:00 PM	3	0	4	7	0	135	3	138	5	116	0	121	266
05:15 PM	2	0	3	5	0	142	2	144	4	125	0	129	278
05:30 PM	1	0	2	3	0	128	2	130	6	124	0	130	263
05:45 PM	1	0	4	5	0	95	3	98	2	114	0	116	219
Total	7	0	13	20	0	500	10	510	17	479	0	496	1026
Grand Total	18	0	90	108	0	1939	14	1953	75	1651	0	1726	3787
Apprch %	16.7	0	83.3		0	99.3	0.7		4.3	95.7	0		
Total %	0.5	0	2.4	2.9	0	51.2	0.4	51.6	2	43.6	0	45.6	

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	**12**	**12**	0	117	0	117	4	109	0	113	242
07:45 AM	0	0	12	12	0	125	**1**	126	5	113	0	118	256
08:00 AM	1	0	6	7	0	139	1	140	**6**	**115**	0	**121**	268
08:15 AM	**2**	0	4	6	0	**148**	1	**149**	4	114	0	118	**273**
Total Volume	3	0	34	37	0	529	3	532	19	451	0	470	1039
% App. Total	8.1	0	91.9		0	99.4	0.6		4	96	0		
PHF	.375	.000	.708	.771	.000	.894	.750	.893	.792	.980	.000	.971	.951

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				
+0 mins.	2	0	7	9	0	125	**1**	126	4	109	0	113	
+15 mins.	**5**	0	8	**13**	0	139	1	140	5	113	0	118	
+30 mins.	0	0	**12**	12	0	**148**	1	**149**	**6**	**115**	0	**121**	
+45 mins.	0	0	12	12	0	132	0	132	4	114	0	118	
Total Volume	7	0	39	46	0	544	3	547	19	451	0	470	
% App. Total	15.2	0	84.8		0	99.5	0.5		4	96	0		
PHF	.350	.000	.813	.885	.000	.919	.750	.918	.792	.980	.000	.971	

Intersection Turning Movement Count

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
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	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	3	3	0	122	1	123	**12**	113	0	125	251
05:00 PM	**3**	0	**4**	**7**	0	135	**3**	138	5	116	0	121	266
05:15 PM	2	0	3	5	0	**142**	2	**144**	4	**125**	0	129	**278**
05:30 PM	1	0	2	3	0	128	2	130	6	124	0	**130**	263
Total Volume	6	0	12	18	0	527	8	535	27	478	0	505	1058
% App. Total	33.3	0	66.7		0	98.5	1.5		5.3	94.7	0		
PHF	.500	.000	.750	.643	.000	.928	.667	.929	.563	.956	.000	.971	.951

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**9**	**9**	0	122	1	123	**12**	113	0	125
+15 mins.	0	0	2	2	0	135	**3**	138	5	116	0	121
+30 mins.	0	0	3	3	0	**142**	2	**144**	4	**125**	0	129
+45 mins.	**3**	0	4	7	0	128	2	130	6	124	0	**130**
Total Volume	3	0	18	21	0	527	8	535	27	478	0	505
% App. Total	14.3	0	85.7		0	98.5	1.5		5.3	94.7	0	
PHF	.250	.000	.500	.583	.000	.928	.667	.929	.563	.956	.000	.971

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	3	0	9	0	9	12
07:15 AM	1	0	0	1	0	3	0	3	0	13	0	13	17
07:30 AM	0	0	0	0	0	24	1	25	0	15	0	15	40
07:45 AM	0	0	1	1	0	12	0	12	1	8	0	9	22
Total	1	0	1	2	0	41	2	43	1	45	0	46	91
08:00 AM	0	0	0	0	0	6	0	6	0	14	0	14	20
08:15 AM	0	0	0	0	0	12	0	12	1	10	0	11	23
08:30 AM	0	0	0	0	0	5	0	5	0	11	0	11	16
08:45 AM	0	0	0	0	0	16	0	16	0	14	0	14	30
Total	0	0	0	0	0	39	0	39	1	49	0	50	89
*** BREAK ***													
04:00 PM	0	0	0	0	0	3	1	4	0	7	0	7	11
04:15 PM	0	0	0	0	0	5	0	5	0	5	0	5	10
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	5
04:45 PM	0	0	0	0	0	2	0	2	0	4	0	4	6
Total	0	0	1	1	0	14	1	15	0	16	0	16	32
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	6
05:15 PM	0	0	0	0	0	9	0	9	0	1	0	1	10
05:30 PM	0	0	0	0	0	5	0	5	0	1	0	1	6
05:45 PM	0	0	1	1	0	3	0	3	0	0	0	0	4
Total	0	0	1	1	0	23	0	23	0	2	0	2	26
Grand Total	1	0	3	4	0	117	3	120	2	112	0	114	238
Apprch %	25	0	75		0	97.5	2.5		1.8	98.2	0		
Total %	0.4	0	1.3	1.7	0	49.2	1.3	50.4	0.8	47.1	0	47.9	

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	**24**	**1**	**25**	0	**15**	0	**15**	**40**
07:45 AM	0	0	**1**	**1**	0	12	0	12	**1**	8	0	9	22
08:00 AM	0	0	0	0	0	6	0	6	0	14	0	14	20
08:15 AM	0	0	0	0	0	12	0	12	1	10	0	11	23
Total Volume	0	0	1	1	0	54	1	55	2	47	0	49	105
% App. Total	0	0	100		0	98.2	1.8		4.1	95.9	0		
PHF	.000	.000	.250	.250	.000	.563	.250	.550	.500	.783	.000	.817	.656

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**24**	**1**	**25**	0	13	0	13
+15 mins.	**1**	0	0	**1**	0	12	0	12	0	**15**	0	**15**
+30 mins.	0	0	0	0	0	6	0	6	**1**	8	0	9
+45 mins.	0	0	**1**	1	0	12	0	12	0	14	0	14
Total Volume	1	0	1	2	0	54	1	55	1	50	0	51
% App. Total	50	0	50		0	98.2	1.8		2	98	0	
PHF	.250	.000	.250	.500	.000	.563	.250	.550	.250	.833	.000	.850

Intersection Turning Movement Count

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
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	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	3	**1**	4	0	**7**	0	**7**	**11**
04:15 PM	0	0	0	0	0	**5**	0	**5**	0	5	0	5	10
04:30 PM	0	0	**1**	**1**	0	4	0	4	0	0	0	0	5
04:45 PM	0	0	0	0	0	2	0	2	0	4	0	4	6
Total Volume	0	0	1	1	0	14	1	15	0	16	0	16	32
% App. Total	0	0	100		0	93.3	6.7		0	100	0		
PHF	.000	.000	.250	.250	.000	.700	.250	.750	.000	.571	.000	.571	.727

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	**7**	0	**7**
+15 mins.	0	0	0	0	0	**9**	0	**9**	0	5	0	5
+30 mins.	0	0	**1**	**1**	0	5	0	5	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	4	0	4
Total Volume	0	0	1	1	0	23	0	23	0	16	0	16
% App. Total	0	0	100		0	100	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.639	.000	.639	.000	.571	.000	.571

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Aventura
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- UTurns

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
08:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
Total	2	0	0	2	0	0	0	0	1	0	0	1	3
*** BREAK ***													
Grand Total	3	0	0	3	0	0	0	0	1	0	0	1	4
Apprch %	100	0	0		0	0	0		100	0	0		
Total %	75	0	0	75	0	0	0	0	25	0	0	25	

	AVENTURA DRIVE Southbound				SR 72 Westbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	**2**	0	0	**2**	0	0	0	0	**1**	0	0	**1**	**3**
Total Volume	2	0	0	2	0	0	0	0	1	0	0	1	3
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:00 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	**2**	0	0	**2**	0	0	0	0	**1**	0	0	**1**	
Total Volume	2	0	0	2	0	0	0	0	1	0	0	1	
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

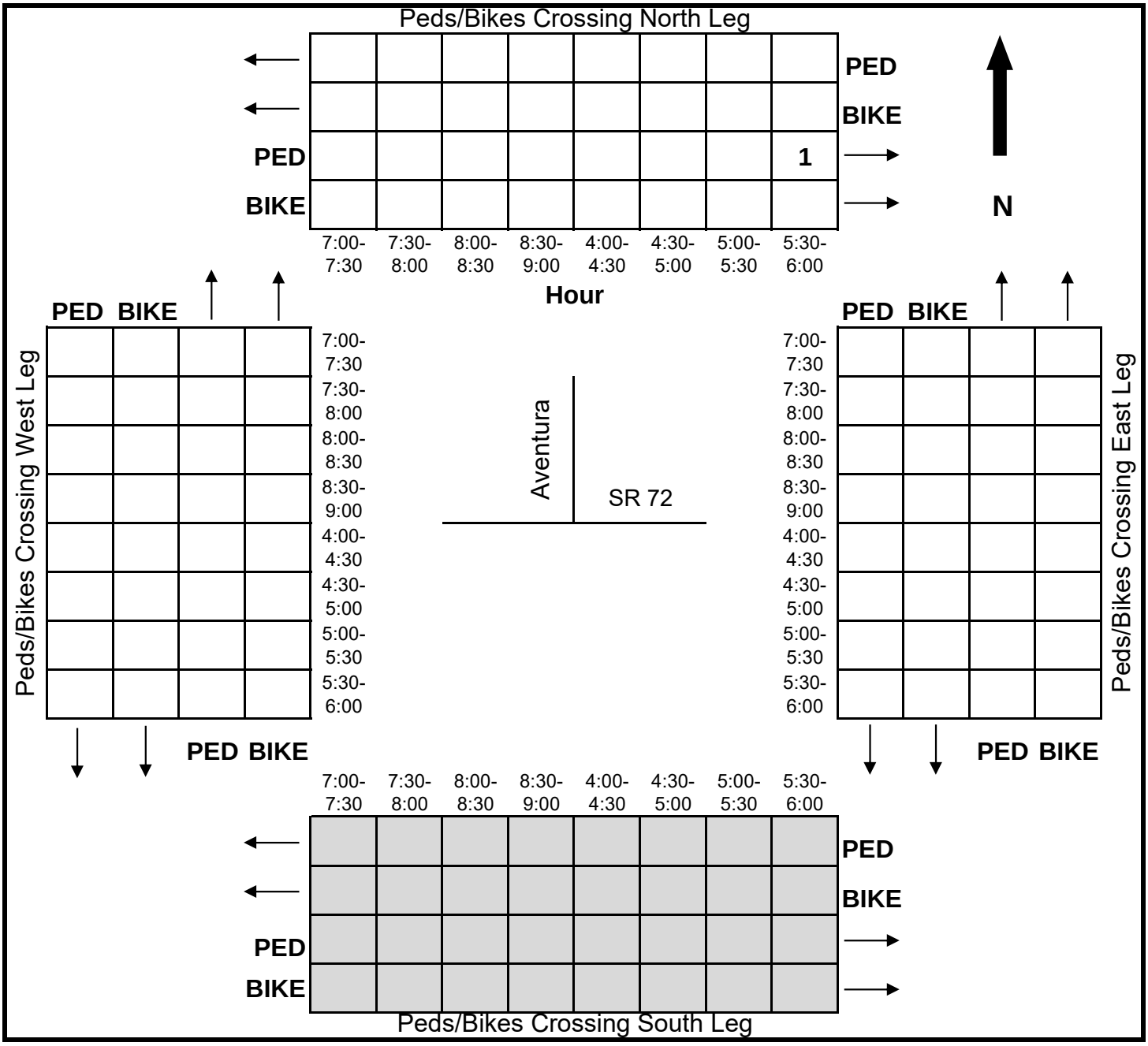
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Aventura Drive

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	14	14	8	103	0	111	4	1	1	6	2	56	7	65	196
07:15 AM	0	0	6	6	13	104	0	117	5	0	1	6	3	67	16	86	215
07:30 AM	0	2	9	11	9	121	0	130	12	0	5	17	0	93	21	114	272
07:45 AM	0	0	10	10	13	132	0	145	3	0	8	11	3	92	27	122	288
Total	0	2	39	41	43	460	0	503	24	1	15	40	8	308	71	387	971
08:00 AM	0	0	10	10	51	96	0	147	37	0	42	79	2	88	35	125	361
08:15 AM	0	2	10	12	54	111	1	166	41	2	50	93	3	89	32	124	395
08:30 AM	0	0	17	17	8	105	2	115	13	0	10	23	6	91	6	103	258
08:45 AM	2	0	14	16	3	90	1	94	1	0	4	5	3	80	1	84	199
Total	2	2	51	55	116	402	4	522	92	2	106	200	14	348	74	436	1213
*** BREAK ***																	
02:00 PM	0	0	22	22	4	88	1	93	1	0	0	1	11	72	12	95	211
02:15 PM	0	1	2	3	4	88	0	92	5	0	3	8	9	74	8	91	194
02:30 PM	0	2	13	15	16	84	2	102	3	1	5	9	10	89	20	119	245
02:45 PM	0	2	11	13	21	66	0	87	1	1	2	4	7	89	30	126	230
Total	0	5	48	53	45	326	3	374	10	2	10	22	37	324	70	431	880
03:00 PM	1	0	7	8	26	95	2	123	6	2	35	43	11	93	31	135	309
03:15 PM	0	0	6	6	24	85	0	109	43	5	45	93	7	102	27	136	344
03:30 PM	1	0	8	9	4	89	1	94	45	3	37	85	8	101	3	112	300
03:45 PM	1	0	8	9	7	75	0	82	6	1	8	15	16	77	3	96	202
Total	3	0	29	32	61	344	3	408	100	11	125	236	42	373	64	479	1155
04:00 PM	0	0	7	7	5	83	0	88	2	1	5	8	15	93	4	112	215
04:15 PM	0	1	16	17	11	107	1	119	4	1	7	12	15	86	3	104	252
04:30 PM	0	1	6	7	10	108	0	118	7	0	6	13	5	91	3	99	237
04:45 PM	0	0	10	10	13	109	1	123	3	1	6	10	13	90	9	112	255
Total	0	2	39	41	39	407	2	448	16	3	24	43	48	360	19	427	959
05:00 PM	0	1	14	15	5	124	1	130	3	1	6	10	8	98	16	122	277
05:15 PM	0	2	16	18	9	107	1	117	25	2	23	50	13	105	8	126	311
05:30 PM	1	1	12	14	9	107	1	117	7	0	6	13	9	101	6	116	260
05:45 PM	0	2	6	8	6	91	1	98	4	2	8	14	7	106	4	117	237
Total	1	6	48	55	29	429	4	462	39	5	43	87	37	410	34	481	1085
Grand Total	6	17	254	277	333	2368	16	2717	281	24	323	628	186	2123	332	2641	6263
Apprch %	2.2	6.1	91.7		12.3	87.2	0.6		44.7	3.8	51.4		7	80.4	12.6		
Total %	0.1	0.3	4.1	4.4	5.3	37.8	0.3	43.4	4.5	0.4	5.2	10	3	33.9	5.3	42.2	
Passenger Vehicles	5	17	247	269	319	2186	14	2519	279	24	309	612	184	1973	331	2488	5888
% Passenger Vehicles	83.3	100	97.2	97.1	95.8	92.3	87.5	92.7	99.3	100	95.7	97.5	98.9	92.9	99.7	94.2	94
Heavy Vehicles	1	0	7	8	14	182	2	198	1	0	14	15	2	150	1	153	374
% Heavy Vehicles	16.7	0	2.8	2.9	4.2	7.7	12.5	7.3	0.4	0	4.3	2.4	1.1	7.1	0.3	5.8	6
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	9	11	9	121	0	130	12	0	5	17	0	**93**	21	114	272
07:45 AM	0	0	**10**	10	13	**132**	0	145	3	0	8	11	**3**	92	27	122	288
08:00 AM	0	0	10	10	51	96	0	147	37	0	42	79	2	88	**35**	**125**	361
08:15 AM	0	2	10	**12**	**54**	111	**1**	**166**	**41**	**2**	**50**	**93**	3	89	32	124	**395**
Total Volume	0	4	39	43	127	460	1	588	93	2	105	200	8	362	115	485	1316
% App. Total	0	9.3	90.7		21.6	78.2	0.2		46.5	1	52.5		1.6	74.6	23.7		
PHF	.000	.500	.975	.896	.588	.871	.250	.886	.567	.250	.525	.538	.667	.973	.821	.970	.833
Passenger Vehicles	0	4	38	42	126	408	1	535	93	2	103	198	8	320	114	442	1217
% Passenger Vehicles	0	100	97.4	97.7	99.2	88.7	100	91.0	100	100	98.1	99.0	100	88.4	99.1	91.1	92.5
Heavy Vehicles	0	0	1	1	1	52	0	53	0	0	2	2	0	42	1	43	99
% Heavy Vehicles	0	0	2.6	2.3	0.8	11.3	0	9.0	0	0	1.9	1.0	0	11.6	0.9	8.9	7.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:30 AM				
+0 mins.	0	0	10	10	9	121	0	130	3	0	8	11	0	**93**	21	114	
+15 mins.	0	**2**	10	12	13	**132**	0	145	37	0	42	79	**3**	92	27	122	
+30 mins.	0	0	**17**	**17**	51	96	0	147	**41**	**2**	**50**	**93**	2	88	**35**	**125**	
+45 mins.	**2**	0	14	16	**54**	111	**1**	**166**	13	0	10	23	3	89	32	124	
Total Volume	2	2	51	55	127	460	1	588	94	2	110	206	8	362	115	485	
% App. Total	3.6	3.6	92.7		21.6	78.2	0.2		45.6	1	53.4		1.6	74.6	23.7		
PHF	.250	.250	.750	.809	.588	.871	.250	.886	.573	.250	.550	.554	.667	.973	.821	.970	
Passenger Vehicles	2	2	51	55	126	408	1	535	94	2	107	203	8	320	114	442	
% Passenger Vehicles	100	100	100	100	99.2	88.7	100	91	100	100	97.3	98.5	100	88.4	99.1	91.1	
Heavy Vehicles	0	0	0	0	1	52	0	53	0	0	3	3	0	42	1	43	
% Heavy Vehicles	0	0	0	0	0.8	11.3	0	9	0	0	2.7	1.5	0	11.6	0.9	8.9	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:45 PM

02:45 PM	0	**2**	**11**	**13**	21	66	0	87	1	1	2	4	7	89	30	126	230
03:00 PM	**1**	0	7	8	**26**	**95**	**2**	**123**	6	2	35	43	**11**	93	**31**	135	309
03:15 PM	0	0	6	6	24	85	0	109	43	**5**	**45**	**93**	7	**102**	27	**136**	**344**
03:30 PM	1	0	8	9	4	89	1	94	**45**	3	37	85	8	101	3	112	300
Total Volume	2	2	32	36	75	335	3	413	95	11	119	225	33	385	91	509	1183
% App. Total	5.6	5.6	88.9		18.2	81.1	0.7		42.2	4.9	52.9		6.5	75.6	17.9		
PHF	.500	.250	.727	.692	.721	.882	.375	.839	.528	.550	.661	.605	.750	.944	.734	.936	.860
Passenger Vehicles	1	2	30	33	72	297	3	372	94	11	117	222	32	358	91	481	1108
% Passenger Vehicles	50.0	100	93.8	91.7	96.0	88.7	100	90.1	98.9	100	98.3	98.7	97.0	93.0	100	94.5	93.7
Heavy Vehicles	1	0	2	3	3	38	0	41	1	0	2	3	1	27	0	28	75
% Heavy Vehicles	50.0	0	6.3	8.3	4.0	11.3	0	9.9	1.1	0	1.7	1.3	3.0	7.0	0	5.5	6.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 3

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:15 PM				03:00 PM				02:30 PM				
+0 mins.	0	0	10	10	11	107	**1**	119	6	2	35	43	10	89	20	119	
+15 mins.	0	1	14	15	10	108	0	118	43	**5**	**45**	**93**	7	89	30	126	
+30 mins.	0	**2**	**16**	**18**	**13**	109	1	123	**45**	3	37	85	**11**	93	**31**	135	
+45 mins.	**1**	1	12	14	5	**124**	1	**130**	6	1	8	15	7	**102**	27	**136**	
Total Volume	1	4	52	57	39	448	3	490	100	11	125	236	35	373	108	516	
% App. Total	1.8	7	91.2		8	91.4	0.6		42.4	4.7	53		6.8	72.3	20.9		
PHF	.250	.500	.813	.792	.750	.903	.750	.942	.556	.550	.694	.634	.795	.914	.871	.949	
Passenger Vehicles	1	4	50	55	37	430	2	469	99	11	122	232	34	344	108	486	
% Passenger Vehicles	100	100	96.2	96.5	94.9	96	66.7	95.7	99	100	97.6	98.3	97.1	92.2	100	94.2	
Heavy Vehicles	0	0	2	2	2	18	1	21	1	0	3	4	1	29	0	30	
% Heavy Vehicles	0	0	3.8	3.5	5.1	4	33.3	4.3	1	0	2.4	1.7	2.9	7.8	0	5.8	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- Passenger Vehicles

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	14	14	8	100	0	108	4	1	1	6	2	48	7	57	185
07:15 AM	0	0	6	6	11	100	0	111	5	0	1	6	3	54	16	73	196
07:30 AM	0	2	9	11	9	98	0	107	12	0	5	17	0	81	20	101	236
07:45 AM	0	0	9	9	13	120	0	133	3	0	8	11	3	84	27	114	267
Total	0	2	38	40	41	418	0	459	24	1	15	40	8	267	70	345	884
08:00 AM	0	0	10	10	51	91	0	142	37	0	40	77	2	76	35	113	342
08:15 AM	0	2	10	12	53	99	1	153	41	2	50	93	3	79	32	114	372
08:30 AM	0	0	17	17	7	100	1	108	13	0	9	22	6	80	6	92	239
08:45 AM	2	0	14	16	3	76	1	80	1	0	3	4	2	70	1	73	173
Total	2	2	51	55	114	366	3	483	92	2	102	196	13	305	74	392	1126
*** BREAK ***																	
02:00 PM	0	0	22	22	4	81	1	86	1	0	0	1	11	62	12	85	194
02:15 PM	0	1	2	3	2	77	0	79	5	0	2	7	9	70	8	87	176
02:30 PM	0	2	13	15	15	75	2	92	3	1	2	6	10	83	20	113	226
02:45 PM	0	2	11	13	19	58	0	77	1	1	2	4	7	83	30	120	214
Total	0	5	48	53	40	291	3	334	10	2	6	18	37	298	70	405	810
03:00 PM	1	0	7	8	26	83	2	111	6	2	35	43	10	83	31	124	286
03:15 PM	0	0	6	6	23	78	0	101	43	5	43	91	7	95	27	129	327
03:30 PM	0	0	6	6	4	78	1	83	44	3	37	84	8	97	3	108	281
03:45 PM	1	0	8	9	6	68	0	74	6	1	7	14	16	75	3	94	191
Total	2	0	27	29	59	307	3	369	99	11	122	232	41	350	64	455	1085
04:00 PM	0	0	6	6	5	80	0	85	2	1	5	8	15	86	4	105	204
04:15 PM	0	1	15	16	11	103	1	115	3	1	7	11	15	81	3	99	241
04:30 PM	0	1	6	7	8	103	0	111	7	0	5	12	5	91	3	99	229
04:45 PM	0	0	10	10	13	108	1	122	3	1	5	9	13	87	9	109	250
Total	0	2	37	39	37	394	2	433	15	3	22	40	48	345	19	412	924
05:00 PM	0	1	14	15	5	116	0	121	3	1	6	10	8	98	16	122	268
05:15 PM	0	2	15	17	8	101	1	110	25	2	23	50	13	104	8	125	302
05:30 PM	1	1	11	13	9	103	1	113	7	0	6	13	9	100	6	115	254
05:45 PM	0	2	6	8	6	90	1	97	4	2	7	13	7	106	4	117	235
Total	1	6	46	53	28	410	3	441	39	5	42	86	37	408	34	479	1059
Grand Total	5	17	247	269	319	2186	14	2519	279	24	309	612	184	1973	331	2488	5888
Apprch %	1.9	6.3	91.8		12.7	86.8	0.6		45.6	3.9	50.5		7.4	79.3	13.3		
Total %	0.1	0.3	4.2	4.6	5.4	37.1	0.2	42.8	4.7	0.4	5.2	10.4	3.1	33.5	5.6	42.3	

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	9	9	13	**120**	0	133	3	0	8	11	3	**84**	27	**114**	267
08:00 AM	0	0	10	10	51	91	0	142	37	0	40	77	2	76	**35**	113	342
08:15 AM	0	**2**	10	12	**53**	99	**1**	**153**	**41**	**2**	**50**	**93**	3	79	32	114	**372**
08:30 AM	0	0	**17**	**17**	7	100	1	108	13	0	9	22	**6**	80	6	92	239
Total Volume	0	2	46	48	124	410	2	536	94	2	107	203	14	319	100	433	1220
% App. Total	0	4.2	95.8		23.1	76.5	0.4		46.3	1	52.7		3.2	73.7	23.1		
PHF	.000	.250	.676	.706	.585	.854	.500	.876	.573	.250	.535	.546	.583	.949	.714	.950	.820

Intersection Turning Movement Count

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:45 AM				07:45 AM				07:30 AM				
+0 mins.	0	0	10	10	13	**120**	0	133	3	0	8	11	0	81	20	101	
+15 mins.	0	**2**	10	12	51	91	0	142	37	0	40	77	**3**	**84**	27	**114**	
+30 mins.	0	0	**17**	**17**	**53**	99	**1**	**153**	**41**	**2**	**50**	**93**	2	76	**35**	113	
+45 mins.	**2**	0	14	16	7	100	1	108	13	0	9	22	3	79	32	114	
Total Volume	2	2	51	55	124	410	2	536	94	2	107	203	8	320	114	442	
% App. Total	3.6	3.6	92.7		23.1	76.5	0.4		46.3	1	52.7		1.8	72.4	25.8		
PHF	.250	.250	.750	.809	.585	.854	.500	.876	.573	.250	.535	.546	.667	.952	.814	.969	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	**2**	**11**	**13**	19	58	0	77	1	1	2	4	7	83	30	120	214
03:00 PM	**1**	0	7	8	**26**	**83**	**2**	**111**	6	2	35	43	**10**	83	**31**	124	286
03:15 PM	0	0	6	6	23	78	0	101	43	**5**	**43**	**91**	7	95	27	**129**	**327**
03:30 PM	0	0	6	6	4	78	1	83	**44**	3	37	84	8	**97**	3	108	281
Total Volume	1	2	30	33	72	297	3	372	94	11	117	222	32	358	91	481	1108
% App. Total	3	6.1	90.9		19.4	79.8	0.8		42.3	5	52.7		6.7	74.4	18.9		
PHF	.250	.250	.682	.635	.692	.895	.375	.838	.534	.550	.680	.610	.800	.923	.734	.932	.847

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				03:00 PM				02:30 PM				
+0 mins.	0	0	10	10	11	103	**1**	115	6	2	35	43	**10**	83	20	113	
+15 mins.	0	1	14	15	8	103	0	111	43	**5**	**43**	**91**	7	83	30	120	
+30 mins.	0	**2**	**15**	**17**	**13**	108	1	**122**	**44**	3	37	84	10	83	**31**	124	
+45 mins.	**1**	1	11	13	5	**116**	0	121	6	1	7	14	7	**95**	27	**129**	
Total Volume	1	4	50	55	37	430	2	469	99	11	122	232	34	344	108	486	
% App. Total	1.8	7.3	90.9		7.9	91.7	0.4		42.7	4.7	52.6		7	70.8	22.2		
PHF	.250	.500	.833	.809	.712	.927	.500	.961	.563	.550	.709	.637	.850	.905	.871	.942	

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
07:15 AM	0	0	0	0	2	4	0	6	0	0	0	0	0	13	0	13	19
07:30 AM	0	0	0	0	0	23	0	23	0	0	0	0	0	12	1	13	36
07:45 AM	0	0	1	1	0	12	0	12	0	0	0	0	0	8	0	8	21
Total	0	0	1	1	2	42	0	44	0	0	0	0	0	41	1	42	87
08:00 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	12	0	12	19
08:15 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	10	0	10	23
08:30 AM	0	0	0	0	1	5	1	7	0	0	1	1	0	11	0	11	19
08:45 AM	0	0	0	0	0	14	0	14	0	0	1	1	1	10	0	11	26
Total	0	0	0	0	2	36	1	39	0	0	4	4	1	43	0	44	87
*** BREAK ***																	
02:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
02:15 PM	0	0	0	0	2	11	0	13	0	0	1	1	0	4	0	4	18
02:30 PM	0	0	0	0	1	9	0	10	0	0	3	3	0	6	0	6	19
02:45 PM	0	0	0	0	2	8	0	10	0	0	0	0	0	6	0	6	16
Total	0	0	0	0	5	35	0	40	0	0	4	4	0	26	0	26	70
03:00 PM	0	0	0	0	0	12	0	12	0	0	0	0	1	10	0	11	23
03:15 PM	0	0	0	0	1	7	0	8	0	0	2	2	0	7	0	7	17
03:30 PM	1	0	2	3	0	11	0	11	1	0	0	1	0	4	0	4	19
03:45 PM	0	0	0	0	1	7	0	8	0	0	1	1	0	2	0	2	11
Total	1	0	2	3	2	37	0	39	1	0	3	4	1	23	0	24	70
04:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	7	0	7	11
04:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	5	0	5	10
04:30 PM	0	0	0	0	2	5	0	7	0	0	1	1	0	0	0	0	8
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
Total	0	0	2	2	2	13	0	15	0	0	2	2	0	15	0	15	34
05:00 PM	0	0	0	0	0	8	1	9	0	0	0	0	0	0	0	0	9
05:15 PM	0	0	1	1	1	6	0	7	0	0	0	0	0	1	0	1	9
05:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	1	0	1	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	2	2	1	19	1	21	0	0	1	1	0	2	0	2	26
Grand Total	1	0	7	8	14	182	2	198	1	0	14	15	2	150	1	153	374
Apprch %	12.5	0	87.5		7.1	91.9	1		6.7	0	93.3		1.3	98	0.7		
Total %	0.3	0	1.9	2.1	3.7	48.7	0.5	52.9	0.3	0	3.7	4	0.5	40.1	0.3	40.9	

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**23**	0	**23**	0	0	0	0	0	**12**	**1**	**13**	**36**
07:45 AM	0	0	**1**	**1**	0	12	0	12	0	0	0	0	0	8	0	8	21
08:00 AM	0	0	0	0	0	5	0	5	0	0	**2**	**2**	0	12	0	12	19
08:15 AM	0	0	0	0	**1**	12	0	13	0	0	0	0	0	10	0	10	23
Total Volume	0	0	1	1	1	52	0	53	0	0	2	2	0	42	1	43	99
% App. Total	0	0	100		1.9	98.1	0		0	0	100		0	97.7	2.3		
PHF	.000	.000	.250	.250	.250	.565	.000	.576	.000	.000	.250	.250	.000	.875	.250	.827	.688

Intersection Turning Movement Count

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				08:00 AM				07:15 AM				
+0 mins.	0	0	0	0	0	**23**	0	**23**	0	0	**2**	**2**	0	**13**	0	**13**	
+15 mins.	0	0	0	0	0	12	0	12	0	0	0	0	0	12	**1**	13	
+30 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	8	0	8	
+45 mins.	0	0	**1**	**1**	**1**	12	0	13	0	0	1	1	0	12	0	12	
Total Volume	0	0	1	1	1	52	0	53	0	0	4	4	0	45	1	46	
% App. Total	0	0	100		1.9	98.1	0		0	0	100		0	97.8	2.2		
PHF	.000	.000	.250	.250	.250	.565	.000	.576	.000	.000	.500	.500	.000	.865	.250	.885	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	0	0	0	0	**2**	11	0	**13**	0	0	1	1	0	4	0	4	18
02:30 PM	0	0	0	0	1	9	0	10	0	0	**3**	**3**	0	6	0	6	19
02:45 PM	0	0	0	0	2	8	0	10	0	0	0	0	0	6	0	6	16
03:00 PM	0	0	0	0	0	**12**	0	12	0	0	0	0	**1**	**10**	0	**11**	**23**
Total Volume	0	0	0	0	5	40	0	45	0	0	4	4	1	26	0	27	76
% App. Total	0	0	0		11.1	88.9	0		0	0	100		3.7	96.3	0		
PHF	.000	.000	.000	.000	.625	.833	.000	.865	.000	.000	.333	.333	.250	.650	.000	.614	.826

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				02:15 PM				02:30 PM				02:30 PM			
+0 mins.	**1**	0	**2**	**3**	**2**	11	0	**13**	0	0	**3**	**3**	0	6	0	6
+15 mins.	0	0	0	0	1	9	0	10	0	0	0	0	0	6	0	6
+30 mins.	0	0	1	1	2	8	0	10	0	0	0	0	**1**	**10**	0	**11**
+45 mins.	0	0	1	1	0	**12**	0	12	0	0	2	2	0	7	0	7
Total Volume	1	0	4	5	5	40	0	45	0	0	5	5	1	29	0	30
% App. Total	20	0	80		11.1	88.9	0		0	0	100		3.3	96.7	0	
PHF	.250	.000	.500	.417	.625	.833	.000	.865	.000	.000	.417	.417	.250	.725	.000	.682

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Hawkins
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- UTurns

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	COASH ROAD Southbound				SR 72 Westbound				HAWKINS ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				03:30 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

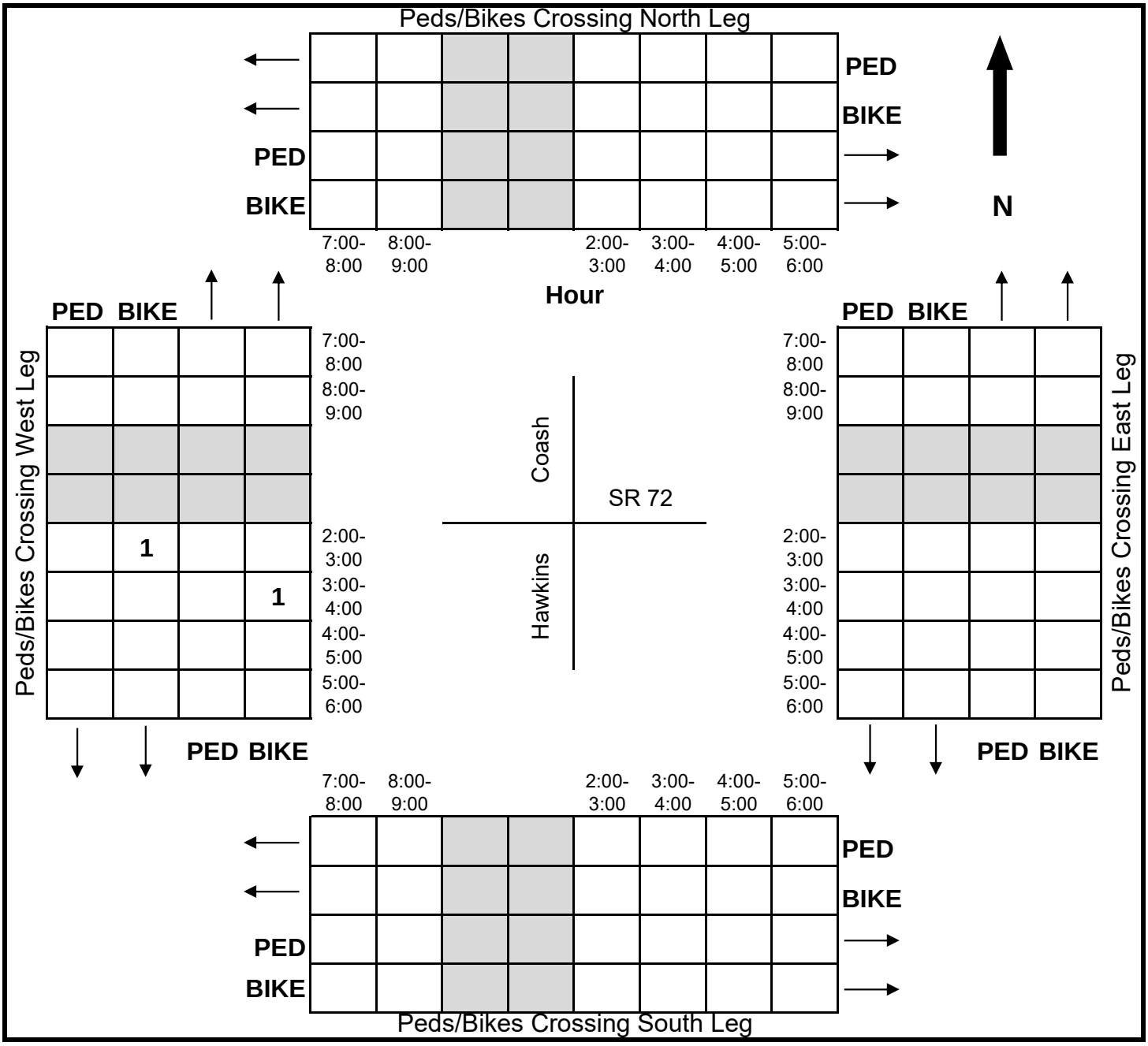
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Hawkins Road/Coash Road

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	6	24	32	2	60	15	77	27	0	1	28	12	27	21	60	197
07:15 AM	15	1	34	50	2	64	10	76	25	4	0	29	13	27	26	66	221
07:30 AM	10	2	29	41	1	77	15	93	20	3	0	23	29	42	24	95	252
07:45 AM	10	2	31	43	1	75	18	94	35	6	0	41	30	37	27	94	272
Total	37	11	118	166	6	276	58	340	107	13	1	121	84	133	98	315	942
08:00 AM	9	9	52	70	0	85	14	99	15	3	1	19	49	36	31	116	304
08:15 AM	15	9	65	89	0	62	11	73	27	7	3	37	52	69	34	155	354
08:30 AM	16	8	39	63	2	56	25	83	19	0	2	21	27	36	36	99	266
08:45 AM	11	10	19	40	1	41	9	51	30	5	0	35	19	44	25	88	214
Total	51	36	175	262	3	244	59	306	91	15	6	112	147	185	126	458	1138
*** BREAK ***																	
04:00 PM	16	11	39	66	0	34	11	45	23	5	3	31	31	60	6	97	239
04:15 PM	22	7	53	82	0	41	20	61	21	9	2	32	29	48	14	91	266
04:30 PM	20	6	53	79	1	46	16	63	19	5	1	25	37	56	8	101	268
04:45 PM	28	8	68	104	1	37	12	50	21	3	3	27	27	47	16	90	271
Total	86	32	213	331	2	158	59	219	84	22	9	115	124	211	44	379	1044
05:00 PM	35	4	76	115	0	34	10	44	26	7	0	33	36	52	13	101	293
05:15 PM	31	5	53	89	0	27	13	40	23	3	2	28	52	56	14	122	279
05:30 PM	27	7	54	88	1	45	14	60	22	8	1	31	31	60	16	107	286
05:45 PM	30	8	43	81	0	40	11	51	9	8	0	17	32	65	17	114	263
Total	123	24	226	373	1	146	48	195	80	26	3	109	151	233	60	444	1121
Grand Total	297	103	732	1132	12	824	224	1060	362	76	19	457	506	762	328	1596	4245
Apprch %	26.2	9.1	64.7		1.1	77.7	21.1		79.2	16.6	4.2		31.7	47.7	20.6		
Total %	7	2.4	17.2	26.7	0.3	19.4	5.3	25	8.5	1.8	0.4	10.8	11.9	18	7.7	37.6	
Passenger Vehicles	277	94	697	1068	12	762	205	979	333	71	15	419	483	713	289	1485	3951
% Passenger Vehicles	93.3	91.3	95.2	94.3	100	92.5	91.5	92.4	92	93.4	78.9	91.7	95.5	93.6	88.1	93	93.1
Heavy Vehicles	20	9	35	64	0	62	19	81	28	5	4	37	23	49	39	111	293
% Heavy Vehicles	6.7	8.7	4.8	5.7	0	7.5	8.5	7.6	7.7	6.6	21.1	8.1	4.5	6.4	11.9	7	6.9
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	2	31	43	1	75	18	94	**35**	6	0	**41**	30	37	27	94	272
08:00 AM	9	**9**	52	70	0	**85**	14	**99**	15	3	1	19	49	36	31	116	304
08:15 AM	15	9	**65**	**89**	0	62	11	73	27	**7**	**3**	37	**52**	**69**	34	**155**	**354**
08:30 AM	**16**	8	39	63	**2**	56	**25**	83	19	0	2	21	27	36	**36**	99	266
Total Volume	50	28	187	265	3	278	68	349	96	16	6	118	158	178	128	464	1196
% App. Total	18.9	10.6	70.6		0.9	79.7	19.5		81.4	13.6	5.1		34.1	38.4	27.6		
PHF	.781	.778	.719	.744	.375	.818	.680	.881	.686	.571	.500	.720	.760	.645	.889	.748	.845
Passenger Vehicles	43	24	182	249	3	256	62	321	88	16	5	109	151	161	109	421	1100
% Passenger Vehicles	86.0	85.7	97.3	94.0	100	92.1	91.2	92.0	91.7	100	83.3	92.4	95.6	90.4	85.2	90.7	92.0
Heavy Vehicles	7	4	5	16	0	22	6	28	8	0	1	9	7	17	19	43	96

Intersection Turning Movement Count

% Heavy Vehicles	14.0	14.3	2.7	6.0	0	7.9	8.8	8.0	8.3	0	16.7	7.6	4.4	9.6	14.8	9.3	8.0
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	10	2	31	43	**2**	64	10	76	27	0	**1**	28	30	37	27	94
+15 mins.	9	**9**	52	70	1	77	15	93	25	4	0	29	49	36	31	116
+30 mins.	15	9	**65**	**89**	1	75	**18**	94	20	3	0	23	**52**	**69**	34	**155**
+45 mins.	**16**	8	39	63	0	**85**	14	**99**	**35**	**6**	0	**41**	27	36	**36**	99
Total Volume	50	28	187	265	4	301	57	362	107	13	1	121	158	178	128	464
% App. Total	18.9	10.6	70.6		1.1	83.1	15.7		88.4	10.7	0.8		34.1	38.4	27.6	
PHF	.781	.778	.719	.744	.500	.885	.792	.914	.764	.542	.250	.738	.760	.645	.889	.748
Passenger Vehicles	43	24	182	249	4	274	51	329	98	13	0	111	151	161	109	421
% Passenger Vehicles	86	85.7	97.3	94	100	91	89.5	90.9	91.6	100	0	91.7	95.6	90.4	85.2	90.7
Heavy Vehicles	7	4	5	16	0	27	6	33	8	0	1	9	7	17	19	43
% Heavy Vehicles	14	14.3	2.7	6	0	9	10.5	9.1	7.5	0	100	7.4	4.4	9.6	14.8	9.3
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	28	**8**	68	104	**1**	37	12	50	21	3	**3**	27	27	47	**16**	90	271
05:00 PM	**35**	4	**76**	**115**	0	34	10	44	**26**	7	0	**33**	36	52	13	101	**293**
05:15 PM	31	5	53	89	0	27	13	40	23	3	2	28	**52**	56	14	**122**	279
05:30 PM	27	7	54	88	1	**45**	**14**	**60**	22	**8**	1	31	31	**60**	16	107	286
Total Volume	121	24	251	396	2	143	49	194	92	21	6	119	146	215	59	420	1129
% App. Total	30.6	6.1	63.4		1	73.7	25.3		77.3	17.6	5		34.8	51.2	14		
PHF	.864	.750	.826	.861	.500	.794	.875	.808	.885	.656	.500	.902	.702	.896	.922	.861	.963
Passenger Vehicles	119	23	240	382	2	136	46	184	86	19	5	110	143	212	58	413	1089
% Passenger Vehicles	98.3	95.8	95.6	96.5	100	95.1	93.9	94.8	93.5	90.5	83.3	92.4	97.9	98.6	98.3	98.3	96.5
Heavy Vehicles	2	1	11	14	0	7	3	10	6	2	1	9	3	3	1	7	40
% Heavy Vehicles	1.7	4.2	4.4	3.5	0	4.9	6.1	5.2	6.5	9.5	16.7	7.6	2.1	1.4	1.7	1.7	3.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	28	**8**	68	104	0	34	11	45	21	3	**3**	27	36	52	13	101
+15 mins.	**35**	4	**76**	**115**	0	41	**20**	61	**26**	7	0	**33**	**52**	56	14	**122**
+30 mins.	31	5	53	89	**1**	**46**	16	**63**	23	3	2	28	31	60	16	107
+45 mins.	27	7	54	88	1	37	12	50	22	**8**	1	31	32	**65**	**17**	114
Total Volume	121	24	251	396	2	158	59	219	92	21	6	119	151	233	60	444
% App. Total	30.6	6.1	63.4		0.9	72.1	26.9		77.3	17.6	5		34	52.5	13.5	
PHF	.864	.750	.826	.861	.500	.859	.738	.869	.885	.656	.500	.902	.726	.896	.882	.910
Passenger Vehicles	119	23	240	382	2	150	57	209	86	19	5	110	150	230	60	440
% Passenger Vehicles	98.3	95.8	95.6	96.5	100	94.9	96.6	95.4	93.5	90.5	83.3	92.4	99.3	98.7	100	99.1
Heavy Vehicles	2	1	11	14	0	8	2	10	6	2	1	9	1	3	0	4
% Heavy Vehicles	1.7	4.2	4.4	3.5	0	5.1	3.4	4.6	6.5	9.5	16.7	7.6	0.7	1.3	0	0.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Passenger Vehicles

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	24	30	2	60	13	75	25	0	0	25	11	22	19	52	182
07:15 AM	10	1	29	40	2	61	9	72	23	4	0	27	12	23	16	51	190
07:30 AM	9	2	23	34	1	63	11	75	17	3	0	20	26	35	23	84	213
07:45 AM	7	1	29	37	1	69	18	88	33	6	0	39	29	34	23	86	250
Total	28	8	105	141	6	253	51	310	98	13	0	111	78	114	81	273	835
08:00 AM	6	8	52	66	0	81	13	94	14	3	1	18	44	33	26	103	281
08:15 AM	14	9	63	86	0	52	10	62	24	7	2	33	52	62	30	144	325
08:30 AM	16	6	38	60	2	54	21	77	17	0	2	19	26	32	30	88	244
08:45 AM	7	10	17	34	1	33	8	42	24	4	0	28	16	38	21	75	179
Total	43	33	170	246	3	220	52	275	79	14	5	98	138	165	107	410	1029
*** BREAK ***																	
04:00 PM	15	10	37	62	0	33	10	43	22	5	3	30	29	56	5	90	225
04:15 PM	22	7	53	82	0	38	20	58	20	8	2	30	29	45	13	87	257
04:30 PM	20	5	50	75	1	42	15	58	19	4	0	23	35	56	8	99	255
04:45 PM	27	7	65	99	1	37	12	50	21	3	2	26	24	47	15	86	261
Total	84	29	205	318	2	150	57	209	82	20	7	109	117	204	41	362	998
05:00 PM	35	4	73	112	0	30	8	38	24	6	0	30	36	51	13	100	280
05:15 PM	30	5	49	84	0	26	12	38	19	2	2	23	52	55	14	121	266
05:30 PM	27	7	53	87	1	43	14	58	22	8	1	31	31	59	16	106	282
05:45 PM	30	8	42	80	0	40	11	51	9	8	0	17	31	65	17	113	261
Total	122	24	217	363	1	139	45	185	74	24	3	101	150	230	60	440	1089
Grand Total	277	94	697	1068	12	762	205	979	333	71	15	419	483	713	289	1485	3951
Apprch %	25.9	8.8	65.3		1.2	77.8	20.9		79.5	16.9	3.6		32.5	48	19.5		
Total %	7	2.4	17.6	27	0.3	19.3	5.2	24.8	8.4	1.8	0.4	10.6	12.2	18	7.3	37.6	

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	1	29	37	1	69	18	88	**33**	6	0	**39**	29	34	23	86	250
08:00 AM	6	8	52	66	0	**81**	13	**94**	14	3	1	18	44	33	26	103	281
08:15 AM	14	**9**	**63**	**86**	0	52	10	62	24	**7**	**2**	33	**52**	**62**	**30**	**144**	**325**
08:30 AM	**16**	6	38	60	**2**	54	**21**	77	17	0	2	19	26	32	30	88	244
Total Volume	43	24	182	249	3	256	62	321	88	16	5	109	151	161	109	421	1100
% App. Total	17.3	9.6	73.1		0.9	79.8	19.3		80.7	14.7	4.6		35.9	38.2	25.9		
PHF	.672	.667	.722	.724	.375	.790	.738	.854	.667	.571	.625	.699	.726	.649	.908	.731	.846

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	7	1	29	37	**2**	61	9	72	25	0	0	25	29	34	23	86
+15 mins.	6	8	52	66	1	63	11	75	23	4	0	27	44	33	26	103
+30 mins.	14	**9**	**63**	**86**	1	69	**18**	88	17	3	0	20	**52**	**62**	**30**	**144**
+45 mins.	**16**	6	38	60	0	**81**	13	**94**	**33**	**6**	0	**39**	26	32	30	88
Total Volume	43	24	182	249	4	274	51	329	98	13	0	111	151	161	109	421
% App. Total	17.3	9.6	73.1		1.2	83.3	15.5		88.3	11.7	0		35.9	38.2	25.9	
PHF	.672	.667	.722	.724	.500	.846	.708	.875	.742	.542	.000	.712	.726	.649	.908	.731

Intersection Turning Movement Count

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	**7**	65	99	**1**	37	12	50	21	3	**2**	26	24	47	15	86	261
05:00 PM	**35**	4	**73**	**112**	0	30	8	38	**24**	6	0	30	36	51	13	100	280
05:15 PM	30	5	49	84	0	26	12	38	19	2	2	23	**52**	55	14	**121**	266
05:30 PM	27	7	53	87	1	**43**	**14**	**58**	22	**8**	1	**31**	31	**59**	**16**	106	**282**
Total Volume	119	23	240	382	2	136	46	184	86	19	5	110	143	212	58	413	1089
% App. Total	31.2	6	62.8		1.1	73.9	25		78.2	17.3	4.5		34.6	51.3	14		
PHF	.850	.821	.822	.853	.500	.791	.821	.793	.896	.594	.625	.887	.688	.898	.906	.853	.965

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	27	**7**	65	99	0	33	10	43	21	3	**2**	26	36	51	13	100
+15 mins.	**35**	4	**73**	**112**	0	38	**20**	**58**	**24**	6	0	30	**52**	55	14	**121**
+30 mins.	30	5	49	84	**1**	**42**	15	58	19	2	2	23	31	59	16	106
+45 mins.	27	7	53	87	1	37	12	50	22	**8**	1	**31**	31	**65**	**17**	113
Total Volume	119	23	240	382	2	150	57	209	86	19	5	110	150	230	60	440
% App. Total	31.2	6	62.8		1	71.8	27.3		78.2	17.3	4.5		34.1	52.3	13.6	
PHF	.850	.821	.822	.853	.500	.893	.713	.901	.896	.594	.625	.887	.721	.885	.882	.909

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
Page No : 1

Groups Printed- Heavy Vehicles

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	2	2	2	0	1	3	1	5	2	8	15
07:15 AM	5	0	5	10	0	3	1	4	1	0	0	1	1	4	10	15	30
07:30 AM	1	0	6	7	0	14	4	18	3	0	0	3	3	7	1	11	39
07:45 AM	3	1	2	6	0	6	0	6	2	0	0	2	1	3	4	8	22
Total	9	3	13	25	0	23	7	30	8	0	1	9	6	19	17	42	106
08:00 AM	3	1	0	4	0	4	1	5	1	0	0	1	5	3	5	13	23
08:15 AM	1	0	2	3	0	10	1	11	3	0	1	4	0	7	4	11	29
08:30 AM	0	2	1	3	0	2	4	6	2	0	0	2	1	4	6	11	22
08:45 AM	4	0	2	6	0	8	1	9	6	1	0	7	3	6	4	13	35
Total	8	3	5	16	0	24	7	31	12	1	1	14	9	20	19	48	109
*** BREAK ***																	
04:00 PM	1	1	2	4	0	1	1	2	1	0	0	1	2	4	1	7	14
04:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	0	3	1	4	9
04:30 PM	0	1	3	4	0	4	1	5	0	1	1	2	2	0	0	2	13
04:45 PM	1	1	3	5	0	0	0	0	0	0	1	1	3	0	1	4	10
Total	2	3	8	13	0	8	2	10	2	2	2	6	7	7	3	17	46
05:00 PM	0	0	3	3	0	4	2	6	2	1	0	3	0	1	0	1	13
05:15 PM	1	0	4	5	0	1	1	2	4	1	0	5	0	1	0	1	13
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	9	10	0	7	3	10	6	2	0	8	1	3	0	4	32
Grand Total	20	9	35	64	0	62	19	81	28	5	4	37	23	49	39	111	293
Apprch %	31.2	14.1	54.7		0	76.5	23.5		75.7	13.5	10.8		20.7	44.1	35.1		
Total %	6.8	3.1	11.9	21.8	0	21.2	6.5	27.6	9.6	1.7	1.4	12.6	7.8	16.7	13.3	37.9	

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**5**	0	5	**10**	0	3	1	4	1	0	0	1	1	4	**10**	**15**	30
07:30 AM	1	0	**6**	7	0	**14**	**4**	**18**	**3**	0	0	**3**	3	**7**	1	11	**39**
07:45 AM	3	**1**	2	6	0	6	0	6	2	0	0	2	1	3	4	8	22
08:00 AM	3	1	0	4	0	4	1	5	1	0	0	1	**5**	3	5	13	23
Total Volume	12	2	13	27	0	27	6	33	7	0	0	7	10	17	20	47	114
% App. Total	44.4	7.4	48.1		0	81.8	18.2		100	0	0		21.3	36.2	42.6		
PHF	.600	.500	.542	.675	.000	.482	.375	.458	.583	.000	.000	.583	.500	.607	.500	.783	.731

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	**5**	0	5	**10**	0	**14**	**4**	**18**	1	0	0	1	**5**	3	5	**13**
+15 mins.	1	0	**6**	7	0	6	0	6	3	0	**1**	4	0	**7**	4	11
+30 mins.	3	**1**	2	6	0	4	1	5	2	0	0	2	1	4	**6**	11
+45 mins.	3	1	0	4	0	10	1	11	**6**	**1**	0	**7**	3	6	4	13
Total Volume	12	2	13	27	0	34	6	40	12	1	1	14	9	20	19	48
% App. Total	44.4	7.4	48.1		0	85	15		85.7	7.1	7.1		18.8	41.7	39.6	
PHF	.600	.500	.542	.675	.000	.607	.375	.556	.500	.250	.250	.500	.450	.714	.792	.923

Intersection Turning Movement Count

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
Page No : 2

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	3	4	0	**4**	1	5	0	**1**	**1**	2	2	0	0	2	**13**
04:45 PM	**1**	1	3	**5**	0	0	0	0	0	0	1	1	**3**	0	**1**	**4**	10
05:00 PM	0	0	3	3	0	4	**2**	**6**	2	1	0	3	0	**1**	0	1	13
05:15 PM	1	0	**4**	5	0	1	1	2	**4**	1	0	**5**	0	1	0	1	13
Total Volume	2	2	13	17	0	9	4	13	6	3	2	11	5	2	1	8	49
% App. Total	11.8	11.8	76.5		0	69.2	30.8		54.5	27.3	18.2		62.5	25	12.5		
PHF	.500	.500	.813	.850	.000	.563	.500	.542	.375	.750	.500	.550	.417	.500	.250	.500	.942

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	**1**	3	4	0	3	0	3	0	**1**	**1**	2	2	**4**	**1**	**7**
+15 mins.	**1**	1	3	**5**	0	**4**	1	5	0	0	1	1	0	3	1	4
+30 mins.	0	0	3	3	0	0	0	0	2	1	0	3	2	0	0	2
+45 mins.	1	0	**4**	5	0	4	**2**	**6**	**4**	1	0	**5**	**3**	0	1	4
Total Volume	2	2	13	17	0	11	3	14	6	3	2	11	7	7	3	17
% App. Total	11.8	11.8	76.5		0	78.6	21.4		54.5	27.3	18.2		41.2	41.2	17.6	
PHF	.500	.500	.813	.850	.000	.688	.375	.583	.375	.750	.500	.550	.583	.438	.750	.607

Intersection Turning Movement Count

City/County: Sarasota/Sarasota
Weather: Clear
Comments:

File Name : SR72&Lorraine
Site Code : 22001
Start Date : 5/11/2022
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Groups Printed- UTurns

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	LORRAINE ROAD Southbound				SR 72 Westbound				LORRAINE ROAD Northbound				SR 72 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

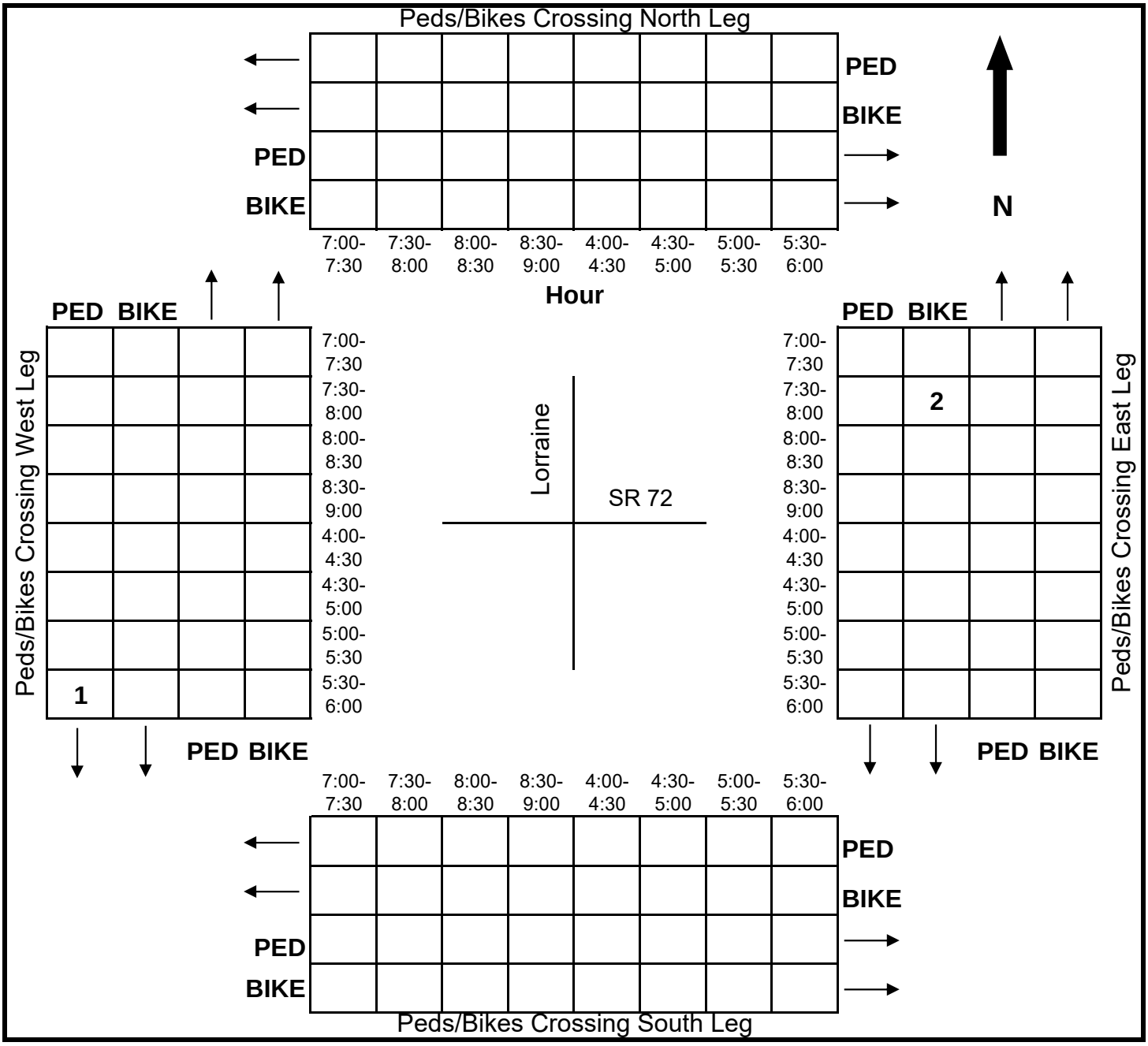
Date: 5/11/22 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 72 at Lorraine Road

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



APPENDIX E

PEAK HOUR VEHICLE COMPOSITION

Table 2-8: Existing (2022) SR 72 Mainline Peak Hour Vehicle Composition

AM Peak Hour (7:30 - 8:30)														
Location	Date	Passenger Vehicles	Passenger Vehicle %	Medium Trucks	Medium Truck %	Heavy Trucks	Heavy Truck %	Total Trucks	Total Truck %	Buses	Bus %	Motorcycles	Motorcycle %	
West of Talon Boulevard/Ibis Street [1]	5/10/2022	1,163	86.02%	66	4.88%	117	8.65%	183	13.54%	3	0.22%	3	0.22%	1352
	5/11/2022	1,198	85.88%	82	5.88%	104	7.45%	186	13.33%	3	0.22%	8	0.57%	1395
	5/12/2022	1,165	83.57%	75	5.38%	142	10.19%	217	15.57%	4	0.29%	8	0.57%	1394
	Average	1,175	85.16%	74	5.38%	121	8.76%	195	14.15%	3	0.24%	6	0.45%	
West of Lorraine Road [1]	5/10/2022	879	87.81%	44	4.40%	71	7.09%	115	11.49%	3	0.30%	4	0.40%	1001
	5/11/2022	910	86.91%	46	4.39%	80	7.64%	126	12.03%	4	0.38%	7	0.67%	1047
	5/12/2022	857	85.70%	40	4.00%	96	9.60%	136	13.60%	4	0.40%	3	0.30%	1000
	Average	882	86.81%	43	4.26%	82	8.11%	126	12.37%	4	0.36%	5	0.46%	
Average (Both Locations)			85.98%		4.82%		8.44%		13.26%		0.30%		0.46%	
PM Peak Hour (4:45 - 5:45)														
Location	Date	Passenger Vehicles	Passenger Vehicle %	Medium Trucks	Medium Truck %	Heavy Trucks	Heavy Truck %	Total Trucks	Total Truck %	Buses	Bus %	Motorcycles	Motorcycle %	
West of Talon Boulevard/Ibis Street [1]	5/10/2022	1,288	92.13%	60	4.29%	34	2.43%	94	6.72%	7	0.50%	9	0.64%	1398
	5/11/2022	1,243	92.14%	54	4.00%	44	3.26%	98	7.26%	3	0.22%	5	0.37%	1349
	5/12/2022	1,242	92.20%	52	3.86%	46	3.41%	98	7.27%	1	0.09%	6	0.44%	1347
	Average	1,258	92.16%	55	4.05%	41	3.03%	97	7.08%	4	0.27%	7	0.48%	
West of Lorraine Road [1]	5/10/2022	815	92.19%	41	4.64%	20	2.26%	61	6.90%	4	0.45%	4	0.45%	884
	5/11/2022	837	91.28%	44	4.80%	26	2.84%	70	7.63%	4	0.44%	6	0.65%	917
	5/12/2022	773	93.70%	28	3.39%	17	2.06%	45	5.45%	3	0.36%	4	0.48%	825
	Average	808	92.39%	38	4.28%	21	2.39%	59	6.66%	4	0.42%	5	0.53%	
Average (Both Locations)			92.27%		4.16%		2.71%		6.87%		0.34%		0.51%	

[1] Obtained from the vehicle classification counts conducted for the SR 72 PD&E study

APPENDIX F

EXISTING PEAK HOUR INTERSECTION TRUCK VOLUMES and PERCENTAGES

Existing Peak Hour Truck Percentages - Hummingbird Avenue Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB TH	685	50	735	6.8%	707	10	717	1.4%
EB RT	67	5	72	6.9%	69	3	72	4.2%
EB APPROACH	752	55	807	6.8%	776	13	789	1.6%
WB LT	2	0	2	0.0%	5	0	5	0.0%
WB TH	617	54	671	8.0%	680	21	701	3.0%
WB APPROACH	619	54	673	8.0%	685	21	706	3.0%
NB LT	109	2	111	1.8%	50	3	53	5.7%
NB RT	5	0	5	0.0%	8	0	8	0.0%
NB APPROACH	114	2	116	1.7%	58	3	61	4.9%

Existing Peak Hour Truck Percentages - Twin Lakes Park Intersection (Weekday)

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB TH	674	49	723	6.8%	639	11	650	1.7%
EB RT	15	0	15	0.0%	71	0	71	0.0%
EB APPROACH	689	49	738	6.6%	710	11	721	1.5%
WB LT	4	0	4	0.0%	6	0	6	0.0%
WB TH	608	56	664	8.4%	660	21	681	3.1%
WB APPROACH	612	56	668	8.4%	666	21	687	3.1%
NB LT	13	1	14	7.1%	24	0	24	0.0%
NB RT	4	0	4	0.0%	9	0	9	0.0%
NB APPROACH	17	1	18	5.6%	33	0	33	0.0%

Existing Peak Hour Truck Percentages - Twin Lakes Park Intersection (Weekend)

Movement	AM Peak Hour (9:30 - 10:30)				PM Peak Hour (4:30 -5:30)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB TH	465	13	478	2.7%	445	2	447	0.4%
EB RT	78	0	78	0.0%	86	0	86	0.0%
EB APPROACH	543	13	556	2.3%	531	2	533	0.4%
WB LT	4	0	4	0.0%	13	0	13	0.0%
WB TH	525	8	533	1.5%	389	4	393	1.0%
WB APPROACH	529	8	537	1.5%	402	4	406	1.0%
NB LT	26	0	26	0.0%	16	1	17	5.9%
NB RT	3	0	3	0.0%	6	0	6	0.0%
NB APPROACH	29	0	29	0.0%	22	1	23	4.3%

Existing Peak Hour Truck Percentages - Talon Boulevard/Ibis Street Intersection (Weekday)

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	20	0	20	0.0%	40	0	40	0.0%
EB TH	489	43	532	8.1%	472	7	479	1.5%
EB RT	162	7	169	4.1%	131	3	134	2.2%
EB APPROACH	671	50	721	6.9%	643	10	653	1.5%
WB LT	20	1	21	4.8%	63	1	64	1.6%
WB TH	460	51	511	10.0%	506	21	527	4.0%
WB RT	5	0	5	0.0%	20	0	20	0.0%
WB APPROACH	485	52	537	9.7%	589	22	611	3.6%
NB LT	128	3	131	2.3%	122	2	124	1.6%
NB TH	1	0	1	0.0%	0	0	0	0.0%
NB RT	10	1	11	9.1%	7	0	7	0.0%
NB APPROACH	139	4	143	2.8%	129	2	131	1.5%
SB LT	9	0	9	0.0%	6	0	6	0.0%
SB TH	2	0	2	0.0%	1	0	1	0.0%
SB RT	37	1	38	2.6%	40	0	40	0.0%
SB APPROACH	48	1	49	2.0%	47	0	47	0.0%

Existing Peak Hour Truck Percentages - Talon Boulevard/Ibis Street Intersection (Weekend)

Movement	AM Peak Hour (9:30 - 10:30)				PM Peak Hour (4:30 -5:30)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	23	0	23	0.0%	37	0	37	0.0%
EB TH	348	8	356	2.2%	299	1	300	0.3%
EB RT	100	4	104	3.8%	110	0	110	0.0%
EB APPROACH	471	12	483	2.5%	446	1	447	0.2%
WB LT	26	1	27	3.7%	18	0	18	0.0%
WB TH	361	7	368	1.9%	316	3	319	0.9%
WB RT	1	0	1	0.0%	2	0	2	0.0%
WB APPROACH	388	8	396	2.0%	336	3	339	0.9%
NB LT	136	1	137	0.7%	62	0	62	0.0%
NB TH	0	0	0	0.0%	0	0	0	0.0%
NB RT	17	1	18	5.6%	8	0	8	0.0%
NB APPROACH	153	2	155	1.3%	70	0	70	0.0%

SB LT	3	0	3	0.0%	1	0	1	0.0%
SB TH	0	0	0	0.0%	0	0	0	0.0%
SB RT	33	0	33	0.0%	27	0	27	0.0%
SB APPROACH	36	0	36	0.0%	28	0	28	0.0%

Existing Peak Hour Truck Percentages - Great Egret Boulevard Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	17	2	19	10.5%	16	0	16	0.0%
EB TH	499	42	541	7.8%	468	6	474	1.3%
EB APPROACH	516	44	560	7.9%	484	6	490	1.2%
WB TH	476	49	525	9.3%	568	25	593	4.2%
WB RT	3	2	5	40.0%	6	0	6	0.0%
WB APPROACH	479	51	530	9.6%	574	25	599	4.2%
SB LT	1	0	1	0.0%	1	0	1	0.0%
SB RT	13	0	13	0.0%	16	1	17	5.9%
SB APPROACH	14	0	14	0.0%	17	1	18	5.6%

Existing Peak Hour Truck Percentages - Proctor Road/Dove Avenue Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	97	4	101	4.0%	87	0	87	0.0%
EB TH	374	41	415	9.9%	388	7	395	1.8%
EB RT	20	1	21	4.8%	3	0	3	0.0%
EB APPROACH	491	46	537	8.6%	478	7	485	1.4%
WB LT	3	1	4	25.0%	6	0	6	0.0%
WB TH	377	51	428	11.9%	441	22	463	4.8%
WB RT	185	4	189	2.1%	89	1	90	1.1%
WB APPROACH	565	56	621	9.0%	536	23	559	4.1%
NB LT	50	0	50	0.0%	20	0	20	0.0%
NB TH	68	2	70	2.9%	26	0	26	0.0%
NB RT	1	1	2	50.0%	1	0	1	0.0%
NB APPROACH	119	3	122	2.5%	47	0	47	0.0%
SB LT	107	4	111	3.6%	155	0	155	0.0%
SB TH	73	1	74	1.4%	25	0	25	0.0%
SB RT	58	1	59	1.7%	111	2	113	1.8%
SB APPROACH	238	6	244	2.5%	291	2	293	0.7%

Existing Peak Hour Truck Percentages - Sandhill Lake Drive/Preservation Drive Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	7	0	7	0.0%	1	0	1	0.0%
EB TH	462	46	508	9.1%	538	8	546	1.5%
EB RT	3	1	4	25.0%	3	0	3	0.0%
EB APPROACH	472	47	519	9.1%	542	8	550	1.5%
WB LT	0	1	1	100.0%	3	0	3	0.0%
WB TH	556	54	610	8.9%	531	22	553	4.0%
WB RT	0	1	1	100.0%	4	0	4	0.0%
WB APPROACH	556	56	612	9.2%	538	22	560	3.9%
NB LT	7	1	8	12.5%	5	0	5	0.0%
NB TH	0	0	0	0.0%	0	0	0	0.0%
NB RT	1	1	2	50.0%	2	0	2	0.0%
NB APPROACH	8	2	10	20.0%	7	0	7	0.0%
SB LT	2	0	2	0.0%	3	0	3	0.0%
SB TH	0	0	0	0.0%	0	0	0	0.0%
SB RT	6	1	7	14.3%	3	0	3	0.0%
SB APPROACH	8	1	9	11.1%	6	0	6	0.0%

Existing Peak Hour Truck Percentages - Aventura Drive Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	19	2	21	9.5%	27	0	27	0.0%
EB TH	451	47	498	9.4%	478	6	484	1.2%
EB APPROACH	470	49	519	9.4%	505	6	511	1.2%
WB TH	529	54	583	9.3%	527	22	549	4.0%
WB RT	3	1	4	25.0%	8	0	8	0.0%
WB APPROACH	532	55	587	9.4%	535	22	557	3.9%
SB LT	3	0	3	0.0%	6	0	6	0.0%
SB RT	34	1	35	2.9%	12	0	12	0.0%
SB APPROACH	37	1	38	2.6%	18	0	18	0.0%

Existing Peak Hour Truck Percentages - Coash Road/Hawkins Road Intersection

	AM Peak Hour (7:30 - 8:30)				PM Peak School Dismissal Hour (2:45 -3:45)				PM Peak Hour (4:45 -5:45)			
Movement	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	8	0	8	0.0%	32	1	33	3.0%	43	0	43	0.0%
EB TH	320	42	362	11.6%	358	27	385	7.0%	389	5	394	1.3%
EB RT	114	1	115	0.9%	91	0	91	0.0%	39	0	39	0.0%
EB APPROACH	442	43	485	8.9%	481	28	509	5.5%	471	5	476	1.1%
WB LT	126	1	127	0.8%	72	3	75	4.0%	35	1	36	2.8%
WB TH	408	52	460	11.3%	297	38	335	11.3%	428	19	447	4.3%
WB RT	1	0	1	0.0%	3	0	3	0.0%	3	1	4	25.0%
WB APPROACH	535	53	588	9.0%	372	41	413	9.9%	466	21	487	4.3%
NB LT	93	0	93	0.0%	94	1	95	1.1%	38	0	38	0.0%
NB TH	2	0	2	0.0%	11	0	11	0.0%	4	0	4	0.0%
NB RT	103	2	105	1.9%	117	2	119	1.7%	40	1	41	2.4%
NB APPROACH	198	2	200	1.0%	222	3	225	1.3%	82	1	83	1.2%
SB LT	0	0	0	0.0%	1	1	2	50.0%	1	0	1	0.0%
SB TH	4	0	4	0.0%	2	0	2	0.0%	4	0	4	0.0%
SB RT	38	1	39	2.6%	30	2	32	6.3%	50	2	52	3.8%
SB APPROACH	42	1	43	2.3%	33	3	36	8.3%	55	2	57	3.5%

Existing Peak Hour Truck Percentages - Lorraine Road Intersection

Movement	AM Peak Hour (7:30 - 8:30)				PM Peak Hour (4:45 -5:45)			
	Pass Veh Volume	Truck Volume	Total Volume	Truck %	Pass Veh Volume	Truck Volume	Total Volume	Truck %
EB LT	151	9	160	5.6%	143	3	146	2.1%
EB TH	164	20	184	10.9%	212	3	215	1.4%
EB RT	102	14	116	12.1%	58	1	59	1.7%
EB APPROACH	417	43	460	9.3%	413	7	420	1.7%
WB LT	2	0	2	0.0%	2	0	2	0.0%
WB TH	265	34	299	11.4%	136	7	143	4.9%
WB RT	52	6	58	10.3%	46	3	49	6.1%
WB APPROACH	319	40	359	11.1%	184	10	194	5.2%
NB LT	88	9	97	9.3%	86	6	92	6.5%
NB TH	19	0	19	0.0%	19	2	21	9.5%
NB RT	3	1	4	25.0%	5	1	6	16.7%
NB APPROACH	110	10	120	8.3%	110	9	119	7.6%
SB LT	36	8	44	18.2%	119	2	121	1.7%
SB TH	20	2	22	9.1%	23	1	24	4.2%
SB RT	167	10	177	5.6%	240	11	251	4.4%
SB APPROACH	223	20	243	8.2%	382	14	396	3.5%

APPENDIX G

EXISTING CONDITIONS (2022) ROADWAY SEGMENT ANALYSIS SUMMARY SHEETS

APPENDIX G

AM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	852	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.86	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.5
Speed Slope Coefficient (m)	3.15305	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43362	PF Power Coefficient (p)	0.71996
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.7

Vehicle Results

Average Speed, mi/h	45.7	Percent Followers, %	72.1
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	13.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	78	0.10	13.5	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	753	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	8.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.4
Speed Slope Coefficient (m)	3.15034	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43366	PF Power Coefficient (p)	0.72002
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.8

Vehicle Results

Average Speed, mi/h	45.8	Percent Followers, %	68.9
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	11.3
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	73	0.09	11.3	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	644	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	7.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.90420	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44773	PF Power Coefficient (p)	0.70544
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	65.4
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	10.1
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	62	0.08	10.1	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	618	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.90203	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44767	PF Power Coefficient (p)	0.70546
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	64.3
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	59	0.07	9.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	623	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	8.60
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.88355	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46420	PF Power Coefficient (p)	0.70077
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.4

Vehicle Results

Average Speed, mi/h	41.4	Percent Followers, %	65.0
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	9.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.06	9.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	617	Opposing Demand Flow Rate, veh/h	623
Peak Hour Factor	0.87	Total Trucks, %	9.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.73883	Speed Power Coefficient (p)	0.46739
PF Slope Coefficient (m)	-1.39181	PF Power Coefficient (p)	0.72378
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	62.5
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	49	0.05	9.3	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	562	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18801	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	47.1

Vehicle Results

Average Speed, mi/h	47.1	Percent Followers, %	62.2
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	7.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.04	7.4	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18819	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	66.9
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	43	0.05	9.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	574	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71039	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34194	PF Power Coefficient (p)	0.75360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.9

Vehicle Results

Average Speed, mi/h	55.9	Percent Followers, %	58.6
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	6.0
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	71	0.06	6.0	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	654	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71075	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34191	PF Power Coefficient (p)	0.75359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.7

Vehicle Results

Average Speed, mi/h	55.7	Percent Followers, %	62.3
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	7.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	85	0.08	7.3	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	570	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85234	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37986	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	59.7
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	5.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.02	5.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	646	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.7

Vehicle Results

Average Speed, mi/h	58.7	Percent Followers, %	63.2
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	7.0
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.02	7.0	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	570	Opposing Demand Flow Rate, veh/h	717
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.72845	Speed Power Coefficient (p)	0.45808
PF Slope Coefficient (m)	-1.36195	PF Power Coefficient (p)	0.76395
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	59.1

Vehicle Results

Average Speed, mi/h	59.1	Percent Followers, %	58.8
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	5.7
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	21	0.02	5.7	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	646	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.7

Vehicle Results

Average Speed, mi/h	58.7	Percent Followers, %	63.2
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	7.0
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.02	7.0	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	561	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.79272	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39039	PF Power Coefficient (p)	0.73865
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.8

Vehicle Results

Average Speed, mi/h	57.8	Percent Followers, %	59.6
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/mi/ln	5.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.02	5.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	640	Opposing Demand Flow Rate, veh/h	505
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.62448	Speed Power Coefficient (p)	0.48135
PF Slope Coefficient (m)	-1.35111	PF Power Coefficient (p)	0.76917
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	61.6
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/mi/ln	6.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	33	0.03	6.8	C

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APPENDIX G

PM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	749	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.7
Speed Slope Coefficient (m)	3.16262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43345	PF Power Coefficient (p)	0.71976
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	46.0

Vehicle Results

Average Speed, mi/h	46.0	Percent Followers, %	68.8
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	73	0.09	11.2	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	741	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	3.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.6
Speed Slope Coefficient (m)	3.15955	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43350	PF Power Coefficient (p)	0.71983
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	46.0

Vehicle Results

Average Speed, mi/h	46.0	Percent Followers, %	68.5
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	11.0
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	74	0.09	11.0	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	529	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient (m)	2.91629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44805	PF Power Coefficient (p)	0.70530
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	42.1

Vehicle Results

Average Speed, mi/h	42.1	Percent Followers, %	60.3
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.06	7.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	650	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	4.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.0
Speed Slope Coefficient (m)	2.91069	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44791	PF Power Coefficient (p)	0.70536
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	65.6
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	10.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	67	0.08	10.2	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	519	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.89655	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46459	PF Power Coefficient (p)	0.70063
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	60.4
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	7.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	44	0.05	7.5	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	637	Opposing Demand Flow Rate, veh/h	514
Peak Hour Factor	0.94	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.72536	Speed Power Coefficient (p)	0.48025
PF Slope Coefficient (m)	-1.37661	PF Power Coefficient (p)	0.72753
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	62.9
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	55	0.06	9.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	612	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.20172	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46740	PF Power Coefficient (p)	0.71268
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	47.2

Vehicle Results

Average Speed, mi/h	47.2	Percent Followers, %	64.5
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	8.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.04	8.4	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	636	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.19739	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46752	PF Power Coefficient (p)	0.71278
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	47.1

Vehicle Results

Average Speed, mi/h	47.1	Percent Followers, %	65.5
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	8.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	39	0.04	8.8	C

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HCS Two-Lane Highway Report

Project Information

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Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	562	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.9
Speed Slope Coefficient (m)	3.72483	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34068	PF Power Coefficient (p)	0.75312
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	56.2

Vehicle Results

Average Speed, mi/h	56.2	Percent Followers, %	58.1
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	5.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	71	0.06	5.8	C

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	613	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.8
Speed Slope Coefficient (m)	3.71996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34110	PF Power Coefficient (p)	0.75328
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	60.5
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	6.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	78	0.07	6.6	C

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HCS Two-Lane Highway Report

Project Information

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Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	484	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.86605	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37835	PF Power Coefficient (p)	0.74052
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	59.3

Vehicle Results

Average Speed, mi/h	59.3	Percent Followers, %	55.3
Segment Travel Time, minutes	0.20	Follower Density (FD), followers/mi/ln	4.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.02	4.5	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	529	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	59.1

Vehicle Results

Average Speed, mi/h	59.1	Percent Followers, %	57.7
Segment Travel Time, minutes	0.20	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	25	0.02	5.2	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	484	Opposing Demand Flow Rate, veh/h	541
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.70571	Speed Power Coefficient (p)	0.47680
PF Slope Coefficient (m)	-1.34678	PF Power Coefficient (p)	0.76990
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	59.6

Vehicle Results

Average Speed, mi/h	59.6	Percent Followers, %	53.7
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	4.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	20	0.01	4.4	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	529	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	59.1

Vehicle Results

Average Speed, mi/h	59.1	Percent Followers, %	57.7
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.02	5.2	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	478	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.8
Speed Slope Coefficient (m)	3.80643	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38896	PF Power Coefficient (p)	0.73813
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	55.3
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/mi/ln	4.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.02	4.5	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Existing Year (2022)
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	528	Opposing Demand Flow Rate, veh/h	467
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.7
Speed Slope Coefficient (m)	3.62329	Speed Power Coefficient (p)	0.48656
PF Slope Coefficient (m)	-1.34625	PF Power Coefficient (p)	0.77046
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	56.1
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/mi/ln	5.1
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	27	0.02	5.1	C

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APPENDIX H

EXISTING CONDITIONS (2022) INTERSECTION ANALYSIS SUMMARY SHEETS

Intersection	
Int Delay, s/veh	15.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	733	72	4	686	111	5
Future Vol, veh/h	733	72	4	686	111	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	7	0	8	2	0
Mvmt Flow	843	83	5	789	128	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	926	0	1642	843
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	799	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	746	-	~ 110	367
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	746	-	~ 109	367
Mov Cap-2 Maneuver	-	-	-	-	~ 109	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	218
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	112	-	-	746	-
HCM Lane V/C Ratio	1.19	-	-	0.006	-
HCM Control Delay (s)	218	-	-	9.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.5	-	-	0	-

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	713	72	5	701	53	8
Future Vol, veh/h	713	72	5	701	53	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	4	0	3	6	0
Mvmt Flow	728	73	5	715	54	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	801	0	1453	728
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	-	-	4.1	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	831	-	141	427
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	140	427
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	-	-	831	-
HCM Lane V/C Ratio	0.404	-	-	0.006	-
HCM Control Delay (s)	43.4	-	-	9.4	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	723	15	4	676	14	4
Future Vol, veh/h	723	15	4	676	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	8	7	0
Mvmt Flow	812	17	4	760	16	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	829	0	1580	812
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	-	-	4.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.2	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	811	-	117	382
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	449	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	811	-	116	382
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	35.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	811	-
HCM Lane V/C Ratio	0.148	-	-	0.006	-
HCM Control Delay (s)	35.8	-	-	9.5	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	648	73	5	682	24	8
Future Vol, veh/h	648	73	5	682	24	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	697	78	5	733	26	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	775	0	1440	697
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	743	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	850	-	148	444
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	-	147	444
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	469	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	30.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	-	-	850	-
HCM Lane V/C Ratio	0.194	-	-	0.006	-
HCM Control Delay (s)	30.2	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	541	525	5	1	13
Future Vol, veh/h	19	541	525	5	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	8	9	40	0	0
Mvmt Flow	22	629	610	6	1	15

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	616	0	-	0	1286	613	
Stage 1	-	-	-	-	613	-	
Stage 2	-	-	-	-	673	-	
Critical Hdwy	4.21	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.299	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	922	-	-	-	183	496	
Stage 1	-	-	-	-	544	-	
Stage 2	-	-	-	-	511	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	922	-	-	-	179	496	
Mov Cap-2 Maneuver	-	-	-	-	179	-	
Stage 1	-	-	-	-	531	-	
Stage 2	-	-	-	-	511	-	

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	922	-	-	-	179	496
HCM Lane V/C Ratio	0.024	-	-	-	0.006	0.03
HCM Control Delay (s)	9	-	-	-	25.2	12.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	474	6	593	2	17
Future Vol, veh/h	16	474	6	593	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	4	0	0	6
Mvmt Flow	17	515	7	645	2	18

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	652	0	-	0	879	330			
Stage 1	-	-	-	-	330	-			
Stage 2	-	-	-	-	549	-			
Critical Hdwy	4.1	-	-	-	6.4	6.26			
Critical Hdwy Stg 1	-	-	-	-	5.4	-			
Critical Hdwy Stg 2	-	-	-	-	5.4	-			
Follow-up Hdwy	2.2	-	-	-	3.5	3.354			
Pot Cap-1 Maneuver	944	-	-	-	321	702			
Stage 1	-	-	-	-	733	-			
Stage 2	-	-	-	-	583	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	944	-	-	-	315	702			
Mov Cap-2 Maneuver	-	-	-	-	315	-			
Stage 1	-	-	-	-	720	-			
Stage 2	-	-	-	-	583	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	944	-	-	-	315	702
HCM Lane V/C Ratio	0.018	-	-	-	0.007	0.026
HCM Control Delay (s)	8.9	-	-	-	16.5	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	511	5	1	610	1	8	0	2	2	0	7
Future Vol, veh/h	8	511	5	1	610	1	8	0	2	2	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	9	25	100	9	100	13	0	50	0	0	14
Mvmt Flow	8	521	5	1	622	1	8	0	2	2	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	623	0	0	526	0	0	1165	1162	521	1166	1167	623
Stage 1	-	-	-	-	-	-	537	537	-	625	625	-
Stage 2	-	-	-	-	-	-	628	625	-	541	542	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.23	6.5	6.7	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.617	4	3.75	3.5	4	3.426
Pot Cap-1 Maneuver	968	-	-	685	-	-	163	197	472	172	195	465
Stage 1	-	-	-	-	-	-	508	526	-	476	480	-
Stage 2	-	-	-	-	-	-	453	480	-	529	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	685	-	-	159	194	472	169	192	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	194	-	169	192	-
Stage 1	-	-	-	-	-	-	502	520	-	470	479	-
Stage 2	-	-	-	-	-	-	445	479	-	520	517	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0	25.8	16
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	183	968	-	-	685	-	-	335
HCM Lane V/C Ratio	0.056	0.008	-	-	0.001	-	-	0.027
HCM Control Delay (s)	25.8	8.8	0	-	10.3	0	-	16
HCM Lane LOS	D	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	546	3	3	553	4	5	0	2	3	0	3
Future Vol, veh/h	1	546	3	3	553	4	5	0	2	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	1	593	3	3	601	4	5	0	2	3	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	596	0	0	1206	1206	593	1207	1207	603
Stage 1	-	-	-	-	-	-	595	595	-	609	609	-
Stage 2	-	-	-	-	-	-	611	611	-	598	598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	983	-	-	990	-	-	162	185	509	162	185	503
Stage 1	-	-	-	-	-	-	494	496	-	486	488	-
Stage 2	-	-	-	-	-	-	484	487	-	492	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	990	-	-	160	184	509	160	184	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	184	-	160	184	-
Stage 1	-	-	-	-	-	-	493	495	-	485	486	-
Stage 2	-	-	-	-	-	-	478	485	-	489	493	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0	23.8	20.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	199	983	-	-	990	-	-	243
HCM Lane V/C Ratio	0.038	0.001	-	-	0.003	-	-	0.027
HCM Control Delay (s)	23.8	8.7	0	-	8.6	0	-	20.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	21	498	583	4	3	35
Future Vol, veh/h	21	498	583	4	3	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	9	9	25	0	3
Mvmt Flow	22	513	601	4	3	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	1160	603
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	4.2	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.29	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	935	-	-	-	218	497
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	935	-	-	-	213	497
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SW
HCM Control Delay, s	0.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	935	-	-	-	450
HCM Lane V/C Ratio	0.023	-	-	-	0.087
HCM Control Delay (s)	8.9	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	31	480	545	8	6	12
Future Vol, veh/h	31	480	545	8	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	33	511	580	9	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	589	0	-	0	1162	585
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	996	-	-	-	218	515
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	996	-	-	-	211	515
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	SW
HCM Control Delay, s	0.5	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	996	-	-	-	348
HCM Lane V/C Ratio	0.033	-	-	-	0.055
HCM Control Delay (s)	8.7	-	-	-	15.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	17

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	362	115	127	460	1	93	2	105	0	4	39
Future Vol, veh/h	8	362	115	127	460	1	93	2	105	0	4	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	12	1	1	11	0	0	0	2	0	0	3
Mvmt Flow	10	436	139	153	554	1	112	2	127	0	5	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	555	0	0	575	0	0	1343	1317	436	1451	1456	555
Stage 1	-	-	-	-	-	-	456	456	-	861	861	-
Stage 2	-	-	-	-	-	-	887	861	-	590	595	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.22	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.318	3.5	4	3.327
Pot Cap-1 Maneuver	1026	-	-	1003	-	-	130	159	620	110	131	529
Stage 1	-	-	-	-	-	-	588	572	-	353	375	-
Stage 2	-	-	-	-	-	-	341	375	-	497	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1026	-	-	1003	-	-	~ 100	133	620	76	110	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 100	133	-	76	110	-
Stage 1	-	-	-	-	-	-	582	566	-	349	318	-
Stage 2	-	-	-	-	-	-	259	318	-	390	491	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	2	102.5	15.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	100	580	1026	-	-	1003	-	-	391
HCM Lane V/C Ratio	1.12	0.222	0.009	-	-	0.153	-	-	0.132
HCM Control Delay (s)	205.5	13	8.5	-	-	9.2	-	-	15.6
HCM Lane LOS	F	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	7.3	0.8	0	-	-	0.5	-	-	0.5

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	43	394	39	36	447	4	38	4	41	1	4	52
Future Vol, veh/h	43	394	39	36	447	4	38	4	41	1	4	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	3	4	25	0	0	2	0	0	4
Mvmt Flow	48	443	44	40	502	4	43	4	46	1	4	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	487	0	0	1154	1125	443	1170	1167	504
Stage 1	-	-	-	-	-	-	539	539	-	584	584	-
Stage 2	-	-	-	-	-	-	615	586	-	586	583	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.22	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.318	3.5	4	3.336
Pot Cap-1 Maneuver	1069	-	-	1071	-	-	176	207	615	171	195	564
Stage 1	-	-	-	-	-	-	530	525	-	501	501	-
Stage 2	-	-	-	-	-	-	482	500	-	500	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1069	-	-	1071	-	-	145	190	615	146	179	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	145	190	-	146	179	-
Stage 1	-	-	-	-	-	-	506	501	-	478	482	-
Stage 2	-	-	-	-	-	-	412	482	-	438	479	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.8	0.6	25.2	13.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	145	513	1069	-	-	1071	-	-	470
HCM Lane V/C Ratio	0.294	0.099	0.045	-	-	0.038	-	-	0.136
HCM Control Delay (s)	39.9	12.8	8.5	-	-	8.5	-	-	13.9
HCM Lane LOS	E	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	33	385	91	75	335	3	95	11	119	2	2	32
Future Vol, veh/h	33	385	91	75	335	3	95	11	119	2	2	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	7	0	4	11	0	1	0	2	50	0	6
Mvmt Flow	38	448	106	87	390	3	110	13	138	2	2	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	554	0	0	1109	1091	448	1219	1196	392
Stage 1	-	-	-	-	-	-	524	524	-	566	566	-
Stage 2	-	-	-	-	-	-	585	567	-	653	630	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.11	6.5	6.22	7.6	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.509	4	3.318	3.95	4	3.354
Pot Cap-1 Maneuver	1160	-	-	1006	-	-	188	217	611	126	188	648
Stage 1	-	-	-	-	-	-	538	533	-	433	511	-
Stage 2	-	-	-	-	-	-	499	510	-	386	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1160	-	-	1006	-	-	160	192	611	84	166	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	192	-	84	166	-
Stage 1	-	-	-	-	-	-	520	515	-	419	467	-
Stage 2	-	-	-	-	-	-	428	466	-	282	462	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.5	1.6	36.7	14.5
HCM LOS			E	B

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	160	516	1160	-	-	1006	-	-	422
HCM Lane V/C Ratio	0.69	0.293	0.033	-	-	0.087	-	-	0.099
HCM Control Delay (s)	66.7	14.8	8.2	-	-	8.9	-	-	14.5
HCM Lane LOS	F	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	4	1.2	0.1	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	21.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	538	169	21	511	5	131	1	11	9	2	38
Future Vol, veh/h	20	538	169	21	511	5	131	1	11	9	2	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	390	-	390	400	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	8	4	5	10	0	2	0	9	0	0	3
Mvmt Flow	22	598	188	23	568	6	146	1	12	10	2	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	786	0	0	1281	1262	598	1360	1447	571
Stage 1	-	-	-	-	-	-	642	642	-	617	617	-
Stage 2	-	-	-	-	-	-	639	620	-	743	830	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.12	6.5	6.29	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.245	-	-	3.518	4	3.381	3.5	4	3.327
Pot Cap-1 Maneuver	1009	-	-	820	-	-	~ 142	171	489	127	133	518
Stage 1	-	-	-	-	-	-	463	472	-	481	484	-
Stage 2	-	-	-	-	-	-	464	483	-	410	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1009	-	-	820	-	-	~ 124	163	489	118	126	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 124	163	-	118	126	-
Stage 1	-	-	-	-	-	-	453	462	-	470	470	-
Stage 2	-	-	-	-	-	-	412	469	-	390	379	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	208	18.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	132	1009	-	-	820	-	-	119	518
HCM Lane V/C Ratio	1.204	0.022	-	-	0.028	-	-	0.103	0.082
HCM Control Delay (s)	208	8.6	-	-	9.5	-	-	38.7	12.6
HCM Lane LOS	F	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	9.6	0.1	-	-	0.1	-	-	0.3	0.3

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

Intersection	
Int Delay, s/veh	26.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	479	134	65	525	21	124	0	7	6	1	38
Future Vol, veh/h	43	479	134	65	525	21	124	0	7	6	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	390	-	390	400	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	2	4	0	2	0	0	0	0	0
Mvmt Flow	47	526	147	71	577	23	136	0	8	7	1	42

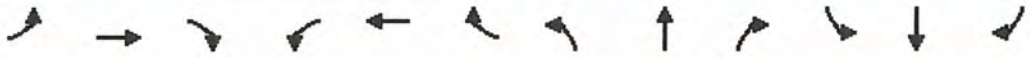
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	673	0	0	1372	1362	526	1429	1498	589
Stage 1	-	-	-	-	-	-	620	620	-	731	731	-
Stage 2	-	-	-	-	-	-	752	742	-	698	767	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	918	-	-	~ 123	149	556	114	124	512
Stage 1	-	-	-	-	-	-	476	483	-	416	430	-
Stage 2	-	-	-	-	-	-	402	425	-	434	414	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	918	-	-	~ 102	131	556	102	109	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	131	-	102	109	-
Stage 1	-	-	-	-	-	-	453	460	-	396	397	-
Stage 2	-	-	-	-	-	-	340	392	-	408	394	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1	278.9	17.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	107	987	-	-	918	-	-	103	512
HCM Lane V/C Ratio	1.345	0.048	-	-	0.078	-	-	0.075	0.082
HCM Control Delay (s)	278.9	8.8	-	-	9.3	-	-	42.8	12.7
HCM Lane LOS	F	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	10	0.2	-	-	0.3	-	-	0.2	0.3

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	538	169	21	511	5	131	1	11	9	2	38
Future Volume (vph)	20	538	169	21	511	5	131	1	11	9	2	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.990				0.850
Flt Protected	0.950			0.950				0.956			0.960	
Satd. Flow (prot)	1805	1759	1553	1719	1725	0	0	1754	0	0	1824	1568
Flt Permitted	0.207			0.179				0.956			0.960	
Satd. Flow (perm)	393	1759	1553	324	1725	0	0	1754	0	0	1824	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		1			4				200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	4%	5%	10%	0%	2%	0%	9%	0%	0%	3%
Adj. Flow (vph)	22	598	188	23	568	6	146	1	12	10	2	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	598	188	23	574	0	0	159	0	0	12	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	18.9%
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	33.2	30.8	30.8	33.3	30.9			10.6			10.6	10.6
Actuated g/C Ratio	0.43	0.40	0.40	0.44	0.40			0.14			0.14	0.14
v/c Ratio	0.08	0.84	0.25	0.09	0.82			0.65			0.05	0.11
Control Delay	10.9	35.2	3.5	11.1	33.6			46.7			33.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	10.9	35.2	3.5	11.1	33.6			46.7			33.2	0.6
LOS	B	D	A	B	C			D			C	A
Approach Delay		27.1			32.7			46.7			7.8	
Approach LOS		C			C			D			A	
Queue Length 50th (ft)	5	217	0	6	206			67			5	0
Queue Length 95th (ft)	16	#506	36	17	#482			#178			22	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	373	756	781	340	743			246			253	390
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.06	0.79	0.24	0.07	0.77			0.65			0.05	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

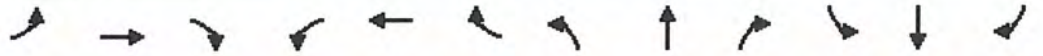
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	479	134	65	525	21	124	0	7	6	1	38
Future Volume (vph)	43	479	134	65	525	21	124	0	7	6	1	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.992				0.850
Flt Protected	0.950			0.950				0.955			0.958	
Satd. Flow (prot)	1805	1863	1583	1770	1819	0	0	1767	0	0	1820	1615
Flt Permitted	0.181			0.214				0.955			0.958	
Satd. Flow (perm)	344	1863	1583	399	1819	0	0	1767	0	0	1820	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		2			200				200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	47	526	147	71	577	23	136	0	8	7	1	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	526	147	71	600	0	0	144	0	0	8	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	18.9%
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	33.6	28.4	28.4	35.9	31.5			10.7			10.7	10.7
Actuated g/C Ratio	0.42	0.35	0.35	0.45	0.39			0.13			0.13	0.13
v/c Ratio	0.18	0.80	0.21	0.24	0.84			0.35			0.03	0.11
Control Delay	11.7	34.5	1.9	12.1	35.7			4.5			34.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	11.7	34.5	1.9	12.1	35.7			4.5			34.7	0.6
LOS	B	C	A	B	D			A			C	A
Approach Delay		26.4			33.2			4.5			6.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	12	245	0	18	295			0			4	0
Queue Length 95th (ft)	27	#384	17	37	#501			22			17	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	350	767	769	367	782			408			242	388
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.13	0.69	0.19	0.19	0.77			0.35			0.03	0.11

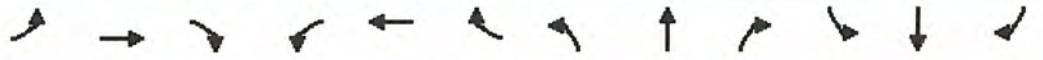
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	415	21	4	428	189	50	70	2	111	74	59
Future Volume (vph)	101	415	21	4	428	189	50	70	2	111	74	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	175		190	0		0	0		175
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850		0.998				0.850
Flt Protected	0.950			0.950				0.980			0.971	
Satd. Flow (prot)	1736	1719	0	1444	1696	1583	0	1814	0	0	1795	1583
Flt Permitted	0.224			0.391				0.980			0.971	
Satd. Flow (perm)	409	1719	0	594	1696	1583	0	1814	0	0	1795	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				215		1				200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1923			1474			671			518	
Travel Time (s)		43.7			33.5			15.3			11.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	10%	5%	25%	12%	2%	0%	3%	50%	4%	1%	2%
Adj. Flow (vph)	115	472	24	5	486	215	57	80	2	126	84	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	496	0	5	486	215	0	139	0	0	210	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						6
Detector Phase	7	4		3	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	22.5		11.5	22.5	22.5	17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	39.0		17.0	39.0	39.0	17.0	17.0		17.0	17.0	17.0
Total Split (%)	18.9%	43.3%		18.9%	43.3%	43.3%	18.9%	18.9%		18.9%	18.9%	18.9%
Maximum Green (s)	10.5	32.5		10.5	32.5	32.5	10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5			6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	Max
Walk Time (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	0
Act Effct Green (s)	39.0	37.1		31.5	27.3	27.3		10.8			10.8	10.8
Actuated g/C Ratio	0.48	0.46		0.39	0.34	0.34		0.13			0.13	0.13
v/c Ratio	0.33	0.63		0.02	0.85	0.32		0.57			0.88	0.17
Control Delay	12.8	20.9		10.0	41.6	4.4		47.3			74.3	1.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	12.8	20.9		10.0	41.6	4.4		47.3			74.3	1.0
LOS	B	C		A	D	A		D			E	A
Approach Delay		19.4			30.0			47.3			56.6	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	30	166		1	241	0		75			119	0
Queue Length 95th (ft)	54	333		6	#386	42		#149			#255	0
Internal Link Dist (ft)		1843			1394			591			438	
Turn Bay Length (ft)	325			175		190						175
Base Capacity (vph)	373	888		369	701	780		243			239	384
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.31	0.56		0.01	0.69	0.28		0.57			0.88	0.17

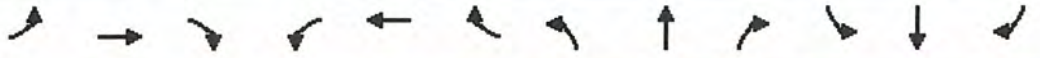
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

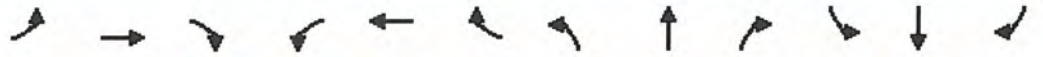
Queue shown is maximum after two cycles.

Splits and Phases: 13: Dove Ave./Proctor Rd. & SR 72





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	393	3	6	463	90	20	26	1	157	25	113
Future Volume (vph)	87	393	3	6	463	90	20	26	1	157	25	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	175		190	0		0	0		175
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.997				0.850
Flt Protected	0.950			0.950				0.979			0.959	
Satd. Flow (prot)	1805	1861	0	1805	1810	1599	0	1855	0	0	1822	1583
Flt Permitted	0.196			0.449				0.979			0.959	
Satd. Flow (perm)	372	1861	0	853	1810	1599	0	1855	0	0	1822	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200		1				200
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1923			1474			671			518	
Travel Time (s)		43.7			33.5			15.3			11.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	2%	0%	0%	5%	1%	0%	0%	0%	0%	0%	2%
Adj. Flow (vph)	100	452	3	7	532	103	23	30	1	180	29	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	455	0	7	532	103	0	54	0	0	209	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						6
Detector Phase	7	4		3	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	22.5		11.5	22.5	22.5	17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	39.0		17.0	39.0	39.0	17.0	17.0		17.0	17.0	17.0
Total Split (%)	18.9%	43.3%		18.9%	43.3%	43.3%	18.9%	18.9%		18.9%	18.9%	18.9%
Maximum Green (s)	10.5	32.5		10.5	32.5	32.5	10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5			6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	0
Act Effct Green (s)	38.4	36.6		31.3	27.0	27.0		7.9			11.0	11.0
Actuated g/C Ratio	0.49	0.47		0.40	0.35	0.35		0.10			0.14	0.14
v/c Ratio	0.29	0.52		0.02	0.85	0.15		0.29			0.82	0.33
Control Delay	11.6	17.4		9.7	38.9	0.5		39.9			63.7	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	11.6	17.4		9.7	38.9	0.5		39.9			63.7	3.5
LOS	B	B		A	D	A		D			E	A
Approach Delay		16.3			32.4			39.9			40.6	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	23	133		2	249	0		27			112	0
Queue Length 95th (ft)	47	282		7	#412	0		61			#245	9
Internal Link Dist (ft)		1843			1394			591			438	
Turn Bay Length (ft)	325			175		190						175
Base Capacity (vph)	384	998		514	788	809		261			256	394
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.26	0.46		0.01	0.68	0.13		0.21			0.82	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 78			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: Dove Ave./Proctor Rd. & SR 72

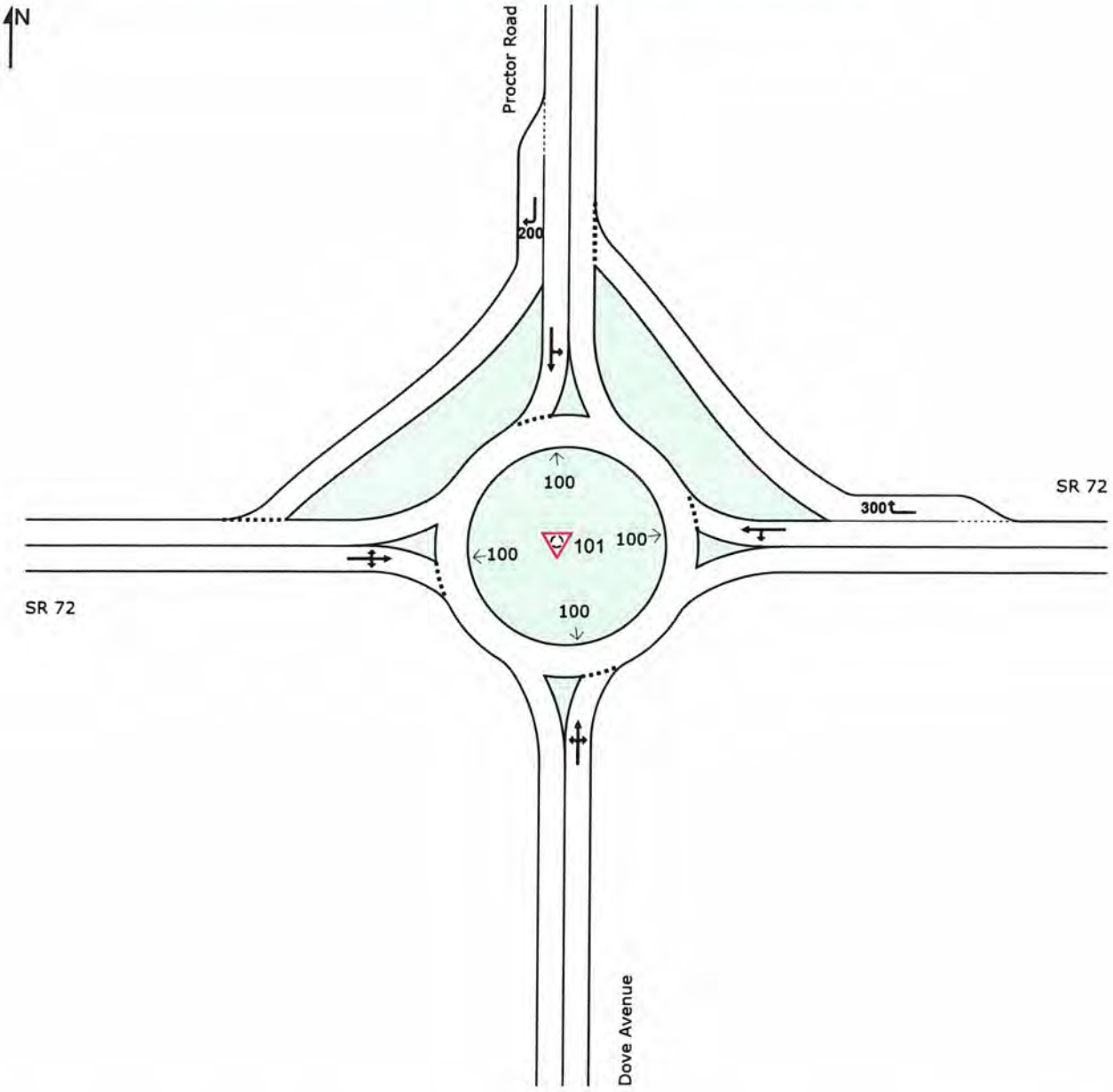


SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Existing Year (2022) - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Existing Year (2022) - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	50	0.0	57	0.0	0.226	8.5	LOS A	0.9	23.2	0.66	0.66	0.66	32.5
8	T1	70	3.0	80	3.0	0.226	8.7	LOS A	0.9	23.2	0.66	0.66	0.66	32.3
18	R2	2	50.0	2	50.0	0.226	11.4	LOS B	0.9	23.2	0.66	0.66	0.66	30.5
Approach		122	2.5	139	2.5	0.226	8.7	LOS A	0.9	23.2	0.66	0.66	0.66	32.3
East: SR 72														
1	L2	4	25.0	5	25.0	0.490	9.9	LOS A	2.5	68.7	0.51	0.40	0.51	32.4
6	T1	428	12.0	486	12.0	0.490	9.4	LOS A	2.5	68.7	0.51	0.40	0.51	32.9
16	R2	189	2.0	215	2.0	0.185	4.7	LOS A	0.8	20.5	0.35	0.22	0.35	34.4
Approach		621	9.0	706	9.0	0.490	8.0	LOS A	2.5	68.7	0.46	0.35	0.46	33.3
North: Proctor Road														
7	L2	111	4.0	126	4.0	0.264	7.5	LOS A	1.1	27.7	0.59	0.59	0.59	32.5
4	T1	74	1.0	84	1.0	0.264	7.4	LOS A	1.1	27.7	0.59	0.59	0.59	32.5
14	R2	59	2.0	67	2.0	0.083	5.3	LOS A	0.3	7.8	0.53	0.46	0.53	34.1
Approach		244	2.6	277	2.6	0.264	6.9	LOS A	1.1	27.7	0.57	0.56	0.57	32.8
West: SR 72														
5	L2	101	4.0	115	4.0	0.603	11.7	LOS B	5.0	134.0	0.61	0.51	0.70	31.5
2	T1	415	10.0	472	10.0	0.603	11.8	LOS B	5.0	134.0	0.61	0.51	0.70	31.4
12	R2	21	5.0	24	5.0	0.603	11.7	LOS B	5.0	134.0	0.61	0.51	0.70	30.6
Approach		537	8.7	610	8.7	0.603	11.8	LOS B	5.0	134.0	0.61	0.51	0.70	31.4
All Vehicles		1524	7.4	1732	7.4	0.603	9.2	LOS A	5.0	134.0	0.55	0.46	0.58	32.4

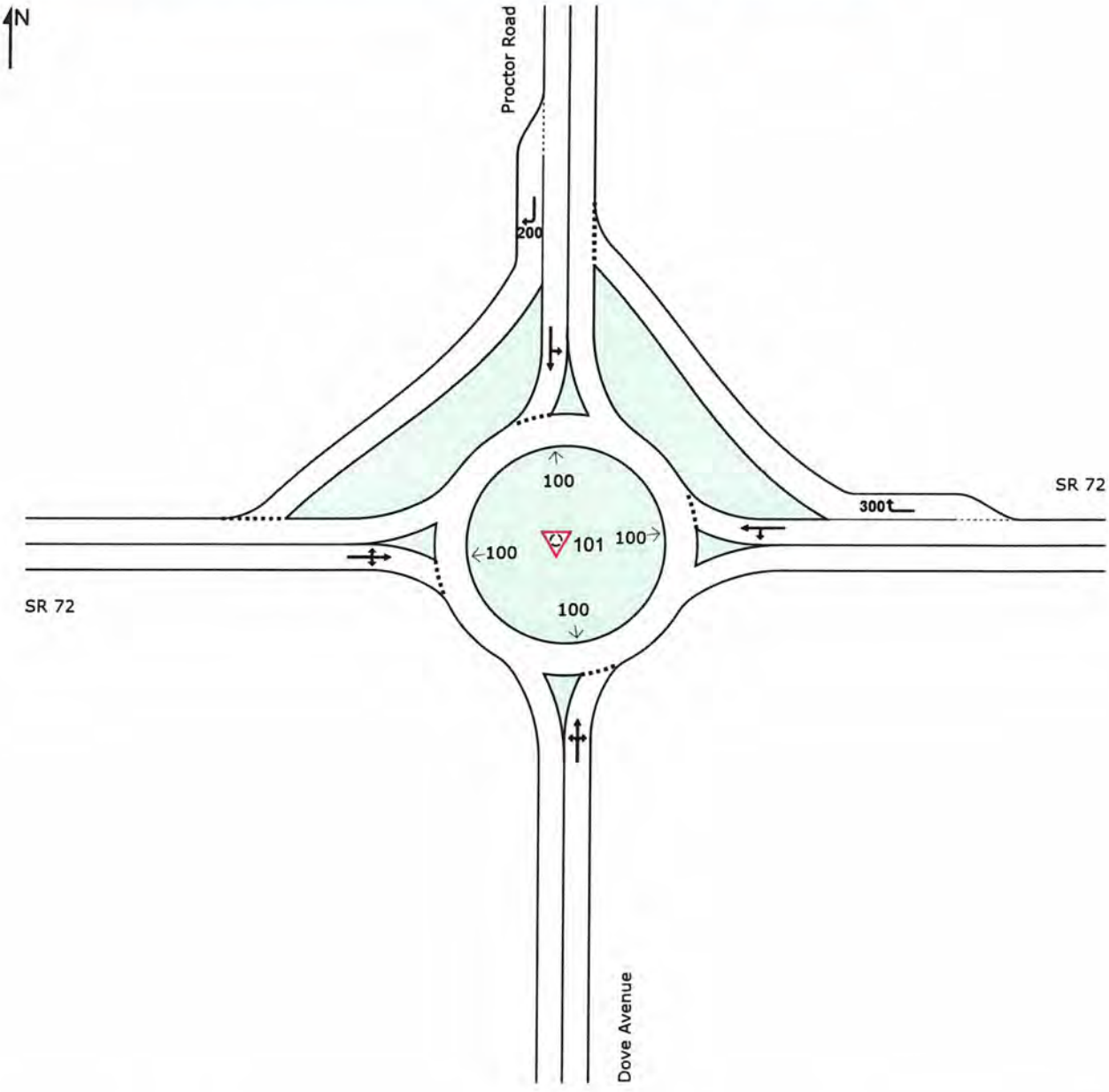
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Existing Year (2022) - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Existing Year (2022) - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	20	0.0	23	0.0	0.083	6.5	LOS A	0.3	8.1	0.61	0.58	0.61	33.5
8	T1	26	0.0	30	0.0	0.083	6.5	LOS A	0.3	8.1	0.61	0.58	0.61	33.4
18	R2	1	0.0	1	0.0	0.083	6.5	LOS A	0.3	8.1	0.61	0.58	0.61	32.4
Approach		47	0.0	54	0.0	0.083	6.5	LOS A	0.3	8.1	0.61	0.58	0.61	33.4
East: SR 72														
1	L2	6	0.0	7	0.0	0.458	7.8	LOS A	2.7	69.3	0.41	0.26	0.41	33.9
6	T1	463	5.0	532	5.0	0.458	7.9	LOS A	2.7	69.3	0.41	0.26	0.41	33.7
16	R2	90	1.0	103	1.0	0.083	3.6	LOS A	0.3	8.5	0.25	0.13	0.25	35.1
Approach		559	4.3	643	4.3	0.458	7.2	LOS A	2.7	69.3	0.38	0.24	0.38	33.9
North: Proctor Road														
7	L2	157	0.0	180	0.0	0.252	7.0	LOS A	1.1	26.6	0.58	0.57	0.58	32.1
4	T1	25	0.0	29	0.0	0.252	7.0	LOS A	1.1	26.6	0.58	0.57	0.58	32.0
14	R2	113	2.0	130	2.0	0.158	6.0	LOS A	0.6	15.7	0.54	0.50	0.54	33.7
Approach		295	0.8	339	0.8	0.252	6.6	LOS A	1.1	26.6	0.57	0.54	0.57	32.7
West: SR 72														
5	L2	87	0.0	100	0.0	0.510	9.2	LOS A	3.4	86.3	0.56	0.42	0.56	32.8
2	T1	393	2.0	452	2.0	0.510	9.2	LOS A	3.4	86.3	0.56	0.42	0.56	32.7
12	R2	3	0.0	3	0.0	0.510	9.2	LOS A	3.4	86.3	0.56	0.42	0.56	31.8
Approach		483	1.6	555	1.6	0.510	9.2	LOS A	3.4	86.3	0.56	0.42	0.56	32.7
All Vehicles		1384	2.5	1591	2.5	0.510	7.8	LOS A	3.4	86.3	0.49	0.38	0.49	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	56.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	184	115	2	308	58	97	19	4	44	22	177
Future Vol, veh/h	160	184	115	2	308	58	97	19	4	44	22	177
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	11	12	0	11	10	9	0	25	18	9	6
Mvmt Flow	190	219	137	2	367	69	115	23	5	52	26	211

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	436	0	0	356	0	0	1192	1108	288	1088	1142	402
Stage 1	-	-	-	-	-	-	668	668	-	406	406	-
Stage 2	-	-	-	-	-	-	524	440	-	682	736	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.19	6.5	6.45	7.28	6.59	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.5	-	6.28	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.5	-	6.28	5.59	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.581	4	3.525	3.662	4.081	3.354
Pot Cap-1 Maneuver	1103	-	-	1214	-	-	159	212	700	180	194	640
Stage 1	-	-	-	-	-	-	436	459	-	591	586	-
Stage 2	-	-	-	-	-	-	524	581	-	415	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1103	-	-	1214	-	-	~ 77	165	700	133	151	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 77	165	-	133	151	-
Stage 1	-	-	-	-	-	-	341	358	-	462	585	-
Stage 2	-	-	-	-	-	-	335	580	-	302	324	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	$ 417.7	63.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	1103	-	-	1214	-	-	323
HCM Lane V/C Ratio	1.642	0.173	-	-	0.002	-	-	0.896
HCM Control Delay (s)	$ 417.7	8.9	0	-	8	0	-	63.7
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	11.6	0.6	-	-	0	-	-	8.5

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

Intersection	
Int Delay, s/veh	23.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	146	225	59	2	143	49	92	21	6	121	24	251
Future Vol, veh/h	146	225	59	2	143	49	92	21	6	121	24	251
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	97	96	96	96	96	96
Heavy Vehicles, %	2	1	2	0	5	6	7	10	17	2	4	4
Mvmt Flow	152	234	61	2	149	51	95	22	6	126	25	261

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	295	0	0	891	773	265	762	778	175
Stage 1	-	-	-	-	-	-	569	569	-	179	179	-
Stage 2	-	-	-	-	-	-	322	204	-	583	599	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.17	6.6	6.37	7.12	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.6	-	6.12	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.6	-	6.12	5.54	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.563	4.09	3.453	3.518	4.036	3.336
Pot Cap-1 Maneuver	1372	-	-	1278	-	-	258	321	739	322	325	863
Stage 1	-	-	-	-	-	-	498	493	-	823	747	-
Stage 2	-	-	-	-	-	-	679	718	-	498	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1278	-	-	150	277	739	269	281	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	277	-	269	281	-
Stage 1	-	-	-	-	-	-	431	427	-	713	746	-
Stage 2	-	-	-	-	-	-	457	717	-	406	422	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.1	66.8	43.6
HCM LOS			F	E

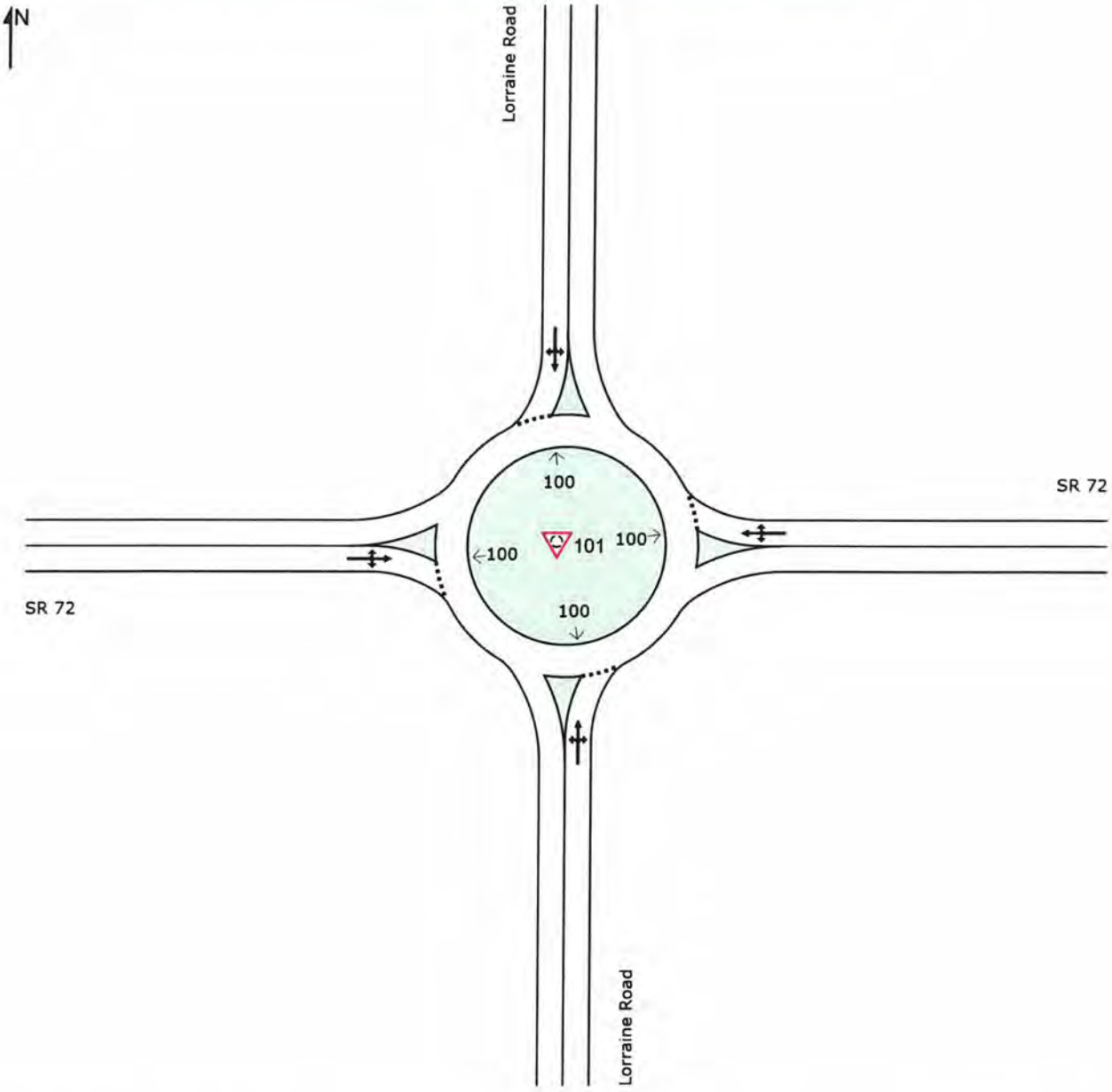
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	1372	-	-	1278	-	-	479
HCM Lane V/C Ratio	0.719	0.111	-	-	0.002	-	-	0.861
HCM Control Delay (s)	66.8	8	0	-	7.8	0	-	43.6
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	4.4	0.4	-	-	0	-	-	9

SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Existing Year (2022) - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Existing Year (2022) - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop Que	Effective Stop Rate	Aver. No. Cycles	Aver Speed mph
South: Lorraine Road														
3	L2	97	9.0	115	9.0	0.188	6.8	LOS A	0.8	20.0	0.56	0.51	0.56	32.0
8	T1	19	0.0	23	0.0	0.188	6.4	LOS A	0.8	20.0	0.56	0.51	0.56	32.2
18	R2	4	25.0	5	25.0	0.188	7.5	LOS A	0.8	20.0	0.56	0.51	0.56	30.8
Approach		120	8.1	143	8.1	0.188	6.8	LOS A	0.8	20.0	0.56	0.51	0.56	32.0
East: SR 72														
1	L2	2	0.0	2	0.0	0.503	10.3	LOS B	3.3	89.1	0.62	0.61	0.76	32.5
6	T1	308	11.0	367	11.0	0.503	10.8	LOS B	3.3	89.1	0.62	0.61	0.76	32.2
16	R2	58	10.0	69	10.0	0.503	10.7	LOS B	3.3	89.1	0.62	0.61	0.76	31.3
Approach		368	10.8	438	10.8	0.503	10.7	LOS B	3.3	89.1	0.62	0.61	0.76	32.1
North: Lorraine Road														
7	L2	44	18.0	52	18.0	0.392	10.4	LOS B	1.9	51.6	0.65	0.68	0.73	31.7
4	T1	22	9.0	26	9.0	0.392	10.0	LOS A	1.9	51.6	0.65	0.68	0.73	32.1
14	R2	177	6.0	211	6.0	0.392	9.9	LOS A	1.9	51.6	0.65	0.68	0.73	31.2
Approach		243	8.4	289	8.4	0.392	10.0	LOS A	1.9	51.6	0.65	0.68	0.73	31.4
West: SR 72														
5	L2	160	6.0	190	6.0	0.478	8.3	LOS A	3.0	80.5	0.35	0.19	0.35	32.4
2	T1	184	11.0	219	11.0	0.478	8.4	LOS A	3.0	80.5	0.35	0.19	0.35	32.4
12	R2	116	12.0	138	12.0	0.478	8.4	LOS A	3.0	80.5	0.35	0.19	0.35	31.4
Approach		460	9.5	548	9.5	0.478	8.4	LOS A	3.0	80.5	0.35	0.19	0.35	32.1
All Vehicles		1191	9.5	1418	9.5	0.503	9.3	LOS A	3.3	89.1	0.52	0.45	0.58	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

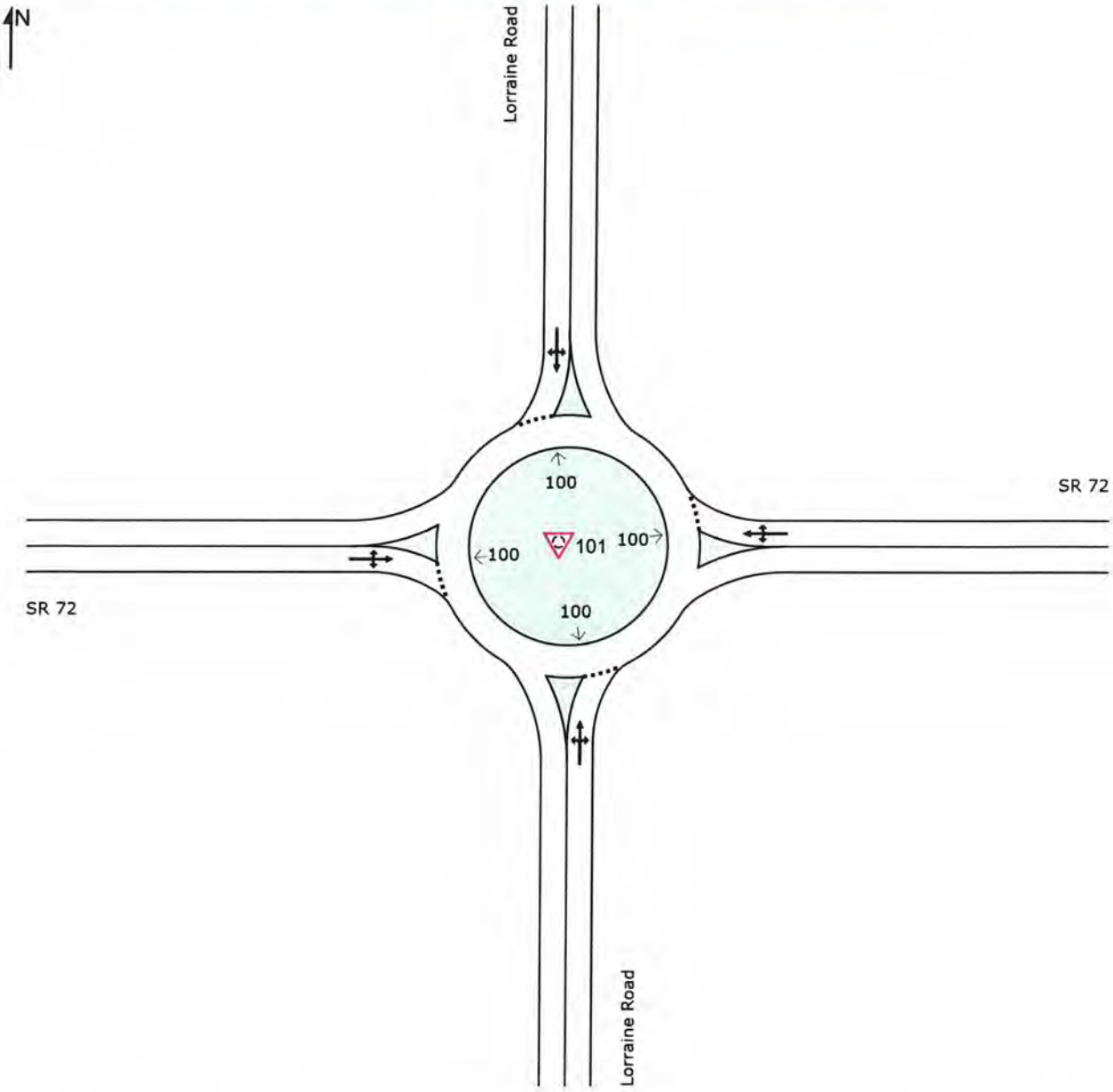
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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Existing Year (2022) - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data They are not design drawings



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Project: T:\PROJECTS\2 - DISTRICT 1\D1_SR 72_PD&E\Traffic\Roundabout Analysis\Existing Year\Lorraine_2022_PM Pk Hr.sip9

MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Existing Year (2022) - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver No. Cycles	Aver Speed mph
South: Lorraine Road														
3	L2	92	7.0	96	7.0	0.166	6.6	LOS A	0.7	17.4	0.56	0.51	0.56	32.1
8	T1	21	10.0	22	10.0	0.166	6.7	LOS A	0.7	17.4	0.56	0.51	0.56	32.2
18	R2	6	17.0	6	17.0	0.166	7.0	LOS A	0.7	17.4	0.56	0.51	0.56	31.1
Approach		119	8.0	124	8.0	0.166	6.6	LOS A	0.7	17.4	0.56	0.51	0.56	32.1
East: SR 72														
1	L2	2	0.0	2	0.0	0.208	5.5	LOS A	0.9	24.3	0.45	0.34	0.45	35.0
6	T1	143	5.0	151	5.0	0.208	5.7	LOS A	0.9	24.3	0.45	0.34	0.45	34.8
16	R2	49	6.0	52	6.0	0.208	5.7	LOS A	0.9	24.3	0.45	0.34	0.45	33.8
Approach		194	5.2	204	5.2	0.208	5.7	LOS A	0.9	24.3	0.45	0.34	0.45	34.6
North: Lorraine Road														
7	L2	121	2.0	127	2.0	0.408	7.9	LOS A	2.3	58.6	0.53	0.41	0.53	32.8
4	T1	24	4.0	25	4.0	0.408	8.0	LOS A	2.3	58.6	0.53	0.41	0.53	32.7
14	R2	251	4.0	264	4.0	0.408	8.0	LOS A	2.3	58.6	0.53	0.41	0.53	31.8
Approach		396	3.4	417	3.4	0.408	8.0	LOS A	2.3	58.6	0.53	0.41	0.53	32.1
West: SR 72														
5	L2	146	2.0	154	2.0	0.391	7.1	LOS A	2.4	59.5	0.42	0.27	0.42	33.3
2	T1	225	1.0	237	1.0	0.391	7.0	LOS A	2.4	59.5	0.42	0.27	0.42	33.2
12	R2	59	2.0	62	2.0	0.391	7.1	LOS A	2.4	59.5	0.42	0.27	0.42	32.3
Approach		430	1.5	453	1.5	0.391	7.1	LOS A	2.4	59.5	0.42	0.27	0.42	33.1
All Vehicles		1139	3.5	1198	3.5	0.408	7.1	LOS A	2.4	59.5	0.48	0.36	0.48	32.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	480	78	4	533	26	3
Future Vol, veh/h	480	78	4	533	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	516	84	4	573	28	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	600	0	1097	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	987	-	238	563
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	987	-	237	563
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	987	-
HCM Lane V/C Ratio	0.124	-	-	0.004	-
HCM Control Delay (s)	21.3	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	441	86	13	393	17	6
Future Vol, veh/h	441	86	13	393	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	6	0
Mvmt Flow	459	90	14	409	18	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	549	0	896	459
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	-	-	4.1	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	1031	-	306	606
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1031	-	300	606
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	1031	-
HCM Lane V/C Ratio	0.069	-	-	0.013	-
HCM Control Delay (s)	16.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	356	104	27	367	1	137	0	18	3	0	33
Future Vol, veh/h	23	356	104	27	367	1	137	0	18	3	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	390	-	390	400	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	4	4	2	0	1	0	6	0	0	0
Mvmt Flow	24	379	111	29	390	1	146	0	19	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	391	0	0	490	0	0	893	876	379	941	987	391
Stage 1	-	-	-	-	-	-	427	427	-	449	449	-
Stage 2	-	-	-	-	-	-	466	449	-	492	538	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.11	6.5	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.509	4	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1179	-	-	1063	-	-	263	290	659	245	249	662
Stage 1	-	-	-	-	-	-	608	589	-	593	576	-
Stage 2	-	-	-	-	-	-	579	576	-	562	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1063	-	-	240	277	659	229	238	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	277	-	229	238	-
Stage 1	-	-	-	-	-	-	596	577	-	581	560	-
Stage 2	-	-	-	-	-	-	533	560	-	535	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	40.4	11.6
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	259	1179	-	-	1063	-	-	229	662
HCM Lane V/C Ratio	0.637	0.021	-	-	0.027	-	-	0.014	0.053
HCM Control Delay (s)	40.4	8.1	-	-	8.5	-	-	20.9	10.7
HCM Lane LOS	E	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	3.9	0.1	-	-	0.1	-	-	0	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	300	110	18	317	2	62	0	8	1	0	27
Future Vol, veh/h	37	300	110	18	317	2	62	0	8	1	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	390	-	390	400	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	38	306	112	18	323	2	63	0	8	1	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	418	0	0	756	743	306	802	854	324
Stage 1	-	-	-	-	-	-	382	382	-	360	360	-
Stage 2	-	-	-	-	-	-	374	361	-	442	494	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1246	-	-	1152	-	-	327	346	739	305	298	722
Stage 1	-	-	-	-	-	-	645	616	-	662	630	-
Stage 2	-	-	-	-	-	-	651	629	-	598	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1246	-	-	1152	-	-	303	330	739	291	284	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	330	-	291	284	-
Stage 1	-	-	-	-	-	-	626	598	-	642	620	-
Stage 2	-	-	-	-	-	-	616	619	-	573	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	19.2	10.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	325	1246	-	-	1152	-	-	291	722
HCM Lane V/C Ratio	0.22	0.03	-	-	0.016	-	-	0.004	0.038
HCM Control Delay (s)	19.2	8	-	-	8.2	-	-	17.4	10.2
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0	0.1



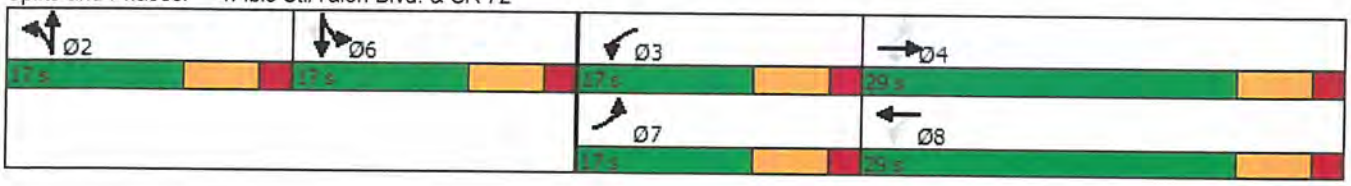
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	356	104	27	367	1	137	0	18	3	0	33
Future Volume (vph)	23	356	104	27	367	1	137	0	18	3	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.984				0.850
Flt Protected	0.950			0.950				0.958			0.950	
Satd. Flow (prot)	1805	1863	1553	1736	1863	0	0	1763	0	0	1805	1615
Flt Permitted	0.314			0.328				0.958			0.950	
Satd. Flow (perm)	597	1863	1553	599	1863	0	0	1763	0	0	1805	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225					225				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	4%	4%	2%	0%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	24	379	111	29	390	1	146	0	19	3	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	379	111	29	391	0	0	165	0	0	3	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

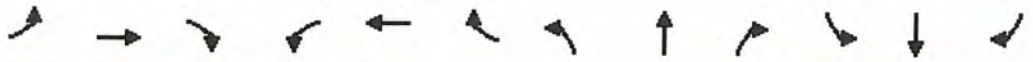


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	22.5	22.5	11.5	22.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	19.9	17.7	17.7	20.1	17.7			10.8			10.8	10.8
Actuated g/C Ratio	0.31	0.28	0.28	0.32	0.28			0.17			0.17	0.17
v/c Ratio	0.08	0.73	0.19	0.10	0.75			0.34			0.01	0.08
Control Delay	12.5	31.3	0.7	12.7	32.2			3.9			28.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	12.5	31.3	0.7	12.7	32.2			3.9			28.0	0.3
LOS	B	C	A	B	C			A			C	A
Approach Delay		23.8			30.8			3.9			2.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	6	114	0	7	119			0			1	0
Queue Length 95th (ft)	18	254	0	20	262			23			9	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	402	675	706	392	677			485			305	460
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.06	0.56	0.16	0.07	0.58			0.34			0.01	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



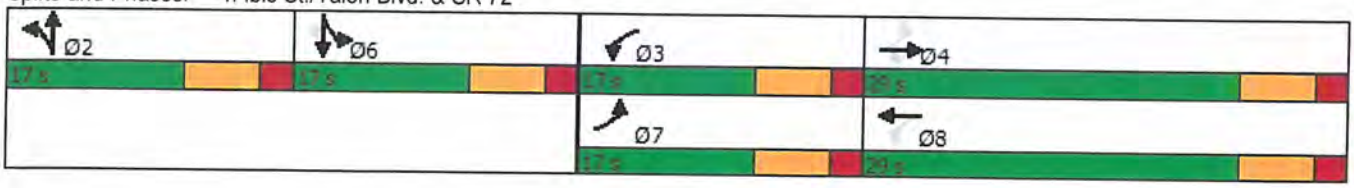


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	300	110	18	317	2	62	0	8	1	0	27
Future Volume (vph)	37	300	110	18	317	2	62	0	8	1	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.985				0.850
Flt Protected	0.950			0.950				0.958			0.950	
Satd. Flow (prot)	1805	1881	1615	1805	1879	0	0	1793	0	0	1805	1615
Flt Permitted	0.362			0.550				0.958			0.950	
Satd. Flow (perm)	688	1881	1615	1045	1879	0	0	1793	0	0	1805	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225					225				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	306	112	18	323	2	63	0	8	1	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	306	112	18	325	0	0	71	0	0	1	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	22.5	22.5	11.5	22.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	22.3	21.0	21.0	19.3	16.0			10.8			10.8	10.8
Actuated g/C Ratio	0.34	0.32	0.32	0.30	0.25			0.17			0.17	0.17
v/c Ratio	0.11	0.50	0.17	0.05	0.70			0.15			0.00	0.06
Control Delay	12.3	21.0	0.5	11.8	32.2			0.6			28.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	12.3	21.0	0.5	11.8	32.2			0.6			28.0	0.3
LOS	B	C	A	B	C			A			C	A
Approach Delay		15.3			31.1			0.6			1.2	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	9	88	0	4	130			0			0	0
Queue Length 95th (ft)	24	198	0	15	215			0			5	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	429	775	798	476	671			486			300	456
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.09	0.39	0.14	0.04	0.48			0.15			0.00	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 65.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



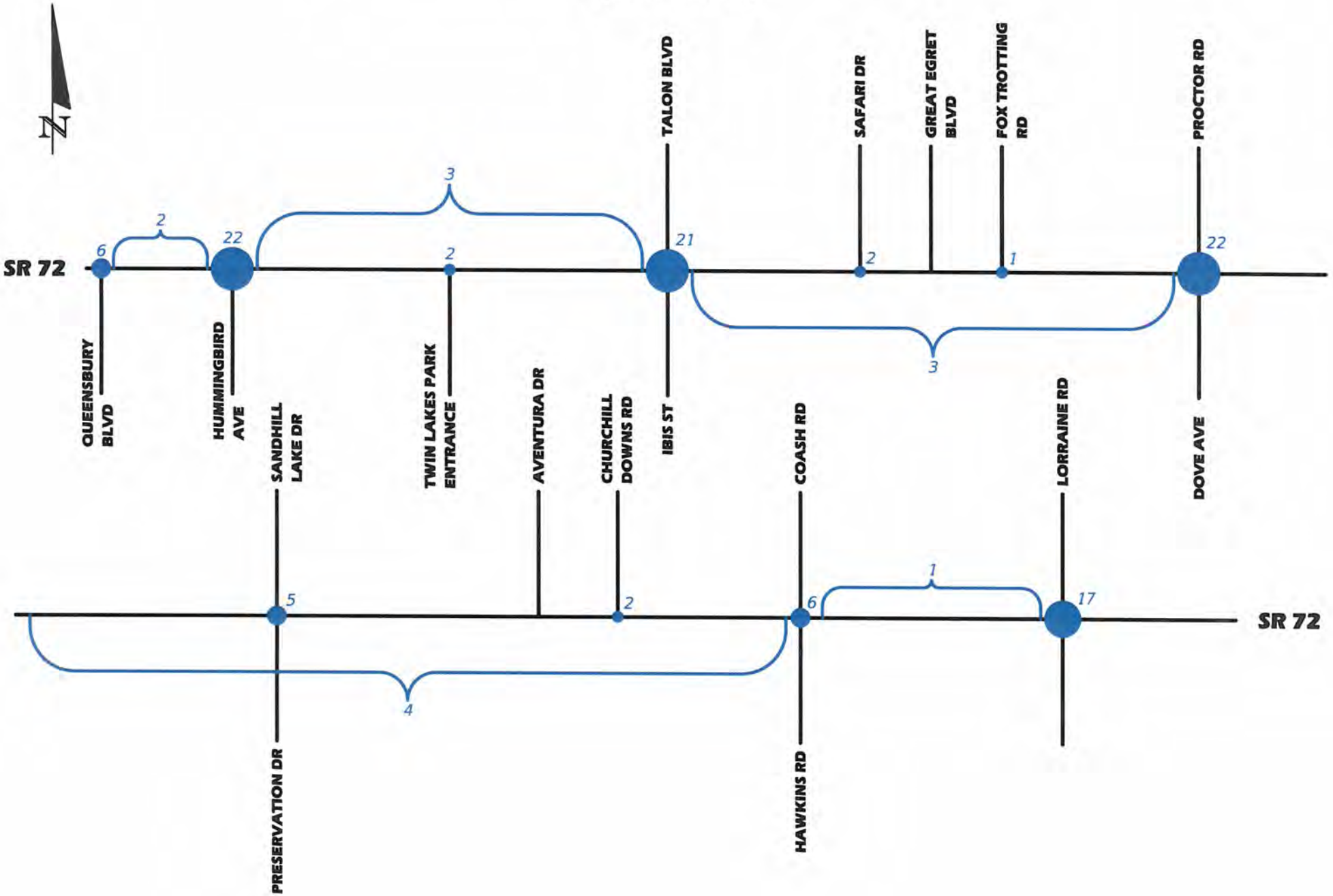
APPENDIX I

HISTORIC CRASH DATA

LOCATION	CRASH_YE	ON_STREET_RO	STREET_ADDRESS_NU	FEET_FRO	DIRECTION	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SUF	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	JUNCTION_FLA	S4_CRASH_TYPE	S4_CRASH_TYPE_SIN	S4_CRASH_SEVERIT	S4_INJURY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT
Lorraine	2020	CLARK RD		0		LORRAINE RD	Daylight	Cloudy	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection	Backed Into	Other	No Injury	0	0	0
Hawkins	2020	CLARK RD		0		COASH RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/Front to Side	Angle	Serious Injury	1	0	0
Hawkins	2020	CLARK RD		0		COASH RD	Daylight	Clear	Dry	Front to Front	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/Front to Side	Angle	Injury	2	0	0
Ibis	2020	IBIS AVE		12	South	CLARK RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Hummingbird	2020	CLARK RD		92	West	HUMMINGBIRD AVE	Dark - Not Lighted	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Non-Junction	Same Direction Sideswipe	Sideswipe	No Injury	0	0	0
Twin Lakes	2021	CLARK RD	6700	0			Daylight	Clear	Dry		Fence	On Roadway	Non-Junction	Off Road	Off Road	No Injury	0	0	0
Hummingbird	2021	CLARK RD		200	West	HUMMINGBIRD AVE	Daylight	Clear	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Through Roadw	Same Direction Sideswipe	Sideswipe	No Injury	0	0	0
Lorraine	2021	CLARK RD		24	West	BEE RIDGE RD EXT	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Proctor	2021	CLARK RD		0		DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
Proctor	2021	CLARK RD		48	West	DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	Injury	1	0	0
Hummingbird	2021	CLARK RD		13	East	HUMMINGBIRD AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
w Ibis	2021	CLARK RD		361	West	TALON BLVD	Daylight	Clear	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Lorraine	2021	CLARK RD		52	West	LORRAINE RD	Daylight	Cloudy	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Ibis	2021	IBIS AVE		0		SR72	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Ibis	2021	CLARK RD		0		TALON BLVD	Dawn	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
e Proctor	2021	CLARK RD		530	East	PROCTOR RD	Daylight	Clear	Dry		Traffic Sign Support	On Roadway	Non-Junction	Off Road	Off Road	No Injury	0	0	0
w Preservation	2021	CLARK RD		219	West	PRESERVATION DR	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
on Lorraine	2021	LORRAINE RD		198	North	CLARK RD	Dark - Not Lighted	Clear	Dry		Animal	On Roadway	Through Roadw	Animal	Animal	No Injury	0	0	0
Hummingbird	2021	CLARK RD		0		HUMMINGBIRD AVE	Daylight	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Queensbury	2021	CLARK RD		39	West	QUEENSBURY BLVD	Dark - Lighted	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection-Re	Other/ Front to Side	Other	No Injury	0	0	0
Hawkins	2021	CLARK RD		0		COASH RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/Front to Side	Angle	No Injury	0	0	0
Hummingbord	2021	CLARK RD		223	East	HUMMINGBIRD AVE	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	1	0	0
Ibis	2021	IBIS AVE		0		CLARK RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	1	0	0
e Proctor	2017	SR-72 (CLARK RD.)		148	West	CR-72A (PROCTOR RD.)	Dark - Lighted	Cloudy	Wet	Other	Traffic Sign Support	Off Roadway	Non-Junction	Off Road	Off Road	Injury	2	0	0
Hummingbird	2017	SR-72 (CLARK RD)		0		HUMMINGBIRD AVE	Dawn	Fog, Smog, Smoke	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
e Proctor	2017	STATE ROAD 72 (CLARK ROAD)		151	West	PRESERVATION DRIVE	Dark - Not Lighted	Clear	Dry	Other	Traffic Sign Support	Off Roadway	Non-Junction	Off Road	Off Road	Injury	1	0	0
w Churchill	2017	STATE ROAD 72 (CLARK ROAD)		98	West	CHURCHILL DOWNS ROAD	Daylight	Clear	Dry	Other	Animal	On Roadway	Non-Junction	Animal	Animal	No Injury	0	0	0
Prservation	2017	SR72		121	West	PRESERVATION DRIVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	5	0	0
e Proctor	2017	SR 72 (CLARK RD)		98	East	CR 72A (PROCTOR RD)	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2017	SR 72 (CLARK RD)		98	West	HUMMINGBIRD AVE	Dark - Lighted	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Non-Junction	Other/ Front to Side	Other	Injury	1	0	0
e Proctor	2017	SR 72 (CLARK RD)		148	West	CR 72A (PROCTOR RD)	Dark - Not Lighted	Other	Unknown	Other	Tree (standing)	Shoulder	Non-Junction	Off Road	Off Road	No Injury	0	0	0
Ibis	2017	SR-72 (CLARK RD)		0		IBIS ST	Dusk	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Non-Junction	Left Leaving	Left Turn	Injury	4	0	0
Queensbury	2017	QUEENSBURY BLVD		0		SR 72 (CLARK RD)	Daylight	Cloudy	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Intersection-Re	Same Direction Sideswipe	Sideswipe	No Injury	0	0	0
Proctor	2017	CR 72A (PROCTOR ROAD)		0		STATE ROAD 72 (CLARK ROAD)	Daylight	Clear	Dry	Other	Overturn/Rollover	On Roadway	Intersection	Rollover	Rollover	No Injury	0	0	0
Queensbury	2017	SR 72 (CLARK RD)		0		QUEENSBURY BLVD	Dusk	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection	Rear End	Rear End	Serious Injury	2	0	0
Ibis	2017	SR72 (CLARK RD.)		0		IBIS ST	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
e Proctor	2017	SR-72 (CLARK RD)		148	East	PRESERVATION DR	Dark - Not Lighted	Clear	Dry	Other	Other Non-Collision	On Roadway	Non-Junction	Single Vehicle/Swerve to avoid An	Other	No Injury	0	0	0
Proctor	2017	STATE ROAD 72 (CLARK ROAD)		0		PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Rear	Left Turn	Serious Injury	1	0	0
Preservation	2017	CLARK RD		30	West	PRESERVATION DR	Dark - Not Lighted	Clear	Dry	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	Non-Junction	Opposing Sideswipe	Sideswipe	No Injury	0	0	0
Proctor	2017	PROCTOR RD		0		DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
undetermined	2017	PROCTOR RD		0		DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2017	HUMMINGBIRD AVE		0		CLARK RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Ibis	2017	SR 72		0		IBIS ST	Dark - Not Lighted	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
w Hummingbird	2017	CLARK RD		229	East	QUEENSBURY BLVD	Daylight	Cloudy	Wet	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Non-Junction	Same Direction Sideswipe	Sideswipe	No Injury	0	0	0
Twin Lakes	2017	UNNAMED RD		136	West	CLARK RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	1	0	0
Ibis	2017	CLARK RD		0		IBIS ST	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Entering	Left Turn	No Injury	0	0	0
Proctor	2017	CLARK RD		0		DOVE AVE	Daylight	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Hummingbird	2017	CLARK RD		132	East	HUMMINGBIRD AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2017	HUMMINGBIRD AVE		36	South	CLARK RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2017	CLARK RD		0		HUMMINGBIRD AVE	Daylight	Rain	Wet	Angle	Motor Vehicle in Transport	On Roadway	Non-Junction	Other/ Front to Side	Other	Injury	3	0	0
Hawkins	2017	COASH RD		0		CLARK RD	Daylight	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection	Right/Through/Front to Side	Right Turn	No Injury	0	0	0
w Proctor	2017	CLARK RD		333	East	FOX TROTTING RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	1	0	0
Ibis	2017	SR72 (CLARK RD.)		0		IBIS ST.	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	3	0	0
Proctor	2018	STATE ROAD 72 (CLARK ROAD)		200	West	PROCTOR ROAD	Dark - Not Lighted	Clear	Dry	Other	Curb	Off Roadway	Intersection	Off Road	Off Road	No Injury	0	0	0
Ibis	2018	SR-72(CLARK RD)		0		IBIS ST	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Proctor	2018	SR-72 (CLARK RD)		0		PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Right/Through/Front to Side	Right Turn	Injury	1	0	0
Proctor	2018	SR-72 (CLARK ROAD)		0		CR-72A (PROCTOR ROAD)	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/ Front to Side	Angle	Injury	2	0	0
Hummingbird	2018	SR-72 (CLARK RD)		98	East	HUMMINGBIRD AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2018	SR-72 (CLARK RD)		499	East	HUMMINGBIRD AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right/Through/ Front to Side	Right Turn	Serious Injury	1	0	0
Lorraine	2017	BEE RIDGE RD EXT		0		CLARK RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
e Proctor	2018	CLARK RD		449	East	DOVE AVE	Dark - Not Lighted	Clear	Dry	Front to Rear	Motor Vehicle in Transport	Shoulder	Non-Junction	Single Vehicle/Hit Sign	Other	No Injury	0	0	0
Lorraine	2018	CLARK RD		0		BEE RIDGE RD EXT	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	Injury	1	0	0
Ibis	2018	IBIS AVE		0		CLARK RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection	Rear End	Rear End	No Injury	0	0	0
Proctor	2018	CLARK RD		0		PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Right/Through/ Front to Side	Right Turn	No Injury	0	0	0
e Ibis	2018	CLARK RD		71	West	SAFARI DR	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	1	0	0
e Ibis	2018	CLARK RD		126	East	SAFARI DR	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
w Lorraine	2018	CLARK RD		444	East	TIMBERLAND LN	Dark - Not Lighted	Clear	Dry	Front to Front	Motor Vehicle in Transport	On Roadway	Non-Junction	Head On	Head On	Injury	1	0	0
Proctor	2018	PROCTOR RD		0		DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	1	0	0
Proctor	2018	CLARK RD		66	West	DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Through Roadw	Rear End	Rear End	No Injury	0	0	0
Proctor	2018	CLARK RD		0		DOVE AVE	Daylight	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/ Front to Side	Angle	No Injury	0	0	0
e Hawkins	2018	STATE ROAD 72 (CLARK ROAD)		20	West	HAWKINS ROAD	Dark - Not Lighted	Rain	Wet	Other	Ditch	Off Roadway	Non-Junction	Off Road	Off Road	Serious Injury	2	0	0
Ibis	2019	STATE ROAD 72 (CLARK ROAD)		49	East	TALON BLVD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	Injury	5	0	0
undetermined	2019	STATE ROAD 72 (CLARK ROAD)		351	East	PROCTOR ROAD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	8	0	0
Hummingbird	2019	STATE ROAD-72 (CLARK ROAD)		0		HUMMINGBIRD AVENUE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	1	0	0
Hummingbird	2019	6605 CLARK RD		0		HUMMINGBIRD AVE	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
Ibis	2019	SR 72 (CLARK RD)		0		IBIS ST	Dark - Lighted	Cloudy	Wet	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Serious Injury	3	0	0
Lorraine	2019	LORRAINE RD		0		SR 72 (CLARK RD)	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2020	SR-72 (CLARK RD)		20	West	HUMMINGBIRD AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Left Entering	Left Turn	Serious Injury	2	0	0
e Hawkins	2020	SR 72 (CLARK RD)		905	West	COASH RD	Dawn	Clear	Dry	Other	Animal	On Roadway	Non-Junction	Animal	Animal	No Injury	0	0	0
Hummingbird	2020	SR 72 (CLARK RD)		98	East	HUMMINGBIRD AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	2	0	0
Ibis	2020	SR 72 (CLARK ROAD)		0		IBIS STREET	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Hummingbird	2021	SR 72 (CLARK RD)		0		HUMMINGBIRD AVE	Dark - Lighted	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Non-Junction	Other/ Front to Side	Other	Injury	1	0	0
Lorraine	2021	SR-72 (CLARK ROAD)		0		LORRAINE ROAD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/ Front to Side	Angle	Serious Injury	1	0	0

Lorraine	2021	SR 72		0		LORRAINE RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Lorraine	2021	LORRAINE RD		0		SR 72	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Ibis	2021	SR 72 (CLARK RD)		0		IBIS STREET	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Lorraine	2021	SR 72 (CLARK RD)		0		LORRAINE RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Entering	Left Turn	Injury	2	0	0
Proctor	2021	SR-72 (CLARK RD)		0		CR-72A (PROCTOR RD)	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	Injury	2	0	0
Ibis	2018	IBIS AVE		230	South	CLARK RD	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	4	0	0
Ibis	2018	CLARK RD		0		IBIS AVE	Daylight	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Hummingbird	2018	CLARK RD		0		HUMMINGBIRD AVE	Daylight	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection-Re	Other/ Front to Side	Other	Injury	1	0	0
Proctor	2019	CLARK RD	7422	352	East	FOX TROTTING RD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	Injury	2	0	0
Churchill	2019	CHURCHILL DOWNS RD		0		CLARK RD	Daylight	Clear	Dry		Utility Pole/Light Support	On Roadway	Intersection	Off Road	Off Road	No Injury	0	0	0
Hummingbird	2019	HUMMINGBIRD AVE		0		CLARK RD	Daylight	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Ibis	2019	CLARK RD		10	West	IBIS AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Proctor	2019	PROCTOR RD		129	North	DOVE AVE	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2019	HUMMINGBIRD AVE		0		CLARK RD	Dusk	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	Injury	1	0	0
w Lorraine	2019	CLARK RD		188	West	BEE RIDGE RD EXT	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Queensbury	2019	CLARK RD		0		QUEENSBURY BLVD	Daylight	Clear	Dry		Pedalcycle	On Roadway	Intersection-Re	Bicycle	Bicycle	No Injury	0	1	0
Lorraine	2019	LORRAINE RD		0		CLARK RD	Daylight	Clear	Dry	Front to Front	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
Proctor	2019	CLARK RD		0		DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Entering	Left Turn	No Injury	0	0	0
Lorraine	2019	CLARK RD		205	West	LORRAINE RD	Daylight	Clear	Wet		Ditch	Off Roadway	Non-Junction	Off Road	Off Road	No Injury	0	0	0
Great Egret	2019	CLARK RD		283	West	FOX TROTTING RD	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
w Hummingbird	2019	CLARK RD		396	East	QUEENSBURY BLVD	Daylight	Clear	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Non-Junction	Same Direction Sideswipe	Sideswipe	No Injury	0	0	0
w Lorraine	2019	CLARK RD		241	West	BEE RIDGE RD EXT	Daylight	Clear	Dry		Other Non-Fixed Object	On Roadway	Non-Junction	Single Vehicle/ Hit Animal	Other	No Injury	0	0	0
Queensbury	2019	CLARK RD		0		QUEENSBURY BLVD	Dark - Lighted	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Entering	Left Turn	Injury	1	0	0
w Hawkins	2019	CLARK RD		31	West	HAWKINS RD	Dark - Not Lighted	Clear	Dry		Animal	On Roadway	Non-Junction	Animal	Animal	No Injury	0	0	0
w Hummingbird	2019	CLARK RD		257	East	QUEENSBURY BLVD	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
w Proctor	2019	FOX TROTTING RD		0		CLARK RD	Daylight	Clear	Dry		Other Post, Pole or Support	On Roadway	Intersection-Re	Off Road	Off Road	No Injury	0	0	0
Ibis	2019	IBIS AVE		0		CLARK RD	Daylight	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Leaving	Left Turn	No Injury	0	0	0
e Hummingbird	2019	CLARK RD		270	East	HUMMINGBIRD AVE	Daylight	Cloudy	Dry	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	Non-Junction	Opposing Sideswipe	Sideswipe	Injury	1	0	0
Proctor	2020	CLARK RD		0		DOVE AVE	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Intersection-Re	Rear End	Rear End	No Injury	0	0	0
Lorraine	2020	CLARK RD		0		LORRAINE RD	Dark - Not Lighted	Rain	Wet	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Right Angle/ Fron to Side	Angle	Injury	1	0	0
Proctor	2020	PROCTOR RD		81	North	DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Left Entering	Left Turn	No Injury	0	0	0
Ibis	2020	IBIS AVE		28	South	CLARK RD	Dark - Not Lighted	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Right Angle/ Front to Side	Angle	Injury	1	0	0
w Hummingbird	2020	CLARK RD		159	West	HUMMINGBIRD AVE	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Non-Junction	Rear End	Rear End	No Injury	0	0	0
Hummingbird	2020	HUMMINGBIRD AVE		0		CLARK RD	Daylight	Rain	Wet	Angle	Motor Vehicle in Transport	On Roadway	Intersection-Re	Other/ Front to Side	Other	No Injury	0	0	0
e Ibis	2020	CLARK RD		35	East	IBIS AVE	Dark - Not Lighted	Clear	Dry		Other Non-Fixed Object	On Roadway	Through Roadw	Single Vehicle/ Hit Animal	Other	No Injury	0	0	0
Lorraine	2020	CLARK RD		0		BEE RIDGE RD EXT	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Intersection	Right Angle/ Front to Side	Angle	Injury	2	0	0

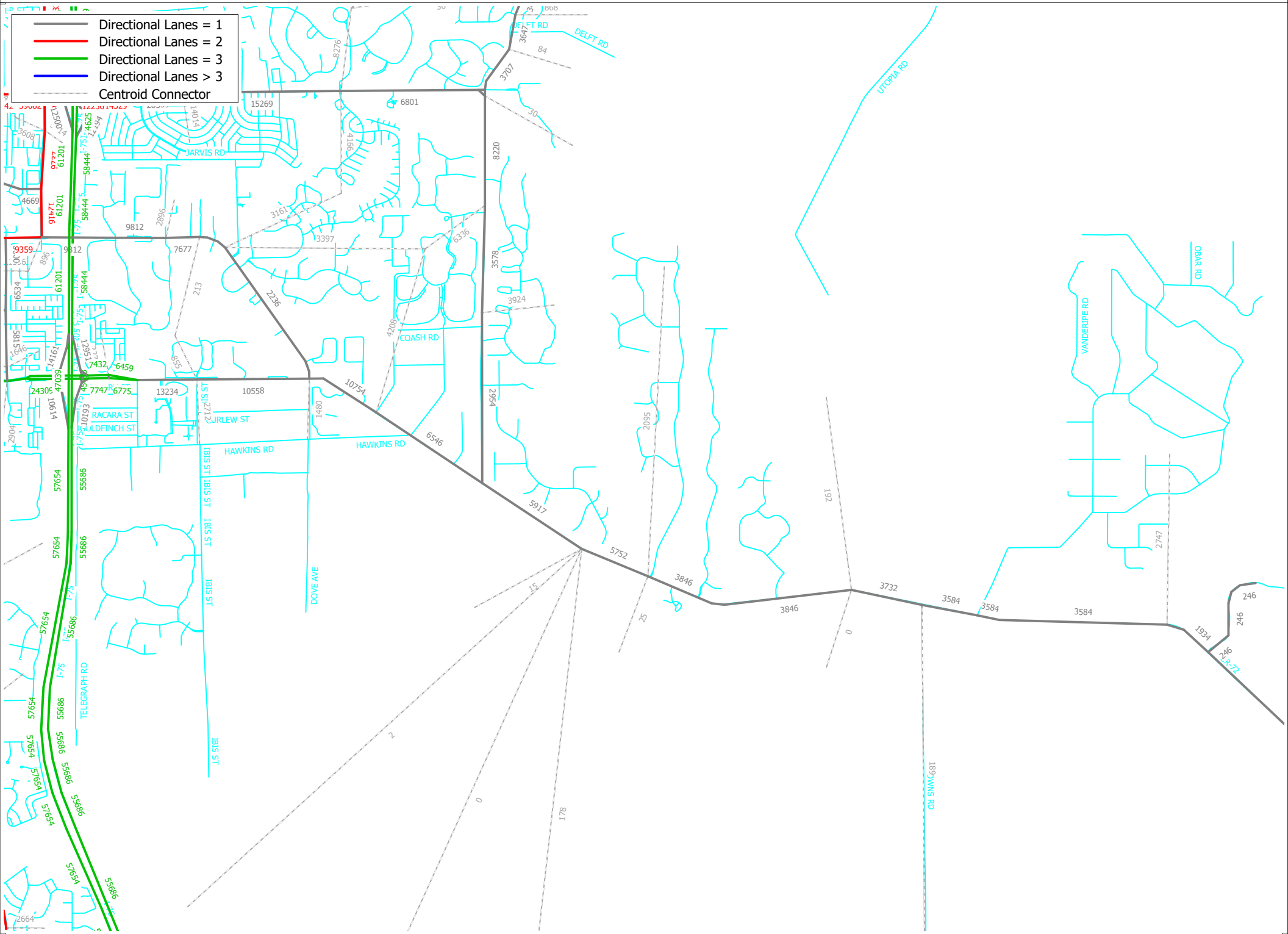
SR 72 CRASH LOCATIONS & NUMBER OF CRASHES
(2017 - 2021)



APPENDIX J

2045 DISTRICT ONE REGIONAL PLANNING MODEL AADT VOLUME PLOTS

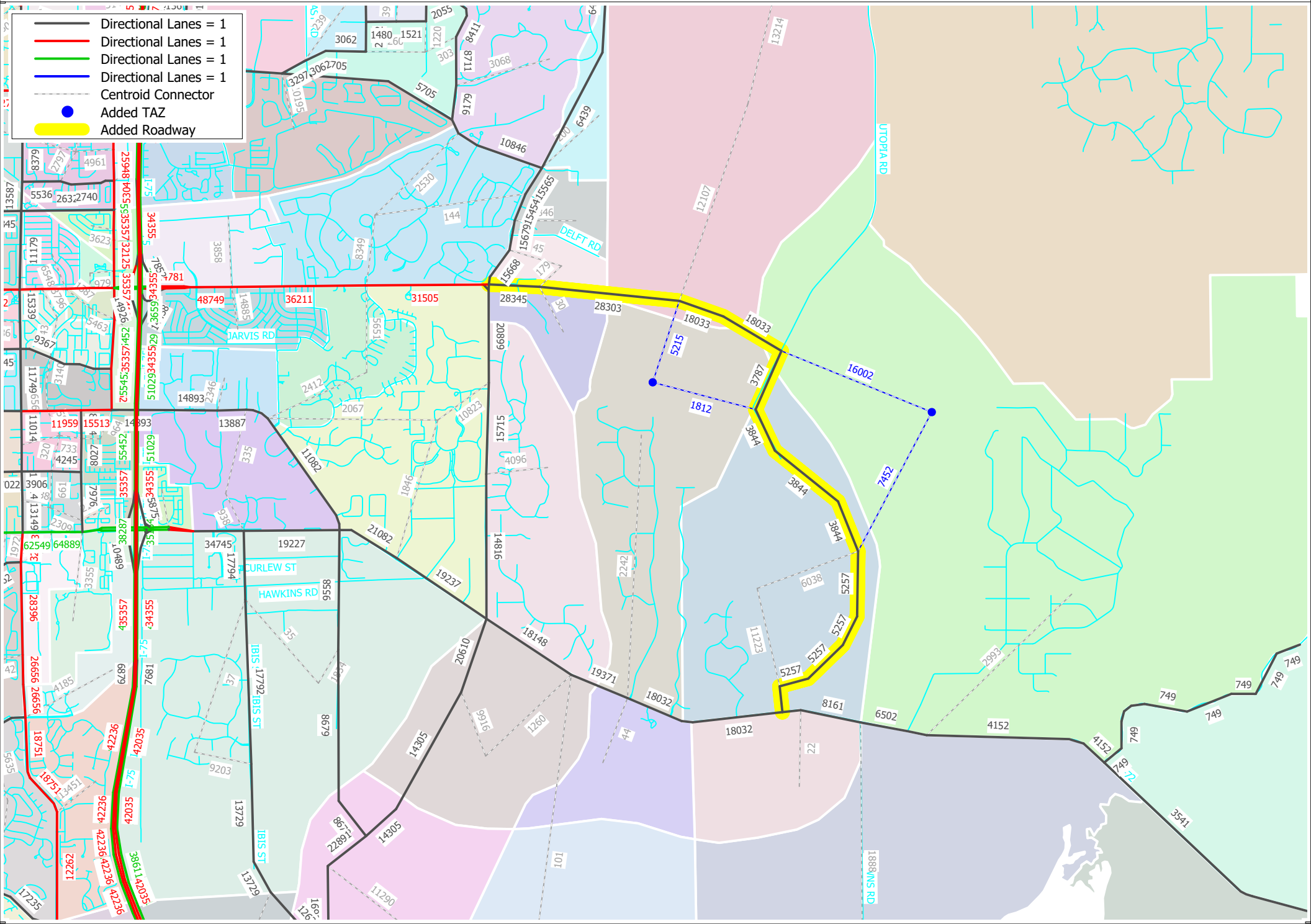
D1RPMv2.0 2015 Base Year SR 72 Model - AADT Volumes



(Licensed to Traf O Data)

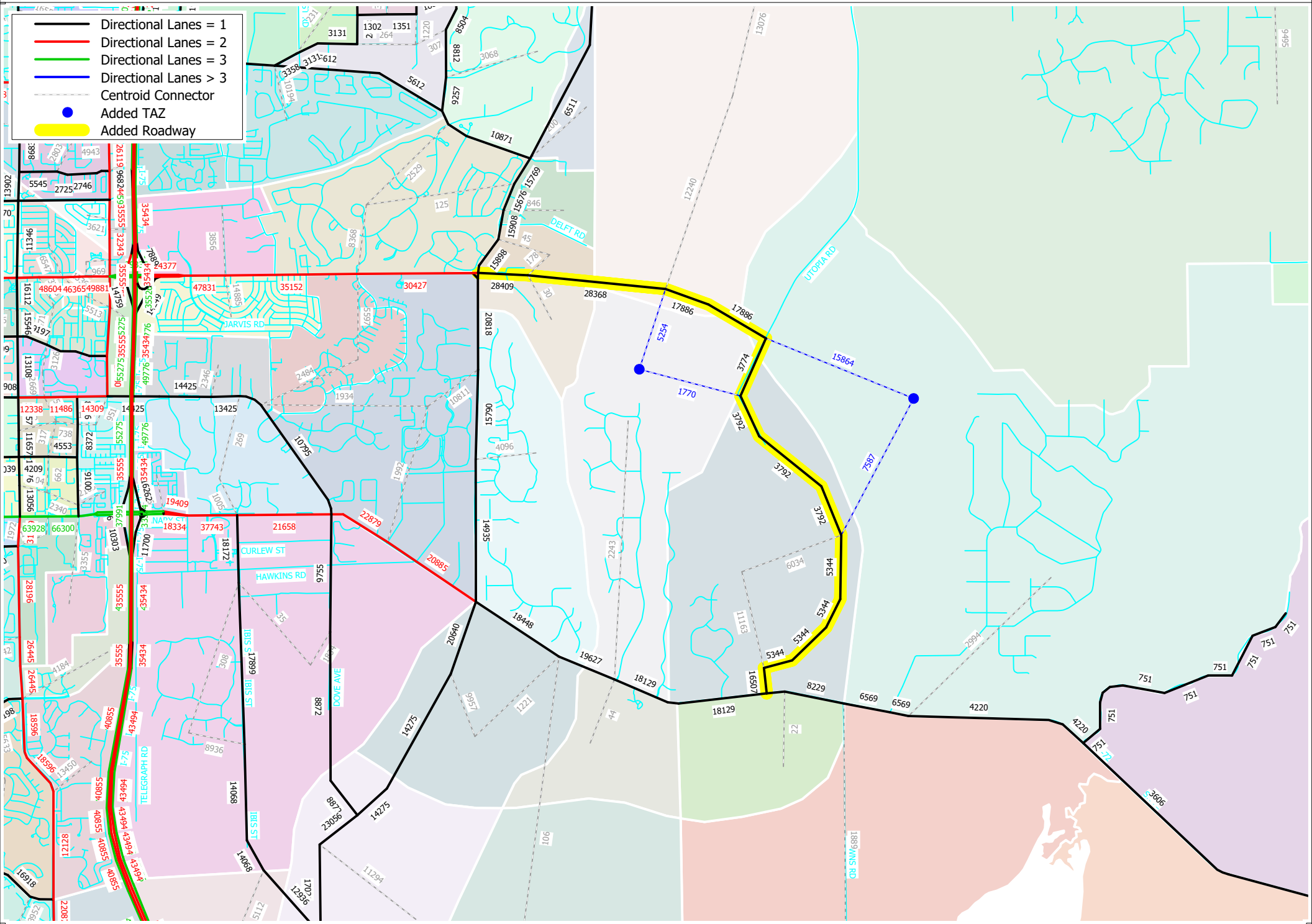
D1RPMv2.0 2045 CF SR 72 Study Model - 2045 AADT Volumes

No-Build Alternative (with added roadways and TAZ splits)



(Licensed to Traf O Data)

D1RPMv2.0 2045 CF SR 72 Study Model - 2045 AADT Volumes
Additional Build Alternative (with added roadways and TAZ splits)



(Licensed to Traf O Data)

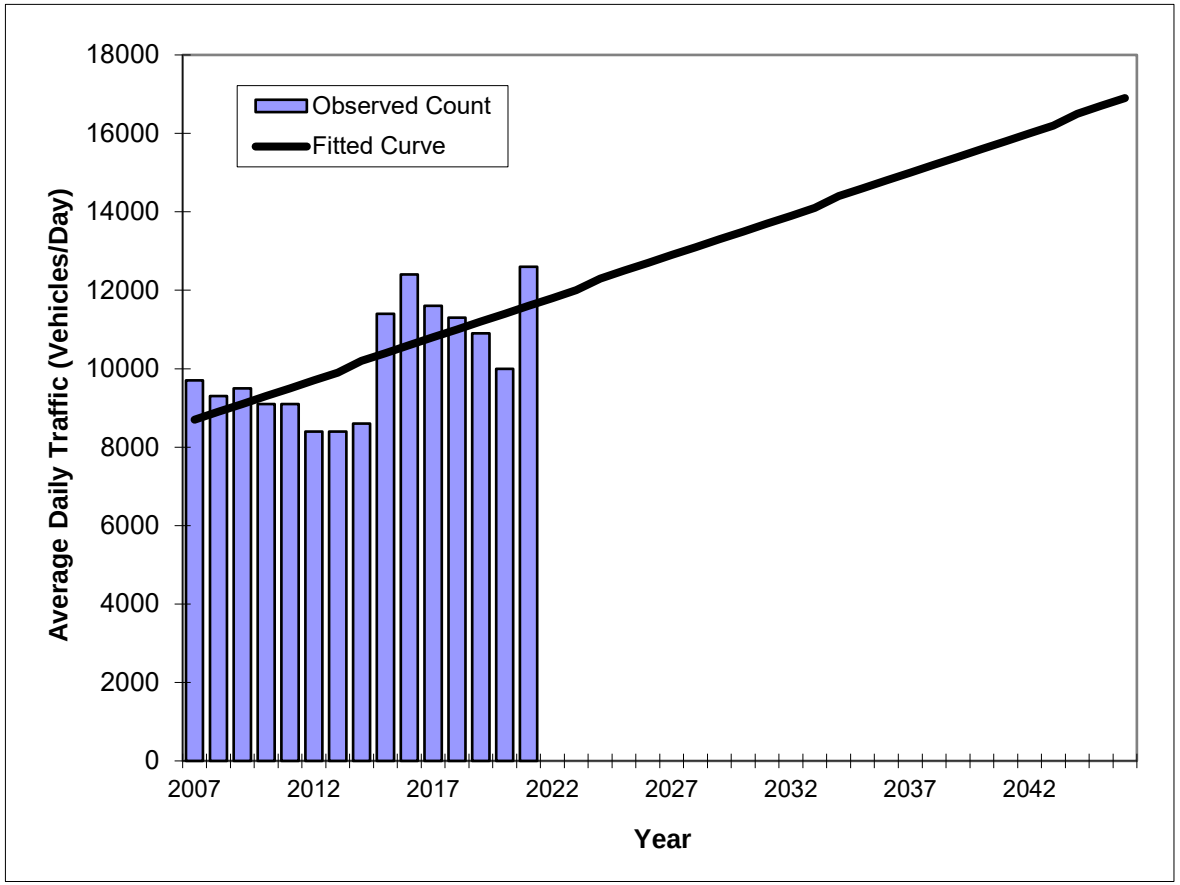
APPENDIX K

GROWTH TREND ANALYSES

TRAFFIC TRENDS

SR 72 -- WEST OF PROCTOR RD

County:	Sarasota
Station #:	170024
Highway:	SR 72



Year	Traffic (ADT/AADT) Count*	Trend**
2007	9700	8700
2008	9300	8900
2009	9500	9100
2010	9100	9300
2011	9100	9500
2012	8400	9700
2013	8400	9900
2014	8600	10200
2015	11400	10400
2016	12400	10600
2017	11600	10800
2018	11300	11000
2019	10900	11200
2020	10000	11400
2021	12600	11600
2030 Opening Year Trend		
2030	N/A	13500
2040 Mid-Year Trend		
2040	N/A	15600
2050 Design Year Trend		
2050	N/A	17700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

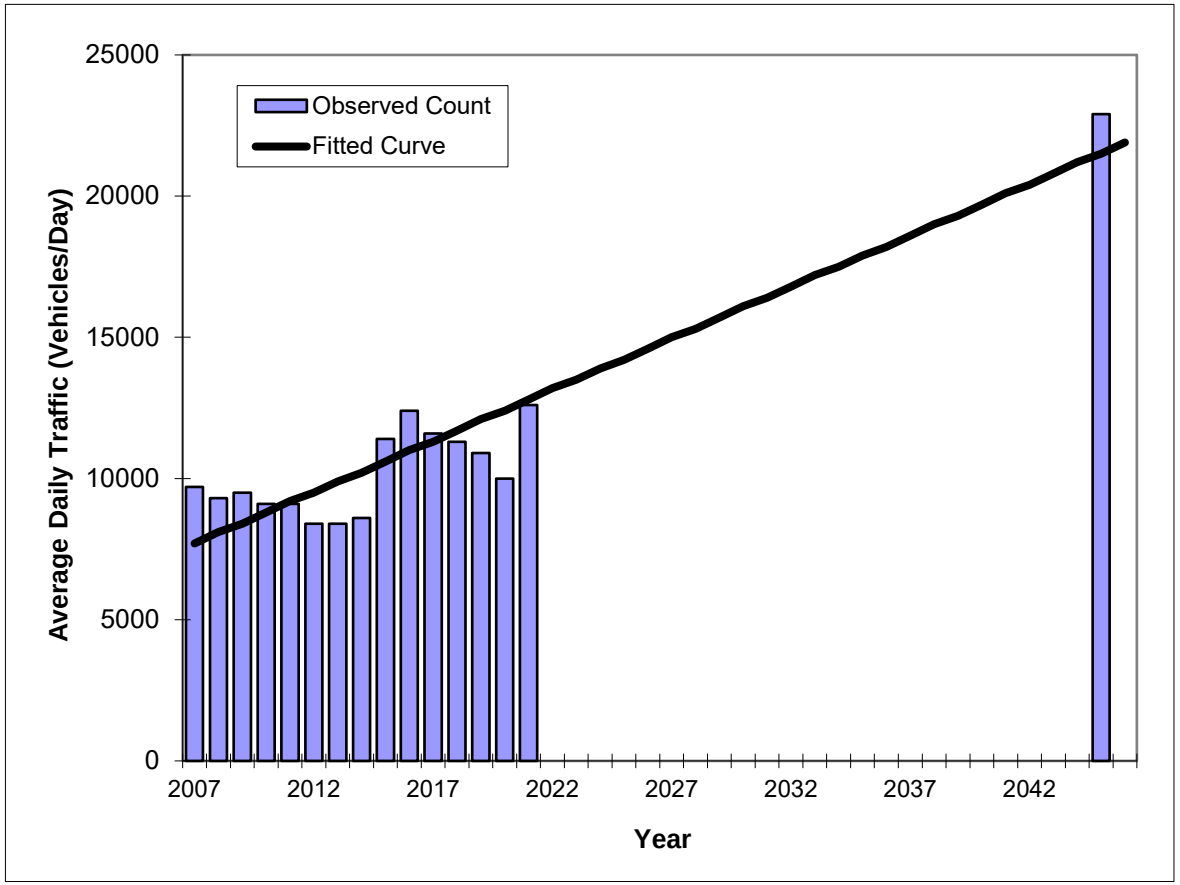
** Annual Trend Increase:	210
Trend R-squared:	43.0%
Trend Annual Historic Growth Rate:	2.14%
Trend Growth Rate (2021 to Design Year):	1.40%
Printed:	20-Nov-22

Straight Line Growth Option

TRAFFIC TRENDS

SR 72 -- WEST OF PROCTOR RD

County:	Sarasota
Station #:	170024
Highway:	SR 72



Year	Traffic (ADT/AADT) Count*	Trend**
2007	9700	7700
2008	9300	8100
2009	9500	8400
2010	9100	8800
2011	9100	9200
2012	8400	9500
2013	8400	9900
2014	8600	10200
2015	11400	10600
2016	12400	11000
2017	11600	11300
2018	11300	11700
2019	10900	12100
2020	10000	12400
2021	12600	12800
2030 Opening Year Trend		
2030	N/A	16100
2040 Mid-Year Trend		
2040	N/A	19700
2050 Design Year Trend		
2050	N/A	23300
TRANPLAN Forecasts/Trends		
2045	22850	21500

*Axle-Adjusted

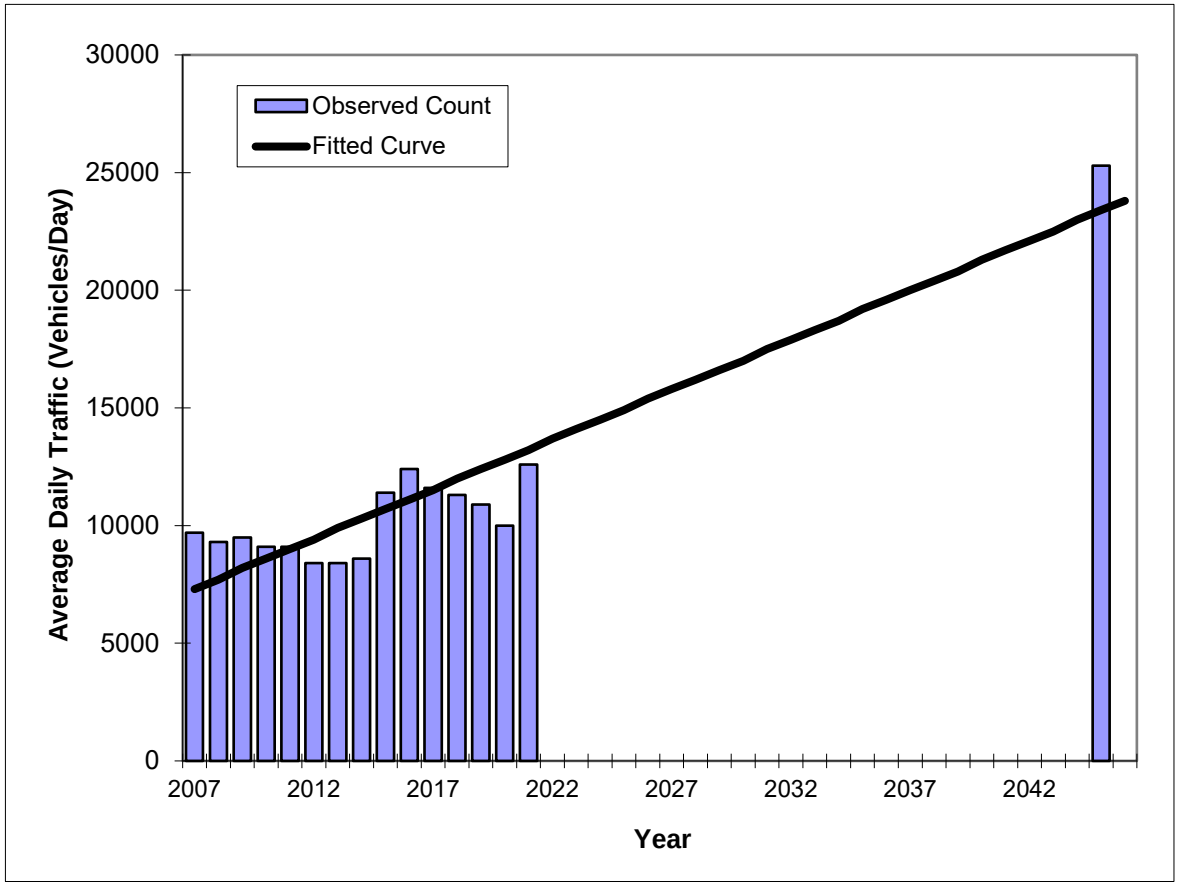
** Annual Trend Increase:	363
Trend R-squared:	86.2%
Trend Annual Historic Growth Rate:	2.14%
Trend Growth Rate (2021 to Design Year):	2.93%
Printed:	20-Nov-22

Straight Line Growth Option

TRAFFIC TRENDS

SR 72 -- WEST OF PROCTOR RD

County:	Sarasota
Station #:	170024
Highway:	SR 72



Year	Traffic (ADT/AADT) Count*	Trend**
2007	9700	7300
2008	9300	7700
2009	9500	8200
2010	9100	8600
2011	9100	9000
2012	8400	9400
2013	8400	9900
2014	8600	10300
2015	11400	10700
2016	12400	11100
2017	11600	11500
2018	11300	12000
2019	10900	12400
2020	10000	12800
2021	12600	13200
2030 Opening Year Trend		
2030	N/A	17000
2040 Mid-Year Trend		
2040	N/A	21300
2050 Design Year Trend		
2050	N/A	25500
TRANPLAN Forecasts/Trends		
2045	25300	23400

*Axle-Adjusted

** Annual Trend Increase:	423
Trend R-squared:	86.5%
Trend Annual Historic Growth Rate:	2.14%
Trend Growth Rate (2021 to Design Year):	3.53%
Printed:	20-Nov-22

Straight Line Growth Option

APPENDIX L

TURNS5 INPUT/OUTPUT VOLUMES

APPENDIX L

NO-BUILD ALTERNATIVE

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Hummingbird Avenue
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	11.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	62.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	18500	16600	0	1900	37000
2050	39700	35600	0	3000	78300

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	91.1%	733
(EB RT)	*West-to-South*	8.9%	72
(WB LT)	*East-to-South*	0.6%	4
(WB THRU)	*East-to-West*	99.4%	686
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	95.7%	111
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	4.3%	5

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Hummingbird Avenue		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.911	0.902	676	0.909	904	0.915	1190	0.921	1481
West-To-South (RT)	0.089	0.098	73	0.091	91	0.085	111	0.079	127
Total Flow From West:			**749**		**995**		**1301**		**1608**
East-To-South (LT)	0.006	0.008	7	0.005	5	0.000	0	0.000	0
East-To-West (Thru)	0.994	0.992	815	0.995	1085	1.000	1426	1.000	1762
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**822**		**1090**		**1426**		**1762**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.957	0.951	124	0.967	146	1.000	178	1.000	205
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.043	0.049	6	0.033	5	0.000	0	0.000	0
Total Flow From South:			**130**		**151**		**178**		**205**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Twin Lakes Park Entrance/Exit
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	4.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	48.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	16600	16200	0	900	33700
2050	35600	34700	0	1400	71700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	98.0%	723
(EB RT)	*West-to-South*	2.0%	15
(WB LT)	*East-to-South*	0.6%	4
(WB THRU)	*East-to-West*	99.4%	676
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	77.8%	14
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	22.2%	4

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Twin Lakes Park Entrance/Exit		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.980	0.972	653	0.974	869	0.975	1138	0.977	1409
West-To-South (RT)	0.020	0.028	19	0.026	23	0.025	29	0.023	33
Total Flow From West:			**672**		**892**		**1167**		**1442**
East-To-South (LT)	0.006	0.003	2	0.001	1	0.000	0	0.000	0
East-To-West (Thru)	0.994	0.997	800	0.999	1063	1.000	1391	1.000	1718
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**802**		**1064**		**1391**		**1718**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.778	0.906	17	0.981	23	1.000	26	1.000	30
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.222	0.094	2	0.019	0	0.000	0	0.000	0
Total Flow From South:			**19**		**23**		**26**		**30**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Talon Boulevard/Ibis Street
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	16200	12300	1200	3800	33500
2050	34700	20000	1200	19300	75200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	3.6%	20
(EB THRU)	*West-to-East*	49.1%	538
(EB RT)	*West-to-South*	47.3%	169
(WB LT)	*East-to-South*	30.5%	21
(WB THRU)	*East-to-West*	67.2%	511
(WB RT)	*East-to-North*	2.3%	5
(SB LT)	*North-to-East*	24.5%	9
(SB THRU)	*North-to-South*	23.6%	2
(SB RT)	*North-to-West*	51.9%	38
(NB LT)	*South-to-West*	66.4%	131
(NB THRU)	*South-to-North*	2.3%	1
(NB RT)	*South-to-East*	31.3%	11

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Talon Boulevard/Ibis Street		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.036	0.076	50	0.055	48	0.040	46	0.032	45
West-To-East (Thru)	0.491	0.720	472	0.617	537	0.542	616	0.494	694
West-To-South (RT)	0.473	0.204	134	0.328	285	0.418	476	0.474	666
Total Flow From West:			**656**		**870**		**1138**		**1405**
East-To-South (LT)	0.305	0.030	18	0.063	45	0.096	82	0.120	119
East-To-West (Thru)	0.672	0.959	584	0.927	666	0.895	764	0.872	863
East-To-North (RT)	0.023	0.011	7	0.010	7	0.009	8	0.008	8
Total Flow From East:			**609**		**718**		**854**		**990**
North-To-East (LT)	0.245	0.096	5	0.107	5	0.111	5	0.112	5
North-To-South (Thru)	0.236	0.027	1	0.057	3	0.086	5	0.107	6
North-To-West (RT)	0.519	0.877	43	0.836	41	0.803	39	0.781	38
Total Flow From North:			**49**		**49**		**49**		**49**
South-To-West (LT)	0.664	0.892	168	0.877	357	0.871	593	0.868	829
South-To-North (Thru)	0.023	0.010	2	0.010	4	0.009	6	0.008	8
South-To-East (RT)	0.313	0.098	18	0.113	46	0.120	82	0.124	118
Total Flow From South:			**188**		**407**		**681**		**955**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Great Egret Boulevard
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	7.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12300	12300	700	0	25300
2050	20000	20000	1000	0	41000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	3.4%	19
(EB THRU)	*West-to-East*	96.6%	541
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.1%	525
(WB RT)	*East-to-North*	0.9%	5
(SB LT)	*North-to-East*	7.1%	1
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	92.9%	13
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Great Egret Boulevard		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.034	0.023	11	0.022	13	0.021	15	0.017	14
West-To-East (Thru)	0.966	0.977	487	0.978	574	0.979	684	0.983	796
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			**498**		**587**		**699**		**810**
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.991	0.970	591	0.971	697	0.972	830	0.970	960
East-To-North (RT)	0.009	0.030	18	0.029	21	0.028	24	0.030	30
Total Flow From East:			**609**		**718**		**854**		**990**
North-To-East (LT)	0.071	0.277	6	0.286	7	0.285	8	0.343	11
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.929	0.723	16	0.714	18	0.715	20	0.657	21
Total Flow From North:			**22**		**25**		**28**		**32**
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**0**		**0**		**0**		**0**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Proctor Road/Dove Avenue
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	61.0%
Southbound (SB)	39.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	12300	12200	4300	1100	29900
2050	20000	22100	11800	10500	64400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	33.9%	101
(EB THRU)	*West-to-East*	46.8%	415
(EB RT)	*West-to-South*	19.3%	21
(WB LT)	*East-to-South*	18.4%	4
(WB THRU)	*East-to-West*	49.3%	428
(WB RT)	*East-to-North*	32.3%	189
(SB LT)	*North-to-East*	39.7%	111
(SB THRU)	*North-to-South*	16.4%	74
(SB RT)	*North-to-West*	43.9%	59
(NB LT)	*South-to-West*	39.1%	50
(NB THRU)	*South-to-North*	25.6%	70
(NB RT)	*South-to-East*	35.3%	2

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Proctor Road/Dove Avenue		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.339	0.208	104	0.236	139	0.258	180	0.270	219
West-To-East (Thru)	0.468	0.759	378	0.677	397	0.611	427	0.570	461
West-To-South (RT)	0.193	0.033	16	0.087	51	0.131	92	0.160	130
Total Flow From West:			**498**		**587**		**699**		**810**
East-To-South (LT)	0.184	0.030	18	0.087	65	0.136	125	0.169	185
East-To-West (Thru)	0.493	0.781	472	0.678	504	0.597	549	0.546	597
East-To-North (RT)	0.323	0.189	114	0.235	175	0.267	245	0.285	312
Total Flow From East:			**604**		**744**		**919**		**1094**
North-To-East (LT)	0.397	0.459	69	0.468	106	0.463	148	0.457	189
North-To-South (Thru)	0.164	0.020	3	0.060	13	0.099	32	0.128	53
North-To-West (RT)	0.439	0.521	79	0.472	107	0.438	140	0.415	172
Total Flow From North:			**151**		**226**		**320**		**414**
South-To-West (LT)	0.391	0.471	28	0.428	89	0.400	157	0.381	219
South-To-North (Thru)	0.256	0.114	7	0.148	31	0.178	70	0.200	116
South-To-East (RT)	0.353	0.415	25	0.424	88	0.422	165	0.419	241
Total Flow From South:			**60**		**208**		**392**		**576**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Sandhill Lake Drive/Preservation Drive
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	Mainline
	9.00%
	Side street
	6.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	58.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12200	10400	200	200	23000
2050	22100	22100	300	200	44700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	1.5%	8
(EB THRU)	*West-to-East*	97.5%	511
(EB RT)	*West-to-South*	1.0%	5
(WB LT)	*East-to-South*	0.2%	1
(WB THRU)	*East-to-West*	99.6%	610
(WB RT)	*East-to-North*	0.2%	1
(SB LT)	*North-to-East*	20.0%	2
(SB THRU)	*North-to-South*	10.0%	1
(SB RT)	*North-to-West*	70.0%	7
(NB LT)	*South-to-West*	72.7%	8
(NB THRU)	*South-to-North*	9.1%	1
(NB RT)	*South-to-East*	18.2%	2

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Sandhill Lake Drive/Preservation Drive		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.015	0.018	9	0.016	10	0.013	10	0.008	7
West-To-East (Thru)	0.975	0.970	479	0.975	594	0.980	737	0.989	885
West-To-South (RT)	0.010	0.012	6	0.009	5	0.007	5	0.003	3
Total Flow From West:			**494**		**609**		**752**		**895**
East-To-South (LT)	0.002	0.000	0	0.000	0	0.000	0	0.002	2
East-To-West (Thru)	0.996	1.000	515	1.000	680	1.000	887	0.995	1089
East-To-North (RT)	0.002	0.000	0	0.000	0	0.000	0	0.003	3
Total Flow From East:			**515**		**680**		**887**		**1094**
North-To-East (LT)	0.200	0.000	0	0.000	0	0.000	0	0.442	4
North-To-South (Thru)	0.100	0.000	0	0.000	0	0.000	0	0.063	0
North-To-West (RT)	0.700	1.000	5	1.000	6	1.000	7	0.495	4
Total Flow From North:			**5**		**6**		**7**		**8**
South-To-West (LT)	0.727	1.000	8	1.000	8	1.000	8	0.506	4
South-To-North (Thru)	0.091	0.000	0	0.000	0	0.000	0	0.098	1
South-To-East (RT)	0.182	0.000	0	0.000	0	0.000	0	0.396	3
Total Flow From South:			**8**		**8**		**8**		**8**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Aventura Drive
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12200	10400	700	0	23300
2050	22100	20200	700	0	43000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	4.0%	21
(EB THRU)	*West-to-East*	96.0%	498
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.3%	583
(WB RT)	*East-to-North*	0.7%	4
(SB LT)	*North-to-East*	7.9%	3
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	92.1%	35
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Aventura Drive		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.040	0.052	26	0.041	25	0.033	25	0.027	24
West-To-East (Thru)	0.960	0.948	468	0.959	584	0.967	727	0.973	871
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			**494**		**609**		**752**		**895**
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.993	1.000	515	1.000	653	1.000	827	1.000	1000
East-To-North (RT)	0.007	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**515**		**653**		**827**		**1000**
North-To-East (LT)	0.079	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.921	1.000	43	1.000	43	1.000	43	1.000	43
Total Flow From North:			**43**		**43**		**43**		**43**
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**0**		**0**		**0**		**0**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Coash Road/Hawkins Road
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (•) No

K Factors	Mainline
	9.00%
	Side street
	15.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	35.0%
Southbound (SB)	65.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	10400	10400	1200	1600	23600
2050	20200	20200	1900	2500	44800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	1.6%	8
(EB THRU)	*West-to-East*	74.7%	362
(EB RT)	*West-to-South*	23.7%	115
(WB LT)	*East-to-South*	21.6%	127
(WB THRU)	*East-to-West*	78.2%	460
(WB RT)	*East-to-North*	0.2%	1
(SB LT)	*North-to-East*	2.3%	1
(SB THRU)	*North-to-South*	9.1%	4
(SB RT)	*North-to-West*	88.6%	39
(NB LT)	*South-to-West*	46.5%	93
(NB THRU)	*South-to-North*	1.0%	2
(NB RT)	*South-to-East*	52.5%	105

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Coash Road/Hawkins Road		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.016	0.094	40	0.088	47	0.082	55	0.078	64
West-To-East (Thru)	0.747	0.820	345	0.834	446	0.845	572	0.852	697
West-To-South (RT)	0.237	0.086	36	0.078	42	0.073	49	0.070	57
Total Flow From West:			**421**		**535**		**676**		**818**
East-To-South (LT)	0.216	0.208	107	0.193	126	0.180	149	0.172	172
East-To-West (Thru)	0.782	0.761	392	0.777	507	0.792	655	0.801	801
East-To-North (RT)	0.002	0.031	16	0.030	20	0.028	23	0.027	27
Total Flow From East:			**515**		**653**		**827**		**1000**
North-To-East (LT)	0.023	0.066	8	0.067	9	0.067	11	0.068	13
North-To-South (Thru)	0.091	0.086	10	0.079	11	0.073	12	0.068	12
North-To-West (RT)	0.886	0.848	99	0.854	117	0.860	138	0.864	160
Total Flow From North:			**117**		**137**		**161**		**185**
South-To-West (LT)	0.465	0.212	18	0.211	20	0.213	24	0.213	28
South-To-North (Thru)	0.010	0.073	6	0.067	7	0.063	7	0.060	8
South-To-East (RT)	0.525	0.715	60	0.722	70	0.724	83	0.727	95
Total Flow From South:			**84**		**97**		**114**		**131**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Lorraine Road
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (•) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	45.0%
Southbound (SB)	55.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030	0.00%	0.00%
Mid	2040		
Design	2050		

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	10400	7300	4800	1400	23900
2050	20200	19300	15900	22100	77500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	25.6%	160
(EB THRU)	*West-to-East*	31.0%	184
(EB RT)	*West-to-South*	43.4%	116
(WB LT)	*East-to-South*	40.0%	2
(WB THRU)	*East-to-West*	36.5%	308
(WB RT)	*East-to-North*	23.5%	58
(SB LT)	*North-to-East*	27.2%	44
(SB THRU)	*North-to-South*	38.0%	22
(SB RT)	*North-to-West*	34.8%	177
(NB LT)	*South-to-West*	41.2%	97
(NB THRU)	*South-to-North*	26.6%	19
(NB RT)	*South-to-East*	32.2%	4

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Lorraine Road		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.256	0.333	140	0.279	149	0.253	171	0.237	194
West-To-East (Thru)	0.310	0.562	237	0.426	228	0.351	237	0.310	253
West-To-South (RT)	0.434	0.105	44	0.295	158	0.396	268	0.453	371
Total Flow From West:			**421**		**535**		**676**		**818**
East-To-South (LT)	0.400	0.043	16	0.227	121	0.350	260	0.422	403
East-To-West (Thru)	0.365	0.823	297	0.560	297	0.427	317	0.359	343
East-To-North (RT)	0.235	0.134	48	0.213	113	0.223	166	0.219	209
Total Flow From East:			**361**		**531**		**743**		**955**
North-To-East (LT)	0.272	0.208	50	0.293	116	0.286	169	0.270	212
North-To-South (Thru)	0.380	0.039	9	0.203	80	0.321	190	0.394	311
North-To-West (RT)	0.348	0.753	179	0.504	199	0.393	232	0.336	264
Total Flow From North:			**238**		**395**		**591**		**787**
South-To-West (LT)	0.412	0.694	40	0.509	151	0.444	265	0.414	371
South-To-North (Thru)	0.266	0.114	6	0.195	57	0.233	138	0.253	226
South-To-East (RT)	0.322	0.192	11	0.296	88	0.323	193	0.333	298
Total Flow From South:			**57**		**296**		**596**		**895**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Hummingbird Avenue
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	8.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	42.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	18500	16600	0	1900	37000
2050	39700	35600	0	3000	78300

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	90.8%	713
(EB RT)	*West-to-South*	9.2%	72
(WB LT)	*East-to-South*	0.7%	5
(WB THRU)	*East-to-West*	99.3%	701
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	86.9%	53
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	13.1%	8

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Hummingbird Avenue		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.908	0.903	827	0.914	1111	0.922	1466	0.927	1822
West-To-South (RT)	0.092	0.097	89	0.086	105	0.078	124	0.073	143
Total Flow From West:			**916**		**1216**		**1590**		**1965**
East-To-South (LT)	0.007	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.993	1.000	672	1.000	892	1.000	1167	1.000	1442
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**672**		**892**		**1167**		**1442**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.869	1.000	64	1.000	74	1.000	88	1.000	101
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.131	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**64**		**74**		**88**		**101**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Twin Lakes Park Entrance/Exit
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	12.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	27.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030	0.00%	0.00%
Mid	2040		
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	16600	16200	0	900	33700
2050	35600	34700	0	1400	71700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	89.9%	648
(EB RT)	*West-to-South*	10.1%	73
(WB LT)	*East-to-South*	0.7%	5
(WB THRU)	*East-to-West*	99.3%	682
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	75.0%	24
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	25.0%	8

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Twin Lakes Park Entrance/Exit		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.899	0.924	760	0.932	1016	0.937	1336	0.940	1656
West-To-South (RT)	0.101	0.076	62	0.068	74	0.063	90	0.060	106
Total Flow From West:			**822**		**1090**		**1426**		**1762**
East-To-South (LT)	0.007	0.022	14	0.016	14	0.013	15	0.010	14
East-To-West (Thru)	0.993	0.978	642	0.984	856	0.987	1123	0.990	1391
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**656**		**870**		**1138**		**1405**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.750	0.411	12	0.452	15	0.487	19	0.531	24
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.250	0.589	17	0.548	19	0.513	21	0.469	21
Total Flow From South:			**29**		**34**		**40**		**45**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Talon Boulevard/Ibis Street
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (•) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	45.0%
Southbound (SB)	55.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	16200	12300	1200	3800	33500
2050	34700	20000	1200	19300	75200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	2.4%	43
(EB THRU)	*West-to-East*	49.7%	479
(EB RT)	*West-to-South*	47.9%	134
(WB LT)	*East-to-South*	39.7%	65
(WB THRU)	*East-to-West*	58.3%	525
(WB RT)	*East-to-North*	2.0%	21
(SB LT)	*North-to-East*	29.5%	6
(SB THRU)	*North-to-South*	28.6%	1
(SB RT)	*North-to-West*	41.9%	38
(NB LT)	*South-to-West*	57.5%	124
(NB THRU)	*South-to-North*	2.0%	1
(NB RT)	*South-to-East*	40.5%	7

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Talon Boulevard/Ibis Street		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.024	0.054	43	0.038	40	0.028	39	0.022	38
West-To-East (Thru)	0.497	0.734	589	0.626	666	0.548	762	0.499	857
West-To-South (RT)	0.479	0.212	170	0.336	358	0.424	590	0.479	823
Total Flow From West:			**802**		**1064**		**1391**		**1718**
East-To-South (LT)	0.397	0.037	18	0.078	46	0.117	82	0.145	117
East-To-West (Thru)	0.583	0.954	476	0.913	536	0.875	611	0.848	687
East-To-North (RT)	0.020	0.009	4	0.009	5	0.008	6	0.007	6
Total Flow From East:			**498**		**587**		**699**		**810**
North-To-East (LT)	0.295	0.115	7	0.128	8	0.131	8	0.132	8
North-To-South (Thru)	0.286	0.033	2	0.069	4	0.103	6	0.127	7
North-To-West (RT)	0.419	0.852	50	0.803	47	0.766	45	0.741	44
Total Flow From North:			**59**		**59**		**59**		**59**
South-To-West (LT)	0.575	0.873	134	0.856	285	0.847	472	0.843	659
South-To-North (Thru)	0.020	0.009	2	0.008	3	0.008	4	0.007	6
South-To-East (RT)	0.405	0.118	18	0.136	45	0.145	81	0.150	117
Total Flow From South:			**154**		**333**		**557**		**782**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Great Egret Boulevard
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	7.50%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12300	12300	700	0	25300
2050	20000	20000	1000	0	41000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	3.3%	16
(EB THRU)	*West-to-East*	96.7%	474
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.0%	593
(WB RT)	*East-to-North*	1.0%	6
(SB LT)	*North-to-East*	10.5%	2
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	89.5%	17
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Great Egret Boulevard		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.033	0.022	13	0.022	16	0.021	18	0.018	18
West-To-East (Thru)	0.967	0.978	596	0.978	702	0.979	836	0.982	972
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			**609**		**718**		**854**		**990**
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.990	0.967	482	0.969	569	0.970	678	0.967	783
East-To-North (RT)	0.010	0.033	16	0.031	18	0.030	21	0.033	27
Total Flow From East:			**498**		**587**		**699**		**810**
North-To-East (LT)	0.105	0.372	8	0.365	9	0.366	10	0.427	14
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.895	0.628	14	0.635	16	0.634	18	0.573	18
Total Flow From North:			**22**		**25**		**28**		**32**
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**0**		**0**		**0**		**0**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Proctor Road/Dove Avenue
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	46.0%
Southbound (SB)	54.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	12300	12200	4300	1100	29900
2050	20000	22100	11800	10500	64400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	23.3%	87
(EB THRU)	*West-to-East*	52.3%	393
(EB RT)	*West-to-South*	24.4%	3
(WB LT)	*East-to-South*	28.2%	6
(WB THRU)	*East-to-West*	44.8%	463
(WB RT)	*East-to-North*	27.0%	90
(SB LT)	*North-to-East*	45.3%	157
(SB THRU)	*North-to-South*	21.1%	25
(SB RT)	*North-to-West*	33.6%	113
(NB LT)	*South-to-West*	33.9%	20
(NB THRU)	*South-to-North*	20.4%	26
(NB RT)	*South-to-East*	45.7%	1

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Proctor Road/Dove Avenue		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.233	0.155	94	0.175	126	0.190	162	0.200	198
West-To-East (Thru)	0.523	0.802	489	0.712	511	0.645	551	0.600	594
West-To-South (RT)	0.244	0.043	26	0.113	81	0.165	141	0.200	198
Total Flow From West:			**609**		**718**		**854**		**990**
East-To-South (LT)	0.282	0.047	23	0.132	80	0.199	150	0.243	217
East-To-West (Thru)	0.448	0.786	389	0.663	404	0.571	429	0.513	460
East-To-North (RT)	0.270	0.167	82	0.205	125	0.230	173	0.244	218
Total Flow From East:			**494**		**609**		**752**		**895**
North-To-East (LT)	0.453	0.509	106	0.512	160	0.502	222	0.491	281
North-To-South (Thru)	0.211	0.027	6	0.080	25	0.128	57	0.163	94
North-To-West (RT)	0.336	0.464	97	0.408	128	0.370	164	0.346	198
Total Flow From North:			**209**		**313**		**443**		**573**
South-To-West (LT)	0.339	0.433	20	0.390	61	0.363	107	0.346	151
South-To-North (Thru)	0.204	0.092	4	0.121	19	0.145	43	0.163	70
South-To-East (RT)	0.457	0.475	22	0.489	77	0.492	146	0.491	214
Total Flow From South:			**46**		**157**		**296**		**435**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Sandhill Lake Drive/Preservation Drive
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	Mainline
	9.00%
	Side street
	6.50%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	43.0%
Southbound (SB)	57.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12200	10400	200	200	23000
2050	22100	22100	300	200	44700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.2%	1
(EB THRU)	*West-to-East*	99.3%	546
(EB RT)	*West-to-South*	0.5%	3
(WB LT)	*East-to-South*	0.5%	3
(WB THRU)	*East-to-West*	98.8%	553
(WB RT)	*East-to-North*	0.7%	4
(SB LT)	*North-to-East*	42.9%	3
(SB THRU)	*North-to-South*	14.2%	1
(SB RT)	*North-to-West*	42.9%	3
(NB LT)	*South-to-West*	62.5%	5
(NB THRU)	*South-to-North*	12.5%	1
(NB RT)	*South-to-East*	25.0%	2

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Sandhill Lake Drive/Preservation Drive		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.002	0.011	7	0.009	7	0.008	7	0.002	2
West-To-East (Thru)	0.993	0.976	589	0.981	730	0.984	905	0.995	1089
West-To-South (RT)	0.005	0.013	8	0.010	7	0.008	7	0.003	3
Total Flow From West:			**604**		**744**		**919**		**1094**
East-To-South (LT)	0.005	0.000	0	0.000	0	0.000	0	0.003	3
East-To-West (Thru)	0.988	1.000	421	1.000	557	1.000	726	0.991	887
East-To-North (RT)	0.007	0.000	0	0.000	0	0.000	0	0.006	5
Total Flow From East:			**421**		**557**		**726**		**895**
North-To-East (LT)	0.429	0.000	0	0.000	0	0.000	0	0.454	5
North-To-South (Thru)	0.142	0.000	0	0.000	0	0.000	0	0.091	1
North-To-West (RT)	0.429	1.000	7	1.000	8	1.000	10	0.455	5
Total Flow From North:			**7**		**8**		**10**		**11**
South-To-West (LT)	0.625	1.000	6	1.000	6	1.000	6	0.636	4
South-To-North (Thru)	0.125	0.000	0	0.000	0	0.000	0	0.110	0
South-To-East (RT)	0.250	0.000	0	0.000	0	0.000	0	0.254	2
Total Flow From South:			**6**		**6**		**6**		**6**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Aventura Drive
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	
Mainline	9.00%
Side street	8.50%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	38.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	12200	10400	700	0	23300
2050	22100	20200	700	0	43000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	6.1%	31
(EB THRU)	*West-to-East*	93.9%	480
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	98.6%	545
(WB RT)	*East-to-North*	1.4%	8
(SB LT)	*North-to-East*	33.3%	6
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	66.7%	12
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Aventura Drive		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.061	0.067	40	0.053	39	0.043	40	0.036	39
West-To-East (Thru)	0.939	0.933	564	0.947	705	0.957	879	0.964	1055
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			**604**		**744**		**919**		**1094**
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.986	1.000	421	1.000	535	1.000	676	1.000	818
East-To-North (RT)	0.014	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**421**		**535**		**676**		**818**
North-To-East (LT)	0.333	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.667	1.000	23	1.000	23	1.000	23	1.000	23
Total Flow From North:			**23**		**23**		**23**		**23**
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**0**		**0**		**0**		**0**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Coash Road/Hawkins Road
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (•) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	10400	10400	1200	1600	23600
2050	20200	20200	1900	2500	44800

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	9.0%	43
(EB THRU)	*West-to-East*	82.8%	394
(EB RT)	*West-to-South*	8.2%	39
(WB LT)	*East-to-South*	7.4%	36
(WB THRU)	*East-to-West*	91.8%	447
(WB RT)	*East-to-North*	0.8%	4
(SB LT)	*North-to-East*	1.8%	1
(SB THRU)	*North-to-South*	7.0%	4
(SB RT)	*North-to-West*	91.2%	52
(NB LT)	*South-to-West*	45.8%	38
(NB THRU)	*South-to-North*	4.8%	4
(NB RT)	*South-to-East*	49.4%	41

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Coash Road/Hawkins Road		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.090	0.085	44	0.079	52	0.074	61	0.070	70
West-To-East (Thru)	0.828	0.880	453	0.889	580	0.897	742	0.902	902
West-To-South (RT)	0.082	0.035	18	0.032	21	0.029	24	0.028	28
Total Flow From West:			**515**		**653**		**827**		**1000**
East-To-South (LT)	0.074	0.102	43	0.094	50	0.088	59	0.084	69
East-To-West (Thru)	0.918	0.874	368	0.883	473	0.890	602	0.895	732
East-To-North (RT)	0.008	0.024	10	0.023	12	0.022	15	0.021	17
Total Flow From East:			**421**		**535**		**676**		**818**
North-To-East (LT)	0.018	0.061	3	0.061	3	0.062	4	0.063	5
North-To-South (Thru)	0.070	0.093	5	0.087	5	0.081	6	0.077	6
North-To-West (RT)	0.912	0.846	41	0.852	49	0.857	57	0.860	66
Total Flow From North:			**49**		**57**		**67**		**77**
South-To-West (LT)	0.458	0.190	15	0.191	18	0.190	21	0.188	23
South-To-North (Thru)	0.048	0.064	5	0.059	5	0.055	5	0.053	7
South-To-East (RT)	0.494	0.746	59	0.750	69	0.755	82	0.759	94
Total Flow From South:			**79**		**92**		**108**		**124**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Lorraine Road
Project: SR 72 PD&E Study - No-Build Alternative
County: Sarasota (PM Peak Hour)

Is this a 4 way intersection?
(●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(●) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	*Mainline*
Westbound (WB)	45.0%
Eastbound (EB)	55.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
(●) Yes
( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(●) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	10400	7300	4800	1400	23900
2050	20200	19300	15900	22100	77500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	29.8%	146
(EB THRU)	*West-to-East*	36.3%	225
(EB RT)	*West-to-South*	33.9%	59
(WB LT)	*East-to-South*	35.8%	2
(WB THRU)	*East-to-West*	32.7%	143
(WB RT)	*East-to-North*	31.5%	49
(SB LT)	*North-to-East*	35.8%	121
(SB THRU)	*North-to-South*	33.5%	24
(SB RT)	*North-to-West*	30.7%	251
(NB LT)	*South-to-West*	32.0%	92
(NB THRU)	*South-to-North*	30.7%	21
(NB RT)	*South-to-East*	37.3%	6

Desired Closure: 0.15

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (PM Peak Hour)
Intersection:	Lorraine Road		
Project:	SR 72 PD&E Study - No-Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.298	0.347	179	0.307	200	0.285	236	0.271	271
West-To-East (Thru)	0.363	0.576	296	0.461	302	0.389	321	0.352	352
West-To-South (RT)	0.339	0.077	40	0.232	151	0.326	270	0.377	377
Total Flow From West:			**515**		**653**		**827**		**1000**
East-To-South (LT)	0.358	0.037	11	0.204	89	0.323	196	0.388	303
East-To-West (Thru)	0.327	0.793	235	0.526	229	0.394	240	0.333	261
East-To-North (RT)	0.315	0.170	50	0.270	117	0.283	172	0.279	218
Total Flow From East:			**296**		**435**		**608**		**782**
North-To-East (LT)	0.358	0.253	49	0.356	115	0.349	169	0.334	215
North-To-South (Thru)	0.335	0.033	6	0.179	58	0.293	141	0.358	231
North-To-West (RT)	0.307	0.714	139	0.465	150	0.358	173	0.308	198
Total Flow From North:			**194**		**323**		**483**		**644**
South-To-West (LT)	0.320	0.638	44	0.439	159	0.372	271	0.342	374
South-To-North (Thru)	0.307	0.136	9	0.225	81	0.266	193	0.287	314
South-To-East (RT)	0.373	0.226	16	0.336	122	0.362	264	0.371	406
Total Flow From South:			**69**		**362**		**728**		**1094**

SR 72 Mainline Design Year (2050) Peak Hour K-Factors and D-Factors - No-Build Alternative (Based on Raw TURNS5 Output)

Location	AADT Volume	AM Peak Hour (7:30 - 8:30)					PM Peak Hour (4:45 - 5:45)				
		Westbound Volume	Eastbound Volume	Two-Way Volume	K-Factor	D-Factor	Westbound Volume	Eastbound Volume	Two-Way Volume	K-Factor	D-Factor
West of Hummingbird Avenue	39,700	1,967	1,608	3,575	9.0%	55.0%	1,543	1,965	3,508	8.8%	56.0%
East of Hummingbird Avenue	35,600	1,762	1,481	3,243	9.1%	54.3%	1,442	1,822	3,264	9.2%	55.8%
West of Twin Lakes Park Entrance/Exit	35,600	1,748	1,442	3,190	9.0%	54.8%	1,415	1,762	3,177	8.9%	55.5%
East of Twin Lakes Park Entrance/Exit	34,700	1,718	1,409	3,127	9.0%	54.9%	1,405	1,677	3,082	8.9%	54.4%
West of Talon Boulevard/Ibis Street	34,700	1,730	1,405	3,135	9.0%	55.2%	1,390	1,718	3,108	9.0%	55.3%
East of Talon Boulevard/Ibis Street	20,000	990	817	1,807	9.0%	54.8%	810	982	1,792	9.0%	54.8%
West of Great Egret Boulevard	20,000	981	810	1,791	9.0%	54.8%	801	990	1,791	9.0%	55.3%
East of Great Egret Boulevard	20,000	990	807	1,797	9.0%	55.1%	810	986	1,796	9.0%	54.9%
West of Proctor Road/Dove Avenue	20,000	988	810	1,798	9.0%	54.9%	809	990	1,799	9.0%	55.0%
East of Proctor Road/Dove Avenue	22,100	1,094	891	1,985	9.0%	55.1%	895	1,089	1,984	9.0%	54.9%
West of Sandhill Lake Dr/Preservation Dr	22,100	1,097	895	1,992	9.0%	55.1%	896	1,094	1,990	9.0%	55.0%
East of Sandhill Lake Dr/Preservation Dr	22,100	1,094	892	1,986	9.0%	55.1%	895	1,096	1,991	9.0%	55.0%
West of Aventura Drive	22,100	1,043	895	1,938	8.8%	53.8%	841	1,094	1,935	8.8%	56.5%
East of Aventura Drive	20,200	1,000	871	1,871	8.3%	53.4%	818	1,055	1,873	9.3%	56.3%
West of Coash Road/Hawkins Road	20,200	989	818	1,807	8.3%	54.7%	821	1,000	1,821	9.0%	54.9%
East of Coash Road/Hawkins Road	20,200	1,000	805	1,805	8.9%	55.4%	818	1,001	1,819	9.0%	55.0%
West of Lorraine Road	20,200	978	818	1,796	8.9%	54.5%	833	1,000	1,833	9.1%	54.6%
East of Lorraine Road	19,300	955	763	1,718	8.2%	55.6%	782	973	1755	9.1%	55.4%
Corridor Average					**8.9%**	**54.8%**				**9.0%**	**55.3%**
Corridor Target Values					**9.0%**	**55.0%**				**9.0%**	**55.0%**

SR 72 Cross Street Design Year (2050) Peak Hour K-Factors and D-Factors - No-Build Alternative (Based on Raw TURNS5 Output)

Location	AADT Volume	AM Peak Hour (7:30 - 8:30)					PM Peak Hour (4:45 - 5:45)				
		Northbound Volume	Southbound Volume	Two-Way Volume	K-Factor	D-Factor	Northbound Volume	Southbound Volume	Two-Way Volume	K-Factor	D-Factor
Hummingbird Avenue	3,000	205	127	332	11.1%	61.7%	101	143	244	8.13%	58.6%
Twin Lakes Park Entrance	1,400	30	33	63	4.5%	52.4%	45	120	165	11.79%	72.7%
Talon Boulevard	1,200	61	49	110	9.2%	55.5%	50	59	109	9.08%	54.1%
Ibis Street	19,300	955	791	1,746	9.0%	54.7%	782	947	1,729	8.96%	54.8%
Great Egret Boulevard	1,000	44	32	76	7.6%	57.9%	45	32	77	7.70%	58.4%
Proctor Road	11,800	647	413	1,060	9.0%	61.0%	486	573	1,059	8.97%	54.1%
Dove Avenue	10,500	576	368	944	9.0%	61.0%	435	509	944	8.99%	53.9%
Sandhill Lake Drive	200	11	8	19	9.5%	57.9%	7	11	18	9.00%	61.1%
Preservation Drive	300	8	5	13	4.3%	61.5%	6	7	13	4.33%	53.8%
Aventura Drive	700	24	43	67	9.6%	64.2%	39	23	62	8.86%	62.9%
Coash Road	2,500	99	185	284	11.4%	65.1%	94	77	171	6.84%	55.0%
Hawkins Road	1,900	131	241	372	19.6%	64.8%	124	103	227	11.95%	54.6%
Lorraine Road (North of SR 72)	15,900	620	787	1,407	8.8%	55.9%	803	644	1,447	9.10%	55.5%
Lorraine Road (South of SR 72)	22,100	895	1,085	1,980	8.8%	54.8%	1,094	911	2,005	9.07%	54.6%

SR 72 Mainline Design Year (2050) Peak Hour K-Factors and D-Factors - No-Build Alternative (Adjusted)

Location	AADT Volume	AM Peak Hour (7:30 - 8:30)					PM Peak Hour (4:45 - 5:45)				
		Westbound Volume	Eastbound Volume	Two-Way Volume	K-Factor	D-Factor	Westbound Volume	Eastbound Volume	Two-Way Volume	K-Factor	D-Factor
West of Hummingbird Avenue	39,700	1,932	1,548	3,480	8.8%	55.5%	1,558	1,950	3,508	8.8%	55.6%
East of Hummingbird Avenue	35,600	1,743	1,436	3,179	8.9%	54.8%	1,477	1,827	3,304	9.3%	55.3%
West of Twin Lakes Park Entrance/Exit	35,600	1,743	1,436	3,179	8.9%	54.8%	1,477	1,827	3,304	9.3%	55.3%
East of Twin Lakes Park Entrance/Exit	34,700	1,722	1,409	3,131	9.0%	55.0%	1,433	1,738	3,171	9.1%	54.8%
West of Talon Boulevard/Ibis Street	34,700	1,722	1,409	3,131	9.0%	55.0%	1,433	1,738	3,171	9.1%	54.8%
East of Talon Boulevard/Ibis Street	20,000	983	817	1,800	9.0%	54.6%	821	993	1,814	9.1%	54.7%
West of Great Egret Boulevard	20,000	989	804	1,793	9.0%	55.2%	815	993	1,808	9.0%	54.9%
East of Great Egret Boulevard	20,000	979	804	1,783	8.9%	54.9%	814	989	1,803	9.0%	54.9%
West of Proctor Road/Dove Avenue	20,000	980	807	1,787	8.9%	54.8%	819	989	1,808	9.0%	54.7%
East of Proctor Road/Dove Avenue	22,100	1,086	888	1,974	8.9%	55.0%	905	1,089	1,994	9.0%	54.6%
West of Sandhill Lake Dr/Preservation Dr	22,100	1,088	890	1,978	9.0%	55.0%	905	1,092	1,997	9.0%	54.7%
East of Sandhill Lake Dr/Preservation Dr	22,100	1,079	894	1,973	8.9%	54.7%	906	1,094	2,000	9.0%	54.7%
West of Aventura Drive	22,100	1,079	892	1,971	8.9%	54.7%	906	1,091	1,997	9.0%	54.6%
East of Aventura Drive	20,200	1,042	878	1,920	9.5%	54.3%	893	1,063	1,956	9.7%	54.3%
West of Coash Road/Hawkins Road	20,200	1,019	878	1,897	9.4%	53.7%	873	1,053	1,926	9.5%	54.7%
East of Coash Road/Hawkins Road	20,200	978	804	1,782	8.8%	54.9%	842	983	1,825	9.0%	53.9%
West of Lorraine Road	20,200	965	807	1,772	8.8%	54.5%	842	988	1,830	9.1%	54.0%
East of Lorraine Road	19,300	942	752	1,694	8.8%	55.6%	782	951	1733	9.0%	54.9%
Corridor Average					**9.0%**	**54.8%**				**9.1%**	**54.7%**
Corridor Target Values					**9.0%**	**55.0%**				**9.0%**	**55.0%**

SR 72 Cross Street Design Year (2050) Peak Hour K-Factors and D-Factors - No-Build Alternative (Adjusted)

Location	AADT Volume	AM Peak Hour (7:30 - 8:30)					PM Peak Hour (4:45 - 5:45)				
		Northbound Volume	Southbound Volume	Two-Way Volume	K-Factor	D-Factor	Northbound Volume	Southbound Volume	Two-Way Volume	K-Factor	D-Factor
Hummingbird Avenue	3,000	215	138	353	11.8%	60.9%	107	149	256	8.5%	58.2%
Twin Lakes Park Entrance	1,400	36	42	78	5.6%	53.8%	75	120	195	13.9%	61.5%
Talon Boulevard	1,200	47	55	102	8.5%	53.9%	79	59	138	11.5%	57.2%
Ibis Street	19,300	939	800	1,739	9.0%	54.0%	827	940	1,767	9.2%	53.2%
Great Egret Boulevard	1,000	25	35	60	6.0%	58.3%	35	32	67	6.7%	52.2%
Proctor Road	11,800	647	453	1,100	9.3%	58.8%	486	573	1,059	9.0%	54.1%
Dove Avenue	10,500	576	407	983	9.4%	58.6%	435	509	944	9.0%	53.9%
Sandhill Lake Drive	200	13	13	26	13.0%	50.0%	8	11	19	9.5%	57.9%
Preservation Drive	300	12	9	21	7.0%	57.1%	8	10	18	6.0%	55.6%
Aventura Drive	700	30	53	83	11.9%	63.9%	44	29	73	10.4%	60.3%
Coash Road	2,500	99	157	256	10.2%	61.3%	105	76	181	7.2%	58.0%
Hawkins Road	1,900	249	340	589	31.0%	57.7%	122	132	254	13.4%	52.0%
Lorraine Road (North of SR 72)	15,900	629	787	1,416	8.9%	55.6%	803	643	1,446	9.1%	55.5%
Lorraine Road (South of SR 72)	22,000	895	1,085	1,980	9.0%	54.8%	1,094	911	2,005	9.1%	54.6%

APPENDIX L

BUILD ALTERNATIVE

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Hummingbird Avenue
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	11.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	62.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	18500	16600	0	1900	37000
2050	43200	38800	0	3000	85000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	91.1%	733
(EB RT)	*West-to-South*	8.9%	72
(WB LT)	*East-to-South*	0.6%	4
(WB THRU)	*East-to-West*	99.4%	686
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	95.7%	111
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	4.3%	5

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Hummingbird Avenue		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.911	0.902	676	0.911	943	0.920	1281	0.926	1620
West-To-South (RT)	0.089	0.098	73	0.089	92	0.080	111	0.074	130
Total Flow From West:			**749**		**1035**		**1392**		**1750**
East-To-South (LT)	0.006	0.008	7	0.003	3	0.000	0	0.000	0
East-To-West (Thru)	0.994	0.992	815	0.997	1133	1.000	1528	1.000	1921
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**822**		**1136**		**1528**		**1921**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.957	0.951	124	0.980	148	1.000	178	1.000	205
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.043	0.049	6	0.020	3	0.000	0	0.000	0
Total Flow From South:			**130**		**151**		**178**		**205**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Twin Lakes Park Entrance/Exit
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No: ○ Yes ◉ No

K Factors	
Mainline	9.00%
Side street	4.50%

D Factors	
	Mainline
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	48.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: ◉ Yes ○ No

If "Yes" go to cell C47 | If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function: ◉ Linear ○ Exponential ○ Decaying

Side Street Growth Function: ◉ Linear ○ Exponential ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	16600	16200	0	900	33700
2050	38800	37800	0	1400	78000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	98.0%	723
(EB RT)	*West-to-South*	2.0%	15
(WB LT)	*East-to-South*	0.6%	4
(WB THRU)	*East-to-West*	99.4%	676
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	77.8%	14
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	22.2%	4

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Twin Lakes Park Entrance/Exit		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

	2022	2022		2030		2040		2050	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
West-To-East (Thru)	0.980	0.972	653	0.974	905	0.977	1221	0.979	1538
West-To-South (RT)	0.020	0.028	19	0.026	24	0.023	29	0.021	33
Total Flow From West:			**672**		**929**		**1250**		**1571**
East-To-South (LT)	0.006	0.003	2	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.994	0.997	800	1.000	1107	1.000	1489	1.000	1871
East-To-North (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From East:			**802**		**1107**		**1489**		**1871**
North-To-East (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From North:			**0**		**0**		**0**		**0**
South-To-West (LT)	0.778	0.906	17	1.000	23	1.000	26	1.000	30
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.222	0.094	2	0.000	0	0.000	0	0.000	0
Total Flow From South:			**19**		**23**		**26**		**30**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Talon Boulevard/Ibis Street
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (•) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	45.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030	0.00%	0.00%
Mid	2040		
Design	2050		

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	16200	12300	1200	3800	33500
2050	37800	22700	1200	19800	81500

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	3.3%	20
(EB THRU)	*West-to-East*	51.7%	538
(EB RT)	*West-to-South*	45.0%	169
(WB LT)	*East-to-South*	29.3%	21
(WB THRU)	*East-to-West*	68.5%	511
(WB RT)	*East-to-North*	2.2%	5
(SB LT)	*North-to-East*	25.6%	9
(SB THRU)	*North-to-South*	22.3%	2
(SB RT)	*North-to-West*	52.1%	38
(NB LT)	*South-to-West*	65.7%	131
(NB THRU)	*South-to-North*	2.0%	1
(NB RT)	*South-to-East*	32.3%	11

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Talon Boulevard/Ibis Street		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.033	0.076	50	0.052	47	0.037	45	0.030	46
West-To-East (Thru)	0.517	0.720	472	0.627	568	0.563	686	0.523	801
West-To-South (RT)	0.450	0.204	134	0.321	291	0.400	487	0.447	684
Total Flow From West:			**656**		**906**		**1218**		**1531**
East-To-South (LT)	0.293	0.030	18	0.061	46	0.089	84	0.108	121
East-To-West (Thru)	0.685	0.959	584	0.929	702	0.902	848	0.885	995
East-To-North (RT)	0.022	0.011	7	0.010	8	0.009	8	0.007	8
Total Flow From East:			**609**		**756**		**940**		**1124**
North-To-East (LT)	0.256	0.096	5	0.108	5	0.112	5	0.113	6
North-To-South (Thru)	0.223	0.027	1	0.056	3	0.079	4	0.096	4
North-To-West (RT)	0.521	0.877	43	0.836	41	0.809	40	0.791	39
Total Flow From North:			**49**		**49**		**49**		**49**
South-To-West (LT)	0.657	0.893	168	0.877	363	0.872	608	0.869	852
South-To-North (Thru)	0.020	0.010	2	0.010	4	0.008	5	0.007	6
South-To-East (RT)	0.323	0.097	18	0.113	47	0.120	84	0.124	122
Total Flow From South:			**188**		**414**		**697**		**980**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Great Egret Boulevard
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ◉ EB, WB, and SB
- ○ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	7.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	0.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12300	12300	700	0	25300
2050	22700	22700	1000	0	46400

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	3.4%	19
(EB THRU)	*West-to-East*	96.6%	541
(EB RT)	*West-to-South*	0.0%	0
(WB LT)	*East-to-South*	0.0%	0
(WB THRU)	*East-to-West*	99.1%	525
(WB RT)	*East-to-North*	0.9%	5
(SB LT)	*North-to-East*	7.1%	1
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	92.9%	13
(NB LT)	*South-to-West*	0.0%	0
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	0.0%	0

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Great Egret Boulevard		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.034	0.023	11	0.021	13	0.019	15	0.015	14
West-To-East (Thru)	0.966	0.977	487	0.979	605	0.981	754	0.985	905
West-To-South (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From West:			**498**		**618**		**769**		**919**
East-To-South (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
East-To-West (Thru)	0.991	0.970	591	0.972	735	0.975	916	0.973	1094
East-To-North (RT)	0.009	0.030	18	0.028	21	0.025	24	0.027	30
Total Flow From East:			**609**		**756**		**940**		**1124**
North-To-East (LT)	0.071	0.277	6	0.286	7	0.283	8	0.349	11
North-To-South (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
North-To-West (RT)	0.929	0.723	16	0.714	18	0.717	20	0.651	21
Total Flow From North:			**22**		**25**		**28**		**32**
South-To-West (LT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-North (Thru)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
South-To-East (RT)	0.000	0.000	0	0.000	0	0.000	0	0.000	0
Total Flow From South:			**0**		**0**		**0**		**0**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Proctor Road/Dove Avenue
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ( ) Yes
- (●) No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	61.0%
Southbound (SB)	39.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base	2022		
Opening	2030	0.00%	0.00%
Mid	2040		
Design	2050		

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2022	12300	12200	4300	1100	29900
2050	22700	24100	11500	10700	69000

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	31.8%	101
(EB THRU)	*West-to-East*	49.3%	415
(EB RT)	*West-to-South*	18.9%	21
(WB LT)	*East-to-South*	17.6%	4
(WB THRU)	*East-to-West*	52.8%	428
(WB RT)	*East-to-North*	29.6%	189
(SB LT)	*North-to-East*	39.4%	111
(SB THRU)	*North-to-South*	15.2%	74
(SB RT)	*North-to-West*	45.4%	59
(NB LT)	*South-to-West*	41.1%	50
(NB THRU)	*South-to-North*	23.2%	70
(NB RT)	*South-to-East*	35.7%	2

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Proctor Road/Dove Avenue		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.318	0.209	104	0.228	141	0.241	185	0.249	229
West-To-East (Thru)	0.493	0.758	378	0.685	423	0.631	486	0.596	548
West-To-South (RT)	0.189	0.033	16	0.087	54	0.128	98	0.155	142
Total Flow From West:			**498**		**618**		**769**		**919**
East-To-South (LT)	0.176	0.030	18	0.084	65	0.127	125	0.156	186
East-To-West (Thru)	0.528	0.781	472	0.696	537	0.633	622	0.593	708
East-To-North (RT)	0.296	0.189	114	0.220	170	0.240	236	0.251	299
Total Flow From East:			**604**		**772**		**983**		**1193**
North-To-East (LT)	0.394	0.459	69	0.459	102	0.452	141	0.445	180
North-To-South (Thru)	0.152	0.020	3	0.058	13	0.092	29	0.116	47
North-To-West (RT)	0.454	0.521	79	0.483	108	0.456	143	0.439	177
Total Flow From North:			**151**		**223**		**313**		**404**
South-To-West (LT)	0.411	0.470	28	0.441	93	0.421	168	0.409	240
South-To-North (Thru)	0.232	0.115	7	0.140	30	0.161	64	0.175	103
South-To-East (RT)	0.357	0.415	25	0.419	88	0.418	167	0.416	244
Total Flow From South:			**60**		**211**		**399**		**587**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AIM Engineering
Date: 21-Nov-22
Highway: SR 72
Intersection: Sandhill Lake Drive/Preservation Drive
Project: SR 72 PD&E Study - Build Alternative
County: Sarasota (AM Peak Hour)

Is this a 4 way intersection?
(•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
( ) EB, WB, and SB
( ) EB, WB, and NB
( ) EB, SB, and NB
( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
( ) Yes
(•) No

K Factors	Mainline
	9.00%
	Side street
	6.50%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	58.0%
Southbound (SB)	42.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
(•) Yes
( ) No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01)	
		Mainline	**Side Street**
Base	2022		
Opening	2030		
Mid	2040	0.00%	0.00%
Design	2050		

Mainline Growth Function
(•) Linear
( ) Exponential
( ) Decaying

Side Street Growth Function
(•) Linear
( ) Exponential
( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2022
Opening	2030
Mid	2040
Design	2050
Model	2050

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2022	12200	10400	200	200	23000
2050	24100	24100	300	200	48700

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2022**
(EB LT)	*West-to-North*	1.5%	8
(EB THRU)	*West-to-East*	97.5%	511
(EB RT)	*West-to-South*	1.0%	5
(WB LT)	*East-to-South*	0.2%	1
(WB THRU)	*East-to-West*	99.6%	610
(WB RT)	*East-to-North*	0.2%	1
(SB LT)	*North-to-East*	20.0%	2
(SB THRU)	*North-to-South*	10.0%	1
(SB RT)	*North-to-West*	70.0%	7
(NB LT)	*South-to-West*	72.7%	8
(NB THRU)	*South-to-North*	9.1%	1
(NB RT)	*South-to-East*	18.2%	2

Desired Closure: 0.10

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	SR 72	**County:**	Sarasota (AM Peak Hour)
Intersection:	Sandhill Lake Drive/Preservation Drive		
Project:	SR 72 PD&E Study - Build Alternative	**Analyst:**	AIM Engineering
		Date:	21-Nov-22

Approach-To-Approach	2022 Initial Estimate	2022 Final Estimate	2022 Calculated Volume	2030 Final Estimate	2030 Calculated Volume	2040 Final Estimate	2040 Calculated Volume	2050 Final Estimate	2050 Calculated Volume
West-To-North (LT)	0.015	0.018	9	0.015	9	0.013	10	0.007	7
West-To-East (Thru)	0.975	0.970	479	0.977	618	0.981	789	0.990	966
West-To-South (RT)	0.010	0.012	6	0.008	5	0.006	5	0.003	3
Total Flow From West:			**494**		**632**		**804**		**976**
East-To-South (LT)	0.002	0.000	0	0.000	0	0.000	0	0.002	2
East-To-West (Thru)	0.996	1.000	515	1.000	709	1.000	951	0.995	1187
East-To-North (RT)	0.002	0.000	0	0.000	0	0.000	0	0.003	4
Total Flow From East:			**515**		**709**		**951**		**1193**
North-To-East (LT)	0.200	0.000	0	0.000	0	0.000	0	0.440	4
North-To-South (Thru)	0.100	0.000	0	0.000	0	0.000	0	0.058	0
North-To-West (RT)	0.700	1.000	5	1.000	6	1.000	7	0.502	4
Total Flow From North:			**5**		**6**		**7**		**8**
South-To-West (LT)	0.727	1.000	8	1.000	8	1.000	8	0.514	4
South-To-North (Thru)	0.091	0.000	0	0.000	0	0.000	0	0.091	1
South-To-East (RT)	0.182	0.000	0	0.000	0	0.000	0	0.395	3
Total Flow From South:			**8**		**8**		**8**		**8**

APPENDIX M

2030 NO-BUILD ALTERNATIVE ROADWAY SEGMENT ANALYSIS SUMMARY SHEETS

APPENDIX M

AM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1081	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.86	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.5
Speed Slope Coefficient (m)	3.15305	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43362	PF Power Coefficient (p)	0.71996
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.4

Vehicle Results

Average Speed, mi/h	45.4	Percent Followers, %	78.1
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	18.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	99	0.14	18.6	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1081	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	8.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.4
Speed Slope Coefficient (m)	3.15034	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43366	PF Power Coefficient (p)	0.72002
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.3

Vehicle Results

Average Speed, mi/h	45.3	Percent Followers, %	78.1
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	18.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	105	0.15	18.6	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	726	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	7.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.43

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.90420	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44773	PF Power Coefficient (p)	0.70544
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.5

Vehicle Results

Average Speed, mi/h	41.5	Percent Followers, %	68.5
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	12.0
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	70	0.09	12.0	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	767	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.90203	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44767	PF Power Coefficient (p)	0.70546
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.4

Vehicle Results

Average Speed, mi/h	41.4	Percent Followers, %	69.9
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	12.9
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	73	0.10	12.9	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/5/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	710	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	8.60
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.88355	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46420	PF Power Coefficient (p)	0.70077
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	68.4
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/mi/ln	11.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	57	0.07	11.8	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	757	Opposing Demand Flow Rate, veh/h	623
Peak Hour Factor	0.87	Total Trucks, %	9.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.73883	Speed Power Coefficient (p)	0.46739
PF Slope Coefficient (m)	-1.39181	PF Power Coefficient (p)	0.72378
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	68.0
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	12.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.08	12.5	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	670	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18801	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	66.8
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	43	0.05	9.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	814	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18819	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.6

Vehicle Results

Average Speed, mi/h	46.6	Percent Followers, %	71.8
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	12.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	52	0.06	12.5	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	697	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71039	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34194	PF Power Coefficient (p)	0.75360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.6

Vehicle Results

Average Speed, mi/h	55.6	Percent Followers, %	64.0
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	8.0
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	87	0.08	8.0	D

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	793	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71075	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34191	PF Power Coefficient (p)	0.75359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.4

Vehicle Results

Average Speed, mi/h	55.4	Percent Followers, %	67.6
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	9.7
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	103	0.10	9.7	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	687	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85234	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37986	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	64.8
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.02	7.6	C

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	768	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	67.9
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	8.9
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	35	0.03	8.9	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	687	Opposing Demand Flow Rate, veh/h	852
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.75351	Speed Power Coefficient (p)	0.44693
PF Slope Coefficient (m)	-1.36947	PF Power Coefficient (p)	0.75946
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.7

Vehicle Results

Average Speed, mi/h	58.7	Percent Followers, %	64.3
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	7.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	25	0.02	7.5	C

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	768	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	67.9
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	8.9
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.03	8.9	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	688	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.82	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.79272	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39039	PF Power Coefficient (p)	0.73865
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.6

Vehicle Results

Average Speed, mi/h	57.6	Percent Followers, %	65.2
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	7.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	32	0.03	7.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	759	Opposing Demand Flow Rate, veh/h	620
Peak Hour Factor	0.91	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.64949	Speed Power Coefficient (p)	0.46773
PF Slope Coefficient (m)	-1.36241	PF Power Coefficient (p)	0.76481
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.6

Vehicle Results

Average Speed, mi/h	57.6	Percent Followers, %	66.8
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	8.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	39	0.03	8.8	D

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APPENDIX M

PM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1088	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.7
Speed Slope Coefficient (m)	3.16262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43345	PF Power Coefficient (p)	0.71976
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.5

Vehicle Results

Average Speed, mi/h	45.5	Percent Followers, %	78.2
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	18.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	107	0.15	18.7	E

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	971	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	3.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.6
Speed Slope Coefficient (m)	3.15955	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43350	PF Power Coefficient (p)	0.71983
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.6

Vehicle Results

Average Speed, mi/h	45.6	Percent Followers, %	75.4
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	16.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	97	0.13	16.1	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	683	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient (m)	2.91629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44805	PF Power Coefficient (p)	0.70530
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	66.9
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	10.9
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	70	0.09	10.9	D

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HCS Two-Lane Highway Report

Project Information

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Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	713	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	4.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.0
Speed Slope Coefficient (m)	2.91069	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44791	PF Power Coefficient (p)	0.70536
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	68.0
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	11.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	74	0.10	11.6	D

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HCS Two-Lane Highway Report

Project Information

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Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	670	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.89655	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46459	PF Power Coefficient (p)	0.70063
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	66.9
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	10.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	57	0.07	10.8	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	703	Opposing Demand Flow Rate, veh/h	663
Peak Hour Factor	0.94	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.75725	Speed Power Coefficient (p)	0.46327
PF Slope Coefficient (m)	-1.39780	PF Power Coefficient (p)	0.72238
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	66.2
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.07	11.2	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	783	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.46

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.20172	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46740	PF Power Coefficient (p)	0.71268
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	70.9
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	11.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.06	11.8	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	750	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.19739	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46752	PF Power Coefficient (p)	0.71278
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	69.7
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	45	0.05	11.2	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	770	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.9
Speed Slope Coefficient (m)	3.72483	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34068	PF Power Coefficient (p)	0.75312
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.7

Vehicle Results

Average Speed, mi/h	55.7	Percent Followers, %	66.8
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	9.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	98	0.09	9.2	D

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	722	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.8
Speed Slope Coefficient (m)	3.71996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34110	PF Power Coefficient (p)	0.75328
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.7

Vehicle Results

Average Speed, mi/h	55.7	Percent Followers, %	65.0
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	8.4
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	92	0.09	8.4	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	691	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.86605	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37835	PF Power Coefficient (p)	0.74052
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.8

Vehicle Results

Average Speed, mi/h	58.8	Percent Followers, %	65.0
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.03	7.6	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	639	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	62.8
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	6.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.02	6.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	691	Opposing Demand Flow Rate, veh/h	653
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.72954	Speed Power Coefficient (p)	0.46422
PF Slope Coefficient (m)	-1.35653	PF Power Coefficient (p)	0.76568
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	64.0
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	7.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.02	7.5	C

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	639	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	62.8
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	6.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.02	6.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	693	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.8
Speed Slope Coefficient (m)	3.80643	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38896	PF Power Coefficient (p)	0.73813
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.8

Vehicle Results

Average Speed, mi/h	57.8	Percent Followers, %	65.4
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	7.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	35	0.03	7.8	C

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	639	Opposing Demand Flow Rate, veh/h	678
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.7
Speed Slope Coefficient (m)	3.66915	Speed Power Coefficient (p)	0.46174
PF Slope Coefficient (m)	-1.36666	PF Power Coefficient (p)	0.76244
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	58.0

Vehicle Results

Average Speed, mi/h	58.0	Percent Followers, %	62.1
Segment Travel Time, minutes	0.23	Follower Density (FD), followers/mi/ln	6.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	33	0.03	6.9	C

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APPENDIX N

2050 NO-BUILD ALTERNATIVE ROADWAY SEGMENT ANALYSIS SUMMARY SHEETS

APPENDIX N

AM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1530	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.90

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.5
Speed Slope Coefficient (m)	3.15305	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43362	PF Power Coefficient (p)	0.71996
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	29.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	44.8

Vehicle Results

Average Speed, mi/h	44.8	Percent Followers, %	85.7
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/mi/ln	29.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	152	0.26	29.3	E

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Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1863	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	8.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.4
Speed Slope Coefficient (m)	3.15034	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43366	PF Power Coefficient (p)	0.72002
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.4

Vehicle Results

Average Speed, mi/h	45.4	Percent Followers, %	77.5
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	18.1
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	18.1	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	7.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.90420	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44773	PF Power Coefficient (p)	0.70544
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	73.3
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	15.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	90	0.13	15.6	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1063	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.90203	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44767	PF Power Coefficient (p)	0.70546
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.0

Vehicle Results

Average Speed, mi/h	41.0	Percent Followers, %	78.0
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	20.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	109	0.17	20.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	868	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	8.60
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.88355	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46420	PF Power Coefficient (p)	0.70077
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.0

Vehicle Results

Average Speed, mi/h	41.0	Percent Followers, %	73.4
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/mi/ln	15.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	74	0.11	15.5	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1054	Opposing Demand Flow Rate, veh/h	868
Peak Hour Factor	0.93	Total Trucks, %	9.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.6
Speed Slope Coefficient (m)	2.78545	Speed Power Coefficient (p)	0.44581
PF Slope Coefficient (m)	-1.42012	PF Power Coefficient (p)	0.71634
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	77.1
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/mi/ln	19.9
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	90	0.14	19.9	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	947	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18801	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.4

Vehicle Results

Average Speed, mi/h	46.4	Percent Followers, %	75.6
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/mi/ln	15.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.08	15.4	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	1170	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.4
Speed Slope Coefficient (m)	3.18819	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46777	PF Power Coefficient (p)	0.71300
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.1

Vehicle Results

Average Speed, mi/h	46.1	Percent Followers, %	80.6
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/mi/ln	20.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	75	0.11	20.5	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	953	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71039	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34194	PF Power Coefficient (p)	0.75360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.1

Vehicle Results

Average Speed, mi/h	55.1	Percent Followers, %	72.6
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	12.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	125	0.13	12.5	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	1134	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.67

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient (m)	3.71075	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34191	PF Power Coefficient (p)	0.75359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	54.8

Vehicle Results

Average Speed, mi/h	54.8	Percent Followers, %	77.1
Segment Travel Time, minutes	0.62	Follower Density (FD), followers/mi/ln	16.0
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	149	0.17	16.0	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	865	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85234	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37986	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.2

Vehicle Results

Average Speed, mi/h	58.2	Percent Followers, %	71.0
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	10.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	41	0.04	10.5	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1052	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	76.1
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	49	0.05	13.8	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2030) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	865	Opposing Demand Flow Rate, veh/h	1052
Peak Hour Factor	0.93	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.78702	Speed Power Coefficient (p)	0.43424
PF Slope Coefficient (m)	-1.37646	PF Power Coefficient (p)	0.75336
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	70.9
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	10.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.03	10.5	D

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Project Information

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Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1052	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.7
Speed Slope Coefficient (m)	3.85252	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37984	PF Power Coefficient (p)	0.74105
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	76.1
Segment Travel Time, minutes	0.19	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	44	0.05	13.8	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	868	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	9.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.79272	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39039	PF Power Coefficient (p)	0.73865
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.2

Vehicle Results

Average Speed, mi/h	57.2	Percent Followers, %	71.4
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	10.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.04	10.8	D

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	1038	Opposing Demand Flow Rate, veh/h	868
Peak Hour Factor	0.93	Total Trucks, %	9.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.6
Speed Slope Coefficient (m)	3.69678	Speed Power Coefficient (p)	0.44581
PF Slope Coefficient (m)	-1.37868	PF Power Coefficient (p)	0.75645
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.0

Vehicle Results

Average Speed, mi/h	57.0	Percent Followers, %	75.8
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	55	0.06	13.8	E

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APPENDIX N

PM PEAK HOUR SUMMARY SHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hummingbird Ave to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1917	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.7
Speed Slope Coefficient (m)	3.16262	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43345	PF Power Coefficient (p)	0.71976
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	45.5

Vehicle Results

Average Speed, mi/h	45.5	Percent Followers, %	77.9
Segment Travel Time, minutes	0.56	Follower Density (FD), followers/mi/ln	18.4
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	18.4	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Hummingbird Ave	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2249
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	4.7

Demand and Capacity

Directional Demand Flow Rate, veh/h	1548	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	3.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.91

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.6
Speed Slope Coefficient (m)	3.15955	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43350	PF Power Coefficient (p)	0.71983
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	29.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2249	-	-	44.9

Vehicle Results

Average Speed, mi/h	44.9	Percent Followers, %	86.0
Segment Travel Time, minutes	0.57	Follower Density (FD), followers/mi/ln	29.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	155	0.26	29.6	E

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HCS Two-Lane Highway Report

Project Information

Analyst	GSR	Date	10/31/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - No-Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Ibis St to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1068	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient (m)	2.91629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44805	PF Power Coefficient (p)	0.70530
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.2

Vehicle Results

Average Speed, mi/h	41.2	Percent Followers, %	78.1
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	20.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	109	0.17	20.2	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Ibis St	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2323
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	23.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	873	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	4.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.0
Speed Slope Coefficient (m)	2.91069	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44791	PF Power Coefficient (p)	0.70536
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-	-	41.4

Vehicle Results

Average Speed, mi/h	41.4	Percent Followers, %	73.2
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	15.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	90	0.13	15.4	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Great Egret Blvd to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1063	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.9
Speed Slope Coefficient (m)	2.89655	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46459	PF Power Coefficient (p)	0.70063
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.0

Vehicle Results

Average Speed, mi/h	41.0	Percent Followers, %	78.3
Segment Travel Time, minutes	0.54	Follower Density (FD), followers/mi/ln	20.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	91	0.14	20.3	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Great Egret Blvd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1943
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	45	Access Point Density, pts/mi	24.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	871	Opposing Demand Flow Rate, veh/h	663
Peak Hour Factor	0.94	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.8
Speed Slope Coefficient (m)	2.75725	Speed Power Coefficient (p)	0.46327
PF Slope Coefficient (m)	-1.39780	PF Power Coefficient (p)	0.72238
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1943	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	71.8
Segment Travel Time, minutes	0.53	Follower Density (FD), followers/mi/ln	15.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	75	0.10	15.1	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Proctor Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	1174	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.20172	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46740	PF Power Coefficient (p)	0.71268
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.3

Vehicle Results

Average Speed, mi/h	46.3	Percent Followers, %	80.7
Segment Travel Time, minutes	0.36	Follower Density (FD), followers/mi/ln	20.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	75	0.11	20.4	E

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HCS Two-Lane Highway Report

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Proctor Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1452
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	3.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	973	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	49.6
Speed Slope Coefficient (m)	3.19739	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46752	PF Power Coefficient (p)	0.71278
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1452	-	-	46.5

Vehicle Results

Average Speed, mi/h	46.5	Percent Followers, %	76.3
Segment Travel Time, minutes	0.35	Follower Density (FD), followers/mi/ln	16.0
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	62	0.08	16.0	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Preservation Dr to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	1156	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.20
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.68

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.9
Speed Slope Coefficient (m)	3.72483	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34068	PF Power Coefficient (p)	0.75312
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	77.6
Segment Travel Time, minutes	0.62	Follower Density (FD), followers/mi/ln	16.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	152	0.18	16.3	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to Preservation Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2983
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	12.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	962	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	3.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.8
Speed Slope Coefficient (m)	3.71996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34110	PF Power Coefficient (p)	0.75328
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2983	-	-	55.3

Vehicle Results

Average Speed, mi/h	55.3	Percent Followers, %	72.8
Segment Travel Time, minutes	0.61	Follower Density (FD), followers/mi/ln	12.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	126	0.14	12.7	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Hawkins Rd to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1057	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.86605	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37835	PF Power Coefficient (p)	0.74052
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	76.2
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	13.9
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.05	13.9	E

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Project Description	From 1,065 E. of Hawkins Rd to Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1065
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	905	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1065	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	72.2
Segment Travel Time, minutes	0.21	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	42	0.04	11.2	D

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Project Description	From 1,065 E. of Hawkins Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1057	Opposing Demand Flow Rate, veh/h	905
Peak Hour Factor	0.93	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.77649	Speed Power Coefficient (p)	0.44317
PF Slope Coefficient (m)	-1.37067	PF Power Coefficient (p)	0.75727
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.2

Vehicle Results

Average Speed, mi/h	58.2	Percent Followers, %	76.1
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	44	0.05	13.8	E

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Project Description	From Timberland Ln to 1,065 E. of Hawkins Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	945
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	905	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.8
Speed Slope Coefficient (m)	3.86028	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37899	PF Power Coefficient (p)	0.74074
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	945	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	72.2
Segment Travel Time, minutes	0.18	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.04	11.2	D

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Timberland Ln to Lorraine Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	1062	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	1.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.8
Speed Slope Coefficient (m)	3.80643	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38896	PF Power Coefficient (p)	0.73813
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	14.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.1

Vehicle Results

Average Speed, mi/h	57.1	Percent Followers, %	76.6
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	14.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	56	0.06	14.3	E

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Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	From Lorraine Rd to Timberland Ln	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1195
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	55	Access Point Density, pts/mi	4.4

Demand and Capacity

Directional Demand Flow Rate, veh/h	905	Opposing Demand Flow Rate, veh/h	1062
Peak Hour Factor	0.93	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.7
Speed Slope Coefficient (m)	3.73705	Speed Power Coefficient (p)	0.43366
PF Slope Coefficient (m)	-1.38525	PF Power Coefficient (p)	0.75028
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1195	-	-	57.3

Vehicle Results

Average Speed, mi/h	57.3	Percent Followers, %	72.4
Segment Travel Time, minutes	0.24	Follower Density (FD), followers/mi/ln	11.4
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.05	11.4	D

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APPENDIX O

COASH ROAD/HAWKINS ROAD INTERSECTION SIGNAL WARRANT STUDY

SIGNAL WARRANT STUDY

S.R. 72 at Hawkins Road/Coash Road
Section 17070 – M.P. 7.356
Sarasota County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 TRAFFIC OPERATIONS
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Continuing Services Contract for Traffic Operations
Financial Project Identification Number: 420112-2-32-01
Contract Number: C-AE23
TEDS Contract Number: 11489
Task Work Order: 17

Prepared by:
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June 2022

This item has been digitally signed and sealed by

On the date adjacent to the seal

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

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EXECUTIVE SUMMARY

A Traffic Signal Warrant Study was conducted for the intersection of State Road (S.R.) 72 and Hawkins Road/Coash Road located in Sarasota County, Florida, to determine if a traffic signal should be installed at the intersection. Currently, this intersection operates under two-way STOP control. Based on the results of the traffic signal warrant analysis, a review of crash history, field observations, engineering judgment, and other considerations, **it is recommended that an ICE analysis be undertaken at this time for the intersection of S.R. 72 and Hawkins Road/Coash Road to verify a traffic signal is the appropriate traffic control improvement at this location.**

In addition, the following improvement is recommended:

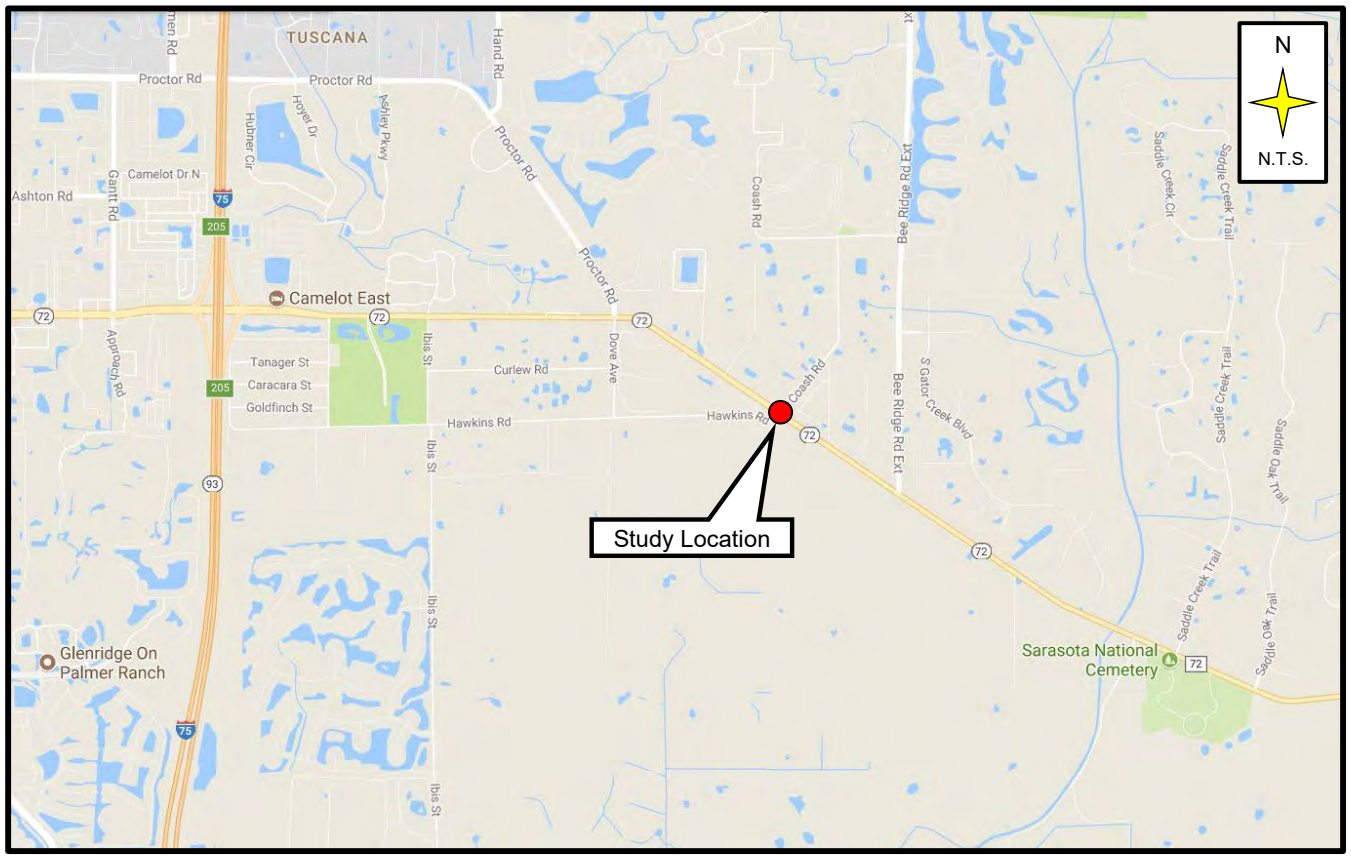
- **Install SCHOOL ENTRANCE Warning Signs (FTP 33-06) with supplemental flashing beacons to operate during school arrival and dismissal periods on the eastbound and westbound approaches to the intersection.**

1

INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct a Traffic Signal Warrant Study at the intersection of State Road (S.R.) 72 and Hawkins Road/Coash Road. The study intersection is located in Sarasota County, Florida, as shown in ***Figure 1***.

The analysis methods used in completing this study are consistent with the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), FDOT Manual on Uniform Traffic Studies (MUTS), FDOT Traffic Engineering Manual (TEM), and engineering judgment. This report documents existing conditions, traffic volumes, collision data, intersection delay, qualitative assessment, traffic signal warrant analysis, and recommendations.



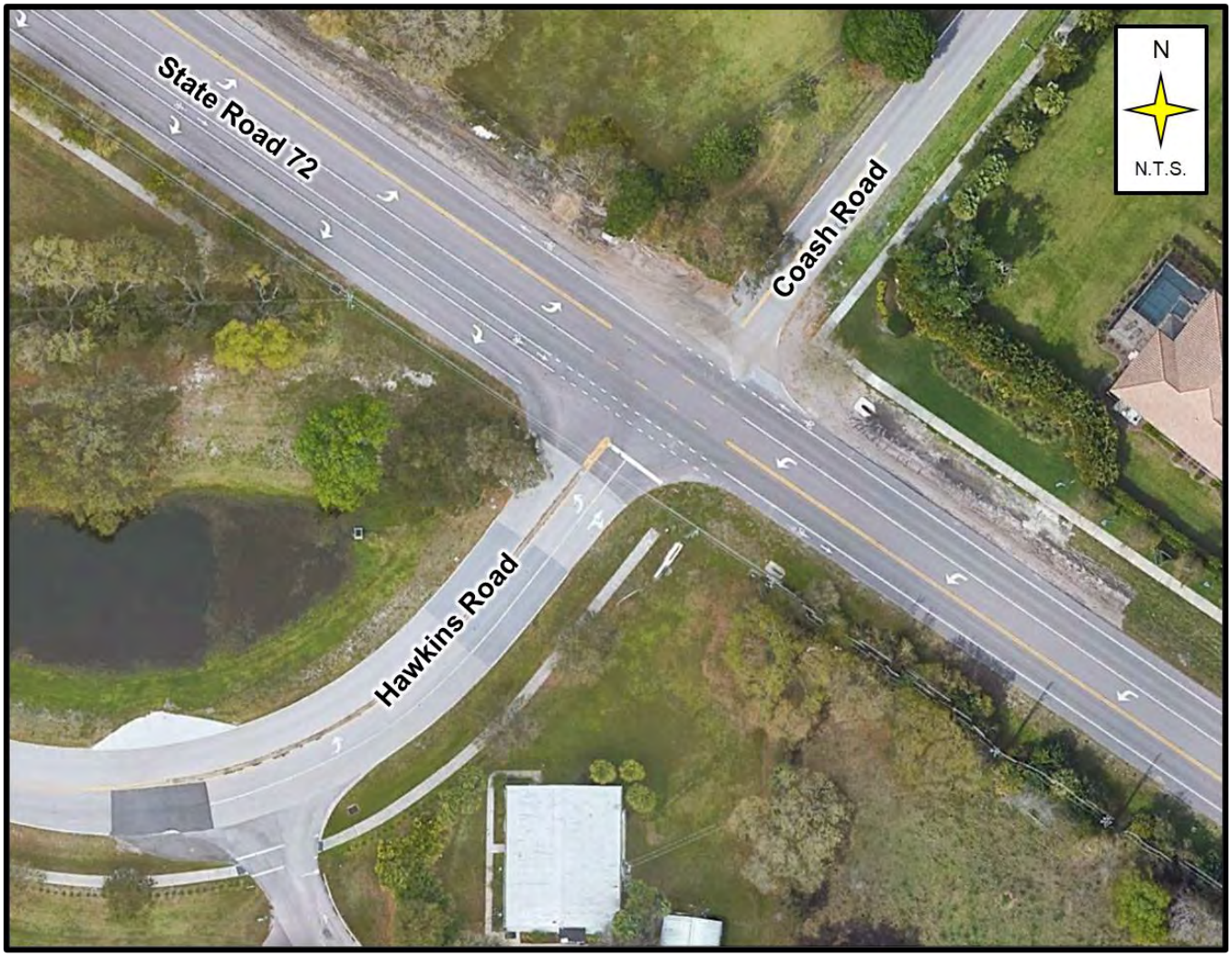
Source: Google Maps

2

EXISTING CONDITIONS

S.R. 72 is an east/west roadway that extends a distance of approximately 43 miles from S.R. 758 in Siesta Key through Sarasota County to its terminus at S.R. 70 in DeSoto County. At the study intersection, S.R. 72 is a two-lane undivided rural arterial with bicycle lanes and swales. The south leg of the intersection is Hawkins Road which is a two-lane undivided east/west collector road, which turns to north/south as it approaches the study intersection. The north leg of the intersection is Coash Road which is a two-lane undivided north/south collector road. A location aerial of the study intersection is shown below in ***Figure 2*****.**

Figure 2
General Location Aerial



Source: Google Earth

Table 1 summarizes the existing conditions for the study intersection. An existing condition diagram, as provided in ***Figure 3***, and photographs of the study intersection follow ***Table 1.*** A straight-line diagram is also included in the ***Appendix***.

Table 1
Summary of Existing Conditions

Feature	Description
Main Street	• S.R. 72
Area Location	• Sarasota County
Adjacent Land Uses	• Southwest: Undeveloped • Southeast: Suncoast Community Church and Sarasota Suncoast Academy Public Charter School • Northwest: Private Residence • Northeast: Wildgrass Residential Community
Traffic Control	• Two-way STOP-sign controlled with S.R. 72 having right-of-way
Adjacent Signalized Intersections	• South: None • North: None • West: Interstate 75 – 2.5 miles • East: None within 20 miles
S.R. 72	• Cross Section: Two-lane undivided rural roadway (no curb and gutter) with bicycle lanes and swales • Posted Speed Limit: 55 mph • AADT: 12,600 vehicles per day (vpd) (2021) (10,000 vpd in 2020 and 10,900 vpd in 2019) • Eastbound Approach Lanes: One (1) left-turn lane, one (1) through lane, and one (1) right-turn lane • Westbound Approach Lanes: One (1) left-turn lane and one (1) through/right-turn lane • Pedestrian Crossings: None • Sidewalks: Along the north side of the road east of the intersection, and along the south side of the road starting at approximately 160 feet west of the intersection and continuing west • Utilities: Overhead power lines run along the south side of the roadway • Street Lighting: None
Hawkins Road/ Coash Road	• Cross Section: Two-lane undivided roadway (no curb and gutter), no paved shoulders, with swales • Posted Speed Limit: 35 mph south of the intersection with a 20 mph curve warning south of S.R. 72, and 30 mph north of the intersection • Northbound Approach Lanes: One (1) left-turn lane and one (1) through/right-turn lane • Southbound Approach Lanes: One (1) left/through/right-turn lane • Pedestrian Crossings: None • Sidewalks: Along the east side of the roadway north and south of the intersection • Utilities: Overhead power lines along the east side of the roadway north of the intersection • Street Lighting: None

Eastbound Approach Photographs



Looking East Towards Intersection



Looking West Away From Intersection

Westbound Approach Photographs



Looking West Towards Intersection



Looking East Away From Intersection

Northbound Approach Photographs



Looking North Towards Intersection



Looking South Away From Intersection

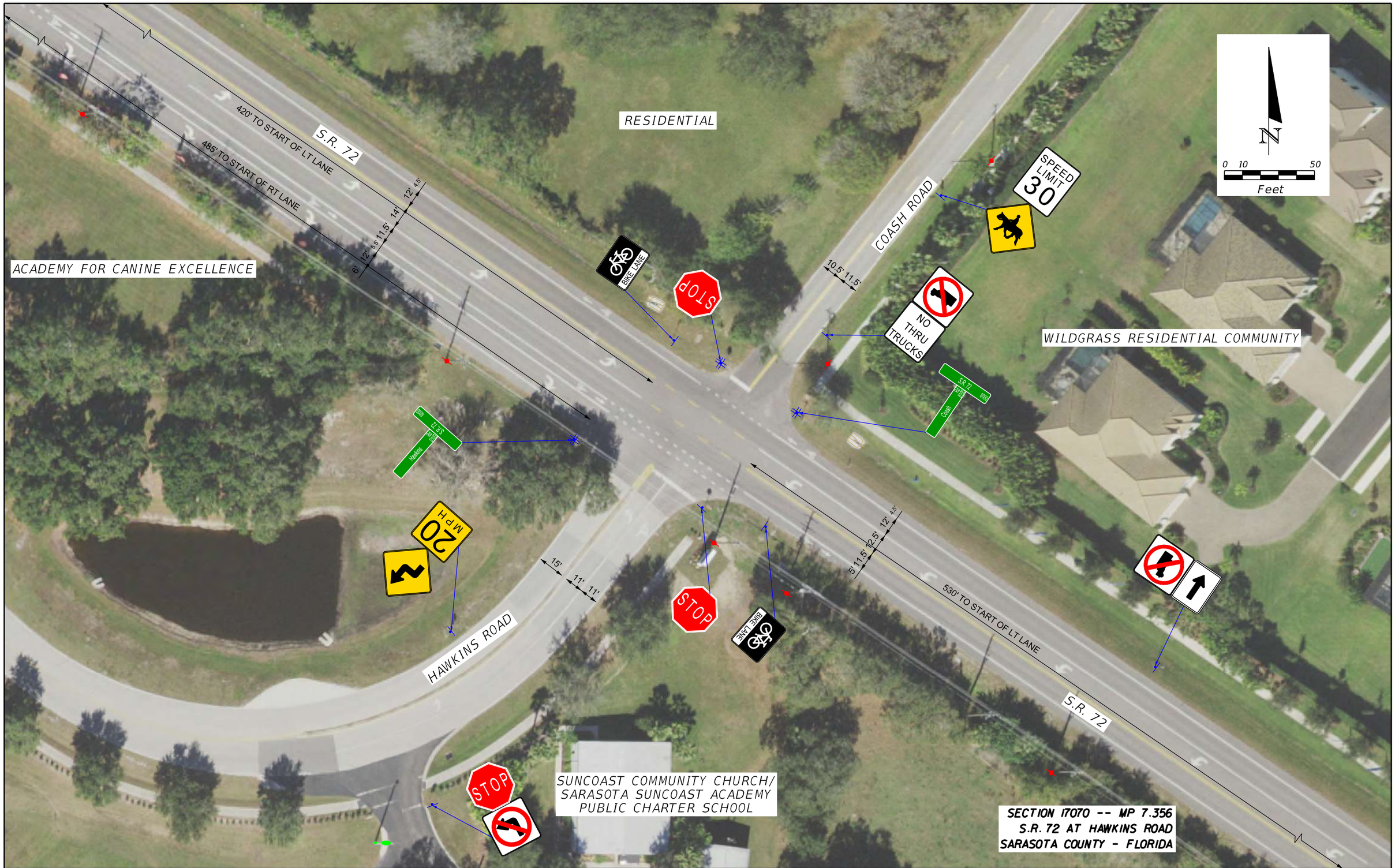
Southbound Approach Photographs



Looking South Towards Intersection



Looking North Away From Intersection



Utility Pole
Traffic Sign
Luminaire

Symbols:

Traffic Controller Cabinet
Ditch Bottom Inlet
Signal Pole
Pedestrian Signal Pole
Mitered End Section

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 3
EXISTING CONDITION DIAGRAM

Traffic Volumes

Twenty-four (24) hour approach counts were conducted on all four (4) approaches as summarized below in ***Table 2***. According to these counts, the intersection had a daily traffic volume of 15,312 vehicles that entered the intersection consisting of 1,664 northbound vehicles, 711 southbound vehicles, 6,944 eastbound vehicles, and 5,933 westbound vehicles.

Table 2
Summary of 24-Hour Approach Counts

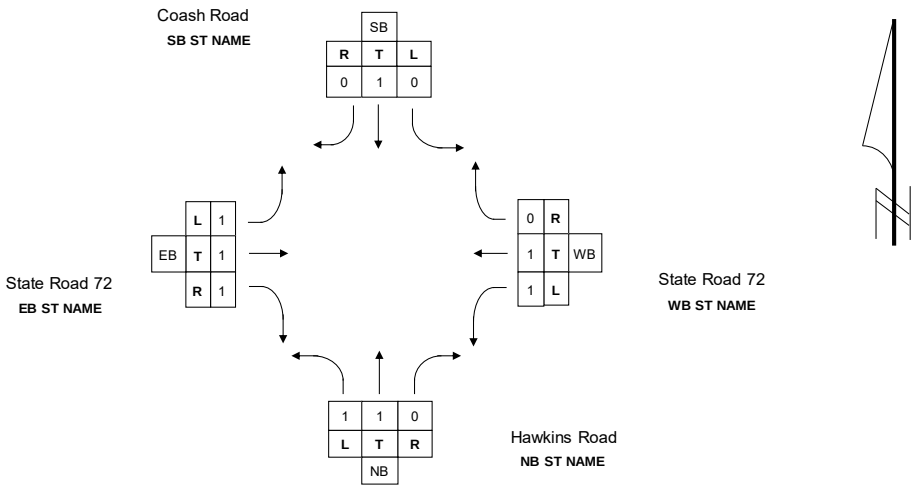
TIME	Northbound	Southbound	N/S TOTAL	Eastbound	Westbound	E/W TOTAL	GRAND TOTAL
24 - 1	1	0	**1**	20	7	**27**	**28**
1 - 2	0	0	**0**	10	6	**16**	**16**
2 - 3	0	1	**1**	10	4	**14**	**15**
3 - 4	0	2	**2**	8	8	**16**	**18**
4 - 5	0	1	**1**	12	27	**39**	**40**
5 - 6	0	10	**10**	46	80	**126**	**136**
6 - 7	8	35	**43**	161	264	**425**	**468**
7 - 8	104	49	**153**	410	498	**908**	**1,061**
8 - 9	359	62	**421**	512	560	**1,072**	**1,493**
9 - 10	117	62	**179**	441	372	**813**	**992**
10 - 11	16	49	**65**	477	409	**886**	**951**
11 - 12	35	66	**101**	478	415	**893**	**994**
12 - 13	19	56	**75**	468	474	**942**	**1,017**
13 - 14	38	65	**103**	524	432	**956**	**1,059**
14 - 15	31	55	**86**	505	481	**986**	**1,072**
15 - 16	402	44	**446**	590	511	**1,101**	**1,547**
16 - 17	82	46	**128**	657	424	**1,081**	**1,209**
17 - 18	98	50	**148**	635	436	**1,071**	**1,219**
18 - 19	128	27	**155**	387	262	**649**	**804**
19 - 20	150	17	**167**	226	136	**362**	**529**
20 - 21	64	9	**73**	161	86	**247**	**320**
21 - 22	6	3	**9**	113	55	**168**	**177**
22 - 23	1	1	**2**	62	25	**87**	**89**
23 - 24	5	1	**6**	31	21	**52**	**58**
	1,664	**711**	**2,375**	**6,944**	**5,993**	**12,937**	**15,312**

Based on a review of the twenty-four (24) hour count data, eight (8) hours of manual turning movement counts were collected from 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 8:00 p.m. on a typical weekday. The vehicular movements for these hours are summarized on the following page in ***Table 3***. Vehicular, pedestrian, and bicycle movement summaries are provided in the ***Appendix***.

- The intersection morning peak hour occurred from 7:30 to 8:30 a.m., while the afternoon peak hour occurred from 3:00 to 4:00 p.m. As depicted in a peak-hour turning movement summary found in the ***Appendix***, 1,309 and 1,296 vehicles were counted entering the intersection during the morning and afternoon peak hours, respectively.
- During the eight (8) hours of manually collected turning movement counts, heavy trucks, which include single-unit trucks such as delivery trucks (Class 5 to 7) and tractor-trailer trucks (Class 8 to 15), accounted for 3.3 percent of the traffic passing through the intersection.
- During the eight (8) hours of manually collected turning movement counts, two (2) pedestrians and two (2) bicyclists were observed traversing the intersection.

Table 3
Summary of 8-Hour Vehicular Turning Movements

SECTION	17070-000	**CITY**	Sarasota	**COUNTY**	Sarasota
STATE ROUTE	State Road 72	**INTERSECTING ROUTE**	Hawkins Road / Coash Road		
OBSERVER	TEDS	**DATE**	1/27/2022	**MILEPOST**	7.356
WEATHER	Sunny	**ROAD CONDITION**	Good		
REMARKS					
		FORM COMPLETED BY		**DATE**	02/21/22



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	36	0	19	0	**55**	1	3	43	0	**47**	**102**	12	295	77	0	**384**	48	415	1	0	**464**	**848**
8:00 - 9:00	83	7	96	0	**186**	1	5	56	0	**62**	**248**	23	346	116	0	**485**	125	389	1	0	**515**	**1,000**
9:00 - 10:00	40	4	13	0	**57**	7	1	54	0	**62**	**119**	35	360	5	0	**400**	8	313	2	0	**323**	**723**
3:00 - 4:00	85	11	104	0	**200**	4	5	34	0	**43**	**243**	62	412	91	0	**565**	46	439	3	0	**488**	**1,053**
4:00 - 5:00	24	5	26	0	**55**	0	1	44	0	**45**	**100**	70	528	33	0	**631**	20	389	3	0	**412**	**1,043**
5:00 - 6:00	32	3	21	0	**56**	0	9	40	0	**49**	**105**	48	503	71	0	**622**	39	387	1	2	**429**	**1,051**
6:00 - 7:00	42	2	21	1	**66**	0	2	26	0	**28**	**94**	45	301	32	0	**378**	18	236	1	0	**255**	**633**
7:00 - 8:00	53	3	19	0	**75**	0	0	18	0	**18**	**93**	32	179	7	0	**218**	3	126	2	0	**131**	**349**
TOTAL	**395**	**35**	**319**	**1**	**750**	**13**	**26**	**315**	**0**	**354**	**1,104**	**327**	**2,924**	**432**	**0**	**3,683**	**307**	**2,694**	**14**	**2**	**3,017**	**6,700**
Percentage	53%	5%	42%	0%		4%	7%	89%	0%			9%	79%	12%	0%		10%	90%	0%	0%		
Average	49	4	40	0	94	2	3	39	0	44		41	366	54	0	460	38	337	2	0	377	
Maximum	85	11	104	1		7	9	56	0			70	528	116	0		125	439	3	2		
Minimum	24	0	13	0		0	0	18	0			12	179	5	0		3	126	1	0		

Collision Data

Crash data for the 60-month period, between January 1, 2017 and December 31, 2021, was obtained from FDOT's *CAR* database and University of Florida's *Signal Four Analytics*. A total of five (5) crashes were reported at the intersection as summarized in ***Table 4*** below:

Table 4
Crash Type Summary

CRASH TYPE	2017	2018	2019	2020	2021	TOTAL	AVERAGE PER YEAR
Angle	1	0	0	2	1	4	0.8
Animal	0	0	1	0	0	1	0.2
Total	**1**	**0**	**1**	**2**	**1**	**5**	**1.0**

Source: Florida Department of Transportation and University of Florida's Signal Four Analytics

- The five (5) crashes resulted in no fatalities, three (3) injuries, and $47,500 in estimated property damage.
- All five (5) of the crashes occurred during the day.
- All five (5) crashes occurred under dry pavement conditions.
- Four (4) of the five (5) crashes were angle crashes which occurred as described below:
    - A northbound left-turning driver failed to yield to an eastbound through vehicle.
    - A northbound through driver failed to yield to an eastbound through vehicle, resulting in one (1) non-incapacitating and one (1) possible injury.
    - A northbound through driver failed to yield to a westbound through vehicle.
    - A southbound through driver failed to yield to a westbound through vehicle, resulting in one (1) incapacitating injury.

Detailed collision summaries and collision diagrams are provided in the ***Appendix***.

Intersection Delay

Intersection delay studies were performed during the peak hours for the northbound left-turn movement approach on Hawkins Road and southbound approach on Coash Road. Procedures from the MUTS document were applied to determine the summarized results presented in ***Table 5***. Due to the southbound single-lane approach, separate left-turn and right-turn stop delays were not attainable.

Table 5
Summary of Delay Studies

Movement	Time	Maximum Queue (Veh)	Average Delay per Vehicle (Sec)	Maximum Delay per Vehicle (Sec)	Volume (Veh/Hr)	Total Delay (Veh-Sec)	Total Delay (Veh-Hr)
Northbound Left-Turn Lane	7:30 - 8:30 A.M.	8	50.2	155	103	5,175	1.51
	3:00 - 4:00 P.M.	9	57.9	240	90	5,211	1.46
Southbound Approach	7:30 - 8:30 A.M.	2	9.6	38	58	559	0.16
	3:00 - 4:00 P.M.	3	17.9	96	43	768	0.23

Generally, an average delay in excess of 60 seconds is considered excessive at an unsignalized intersection and is what could typically be expected if the intersection were signalized. As shown above in ***Table 5***, the average minor street delay ranged from 50.2 to 57.9 seconds per vehicle for the northbound left-turn movement and the average delay for the southbound approach ranged from 9.6 to 17.9 seconds per vehicle. The maximum delays that were recorded for the northbound left-turn movement and southbound approach were 240 seconds and 96 seconds, respectively, which occurred during afternoon peak-hour period. A total of 74 vehicles experienced delay in excess of 60 seconds over the two-hour period with 39 and 35 of these vehicles experiencing this delay in the morning and afternoon peak hour, respectively. Also, 72 out of the 74 vehicles experiencing excessive delays were northbound left-turning vehicles. Based upon these results, the average delay did not exceed congestive-type levels (i.e., over 60 seconds). The worksheet results of the delay studies are provided in the ***Appendix***.

3

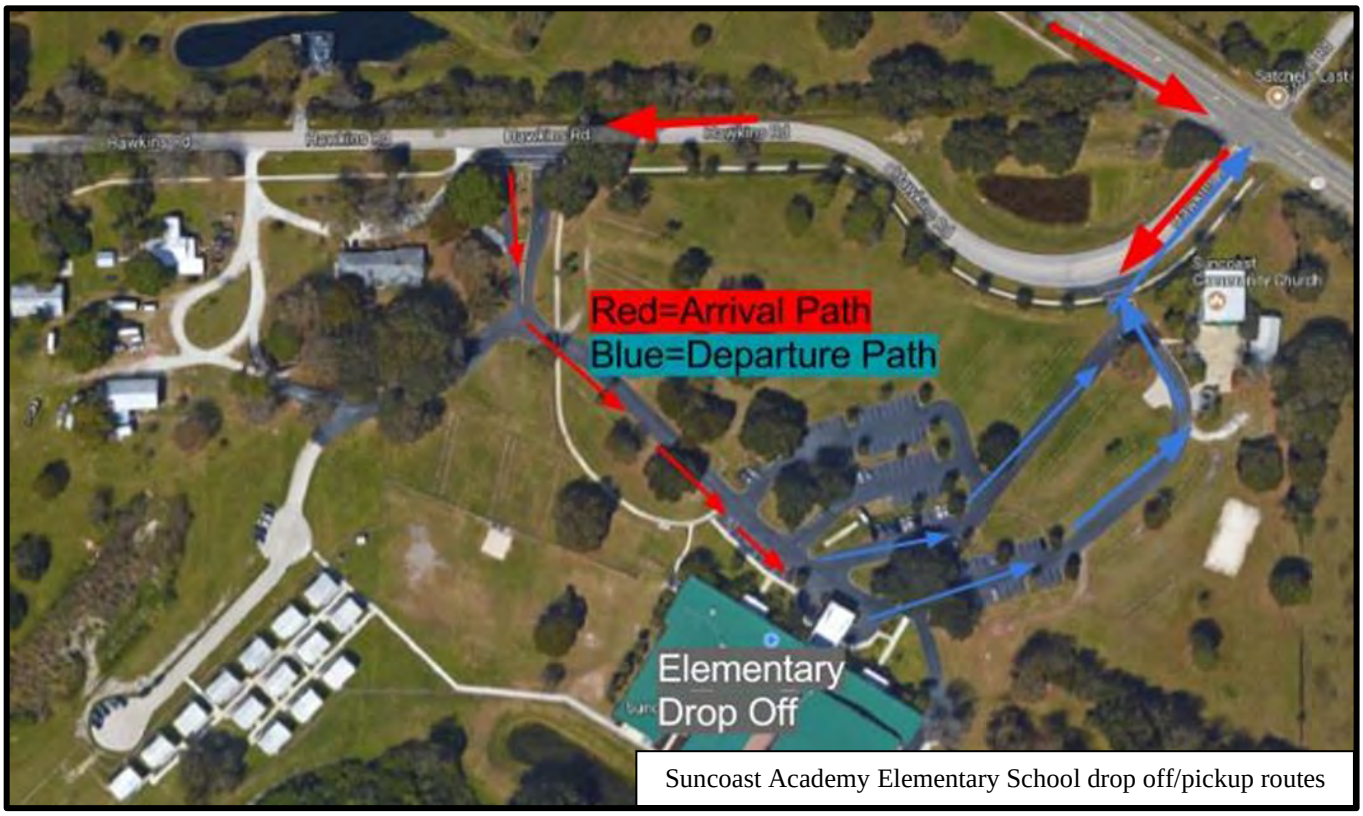
QUALITATIVE ASSESSMENT

The intersection of S.R. 72 at Hawkins Road/Coash Road was observed by a registered professional engineer during the peak hours to assess existing operating conditions and to determine if installing a traffic signal would be potentially beneficial.

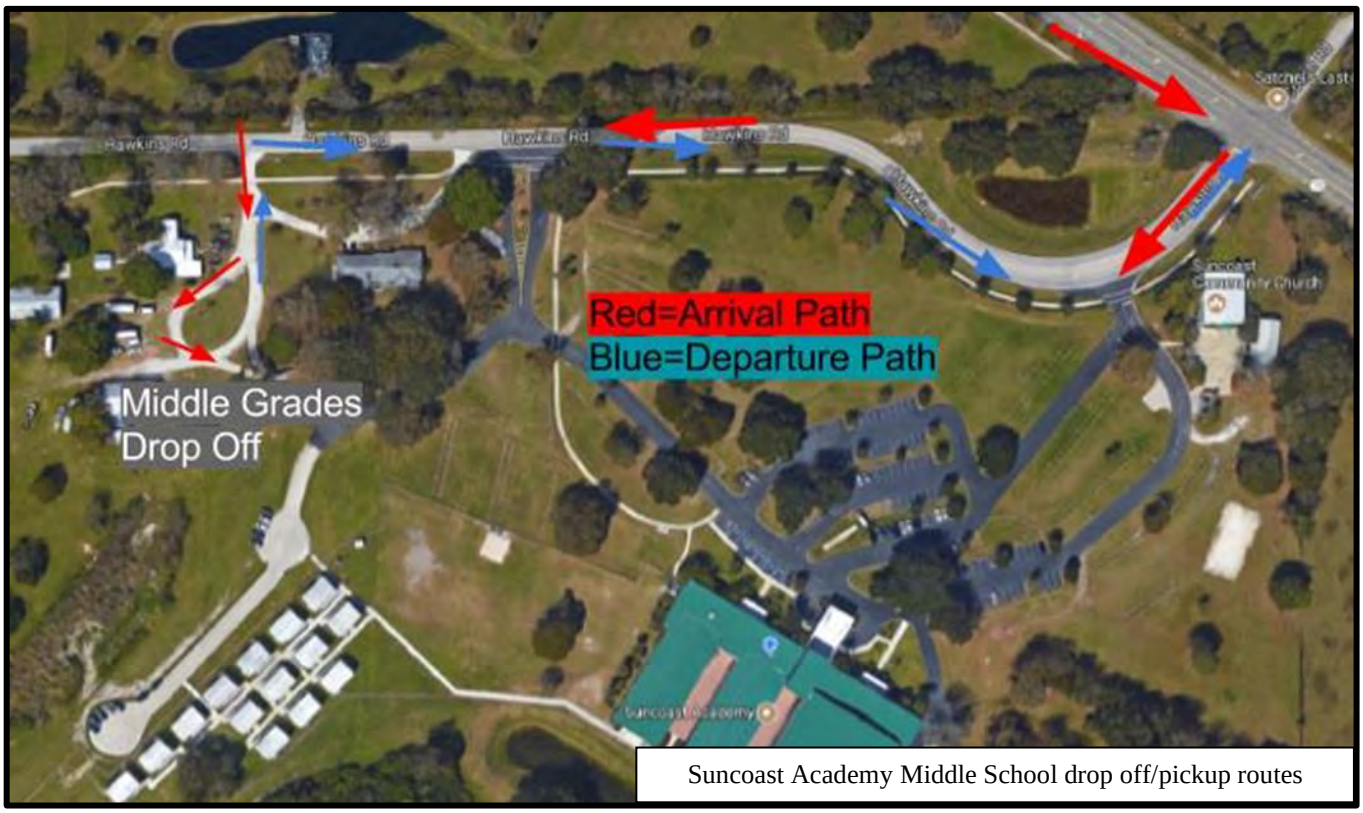
Operations

General Observations: The following observations were made with respect to the operations of the study location:

- The speed limit through the intersection is 55 mph and reduces to 45 mph approximately 0.4 miles west of the study intersection. Traffic was observed to generally be traveling at speeds at or slightly above the 55 mph speed limit.
- It should be noted construction was underway at the Proctor Road intersection located 0.85 miles west of the study intersection and a temporary traffic signal was installed at this location. It appears the construction activities, which involve turn lane improvements and installation of a permanent signal at this location, are not adversely affecting speeds along S.R. 72 through the study intersection. However, the temporary signal is likely producing consistent and steady platoons in the eastbound direction through the intersection.
- Sight distance for motorists is unobstructed from all directions though on Hawkins Road (northbound), motorists were observed to stop partially or fully over the stop line. No issues or conflicts were observed.
- No pedestrian and bicycle activity were observed during either of the peak hours.
- Along Hawkins Road, south of the study intersection, Sarasota Suncoast Academy exists which is a public charter school for elementary and middle school grade levels. School arrival begins at 8:00 a.m. and dismissal begins at 3:15 p.m. The study intersection generally functions as a school driveway during arrival and dismissal periods although there are through trips along Hawkins Road past the school site. The school has three driveways to access Hawkins Road: 200 feet, 980 feet, and 1,330 feet away from S.R. 72. The school has posted restrictive signage at their exits, prohibiting left-turns during school hours at all three (3) driveways. The northernmost driveway closest to S.R. 72 (approximately 200 feet away) is restricted by a raised concrete separator. A review of the school website indicates their car drop-off and pick-up routes are consistent with their signage. These maps are provided on the following page. The objective of the left-turn prohibition from the driveways was intended to route outbound school traffic northbound towards S.R. 72. The primary reason for the left-turn restrictions, per school officials, was to reduce the impacts to the surrounding neighborhoods to the west by school traffic as well as the narrow roadway width west of the school (18 feet) and no sidewalks. This prohibition resulted in significant queues on school property and delays to parents during the arrival and dismissal periods.



Suncoast Academy Elementary School drop off/pickup routes



Suncoast Academy Middle School drop off/pickup routes

- During both the morning and afternoon peak hours, it was observed at the northernmost driveway that vehicles associated with parents dropping off or picking up their children from school would make U-turns south of the raised median to access this driveway. In the morning peak hour, the U-turns totaled approximately 25 vehicles while U-turns during the afternoon hour totaled over 75 vehicles. This movement was likely undertaken to avoid the school queues at the other two (2) driveways. No conflicts were observed with this maneuver.
- Although there is a left-turn prohibition at the northern driveway, it was also observed that at least 15 vehicles in the morning peak hour and over 30 vehicles in the afternoon peak hour turned left illegally south of the raised median. However, no conflicts were observed with this illegal turn because those vehicles turning left waited until no vehicles were coming to/from the south before executing that turn.



Illegal outbound left-turning vehicle from the northern school driveway

- The two (2) predominant turning movements at the study intersection during the eight-hour time period involved the northbound left-turn movement and the eastbound right-turn movement. For the northbound left-turn movement, there were a total of 395 left turns during the eight-hour count period, with 99 and 85 left-turning vehicles during the morning and afternoon peak hours, respectively. For the eastbound right-turn movement, there were a total of 432 right turns during the eight-hour count period, with 155 and 91 right-turning vehicles during the morning and afternoon peak hours, respectively.
- Sidewalks exist along the east side of the side street approaches; however, the sidewalks do not connect to S.R. 72.

Morning Observation

- As previously stated, the morning peak northbound left-turn movement consists of 99 vehicles from 7:30 to 8:30 a.m., with 74 vehicles specifically occurring during the 30-minute period between 8:00 and 8:30 a.m. For the eastbound right-turn movement, a total of 155 vehicles were observed during the morning peak hour, with 102 vehicles occurring during the peak 30-minute period between 8:00 and 8:30 am.
- The maximum queue for the northbound left-turn movement was seven (7) vehicles on Hawkins Road; however, queues were much longer within the school property (in excess of 30 vehicles). While queues and delays appeared excessive, all queues had dissipated by 8:30 a.m.

- It was observed that several northbound left-turning vehicles were delayed by over 60 seconds waiting to make their turn. Once an adequate gap became available and the lead vehicle completed their turn, several trailing vehicles would disregard the stop sign to complete their left-turn movement. A few northbound left-turning drivers were observed completing their turn by using the eastbound left-turn lane as an acceleration lane to merge into the westbound traffic lane. While no conflicts were observed with this maneuver, the potential for higher-speed head-on collisions to occur exists.
- There were a few instances where westbound through drivers had to brake due to northbound left-turning vehicles entering the traffic stream initially at a slower speed than westbound traffic.
- It was noted that northbound right-turning drivers appeared to be delayed in completing their turn if a northbound left-turning vehicle had stopped beyond the stop bar, thus blocking their line of sight of approaching eastbound vehicles. However, their delay was not noted to be excessive or cause conflicts.
- The maximum queue for the southbound approach was two (2) vehicles and 10 vehicles for westbound left turns. Southbound and westbound queues dissipated quickly and without issue or conflict.
- One adult pedestrian was observed traveling along the south leg of S.R. 72. No conflicts were noted with this crossing. Also, no additional pedestrians or bicyclists were observed during this time period.

Afternoon Observation

- As previously stated, the afternoon peak northbound left-turn movement consists of 85 vehicles from 3:00 to 4:00 p.m., with 68 vehicles specifically occurring during the 30-minute period between 3:15 and 3:45 p.m. For the eastbound right-turn movement, a total of 91 vehicles were observed during the afternoon peak hour, with 71 vehicles occurring during the peak 30-minute period between 3:00 and 3:30 pm.
- The afternoon dismissal period operated similar to the morning arrival period, though slightly more efficiently with less delay. School dismissal began at 3:15 p.m. and all queues on-site had dissipated by 3:30 p.m.
- The maximum queue for the northbound left-turn movement was eight (8) vehicles on Hawkins Road; however, all queues had dissipated by 3:30 p.m.



Northbound left-turn queue on Hawkins Road approach

- The maximum queue for the southbound approach was two (2) vehicles and three (3) vehicles for westbound left turns. Southbound and westbound queues dissipated quickly and without issue or conflict.
- No bicyclists and no pedestrians were observed during this time period.

Safety

In addition to the collision analysis, the following observations were made with respect to the safety of the study location:

- No signs of skid marks, broken glass, plastic, or other indications of a crash were observed.
- Due to the observed speeds of vehicles approaching the intersection along S.R. 72, in conjunction with the conflicts noted with northbound left-turning vehicles turning onto S.R. 72 at lower speeds, **it is recommended that SCHOOL ENTRANCE Warning Signs (FTP 33-06) be installed on the eastbound and westbound approaches to the intersection with supplemental flashing beacons to operate during school arrival and dismissal periods.** Per Chapter 15 of the FDOT Speed Zoning Manual, flashing beacons should be used in rural areas where roadway approach speeds are 45 mph or greater to increase conspicuity of the school entrances without school zones.

Maintenance

During the field reviews, the condition of the study intersection's asphalt, striping, signing, and lighting were observed. The following are observations related to maintenance of the intersection:

- The signing, pavement and pavement markings were observed to be in good condition, with the following exceptions:
  - The stop bar, lane lines, and the directional arrows on the northbound approach are worn.



Worn pavement markings on the northbound Hawkins Road approach

  - The STOP sign on the northbound approach is tilted to the west.
  - The sign panel for the STOP sign on the southbound approach is bent/damaged and the STOP sign is tilted to the west.



Damaged STOP sign panel on the southbound approach

4

SIGNAL WARRANT ANALYSIS

The traffic volumes, geometric conditions, and crash data at the intersection were analyzed, summarized, and then compared with the warrants for the installation of a traffic signal contained within the MUTCD and MUTS.

Upon conducting the Signal Warrant Analysis, the eastbound and westbound approaches of S.R. 72 were used as the major street, and the northbound approach of Hawkins Road was used as the minor street because it had the highest minor street volumes. For the purposes of the warrant analysis, both the major and minor streets were treated as one-lane approaches. Additionally, the northbound left-turn and through volumes were used for the minor street volumes. Based on the critical speed of 55 mph on S.R. 72, the 70% volume criteria were applied to the analysis. When considering crash history for the signal warrant analysis, during the 12-month period from November 1, 2020 to October 31, 2021, there were two (2) crashes susceptible to correction by the installation of a traffic signal. ***Table 6*** below summarizes the results of the warrant analysis.

Table 6
Signal Warrant Analysis Summary

Warrant		Applicable	Satisfied	Comments
1A	**Minimum Vehicular Volume**	**Yes**	**No**	This warrant is not satisfied as the minor street volumes do not meet the threshold for any of the hours (must be met for eight (8) hours of an average day).
1B	**Interruption of Continuous Traffic**	**No**	**N/A**	This warrant is not applicable as excessive delay or conflict was not observed for minor street traffic.
2	**Four Hour Vehicular Volume**	**Yes**	**No**	This warrant is not satisfied as the minor street volumes meet the threshold for two (2) hours (must be met for four (4) hours of an average day).
3A	**Peak Hour Delay**	**Yes**	**No**	Peak hour delays do not satisfy the warrant.
3B	**Peak Hour Volume**	**Yes**	**Yes**	This warrant is satisfied. Also, peak hour volumes are directly related to the arrival and dismissal times of the Sarasota Suncoast Academy public charter school.
4	**Pedestrian Volume**	**Yes**	**No**	This warrant is not satisfied as only two (2) pedestrians were recorded traversing the major street during the eight (8) hours.
5	**School Crossing**	**No**	**N/A**	This warrant is not applicable as no school zone exists at the intersection.
6	**Coordinated Signal System**	**No**	**N/A**	This warrant is not applicable as the intersection is not within a coordinated signal system.
7	**Crash Experience**	**Yes**	**No**	This warrant is not met as there were two (2) crashes potentially correctable by the installation of a traffic signal that occurred within any 12-month study period (must have five (5) potentially correctable crashes within any 12-month study period for the warrant to be met.
8	**Roadway Network**	**No**	**N/A**	This warrant is not applicable, as the interesection is not considered to be part of a coordinated network.
9	**Railroad Crossing**	**No**	**N/A**	This warrant is not applicable, as there is no railroad crossing near the study intersection.

Based on the signal warrant analysis, only Warrant 3B (Peak-Hour Volume) is currently met for the consideration of the installation of a traffic signal at the intersection of S.R. 72 and Hawkins Road/Coash Road. The signal warrant analysis worksheets for the study intersection are provided in the ***Appendix***.

In summary, based on the results of the warrant analysis, a review of crash history, field observations, engineering judgment, **it is recommended an Intersection Control Evaluation (ICE) analysis be undertaken at this time for the intersection of S.R. 72 and Hawkins Road/Coash Road to verify that a traffic signal is the appropriate traffic control improvement at this location.**

In addition, the following improvement is recommended:

- **Install SCHOOL ENTRANCE Warning Signs (FTP 33-06) with supplemental flashing beacons to operate during school arrival and dismissal periods on the eastbound and westbound approaches to the intersection.**

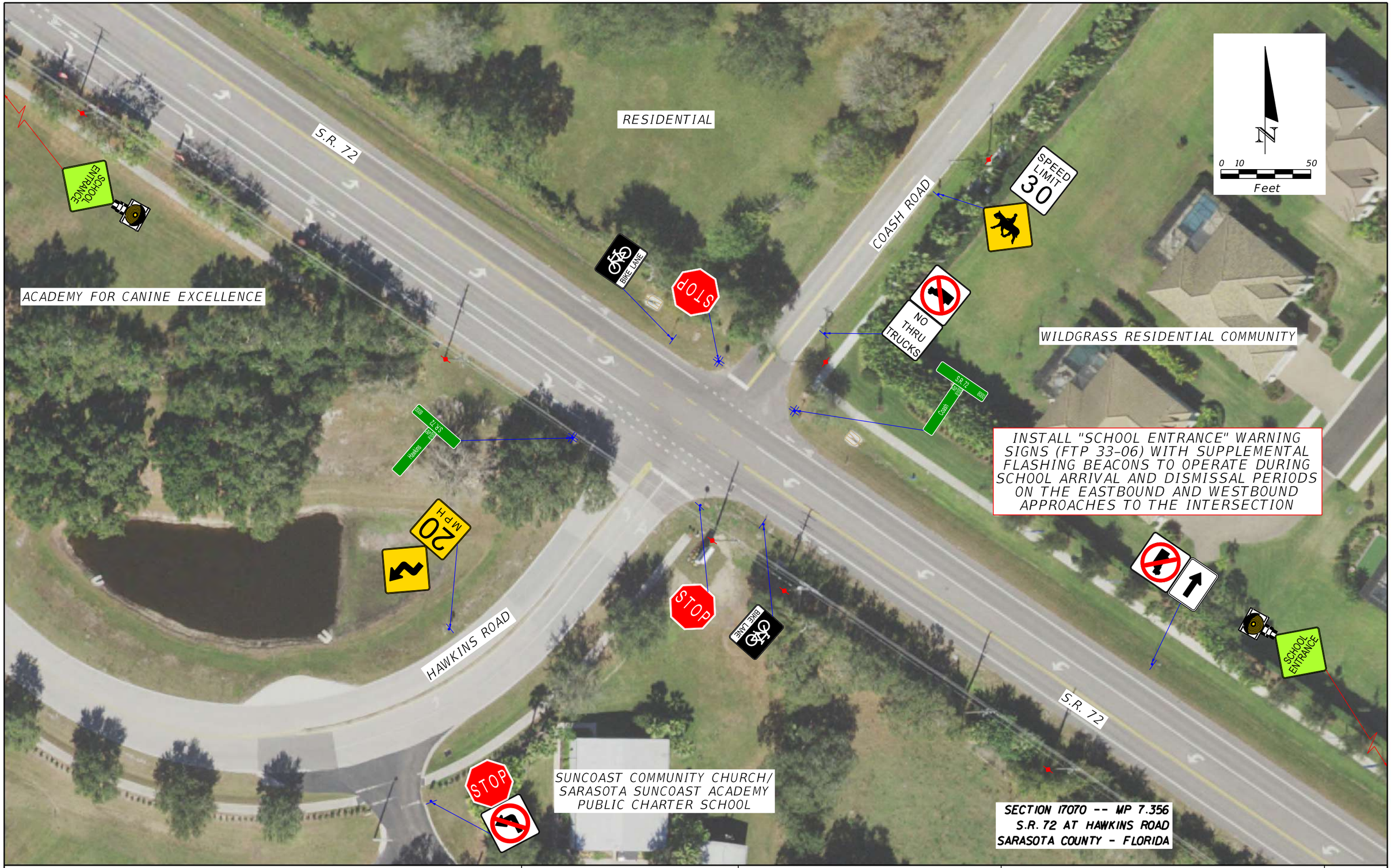
5

RECOMMENDATIONS

Based on the signal warrant analysis, data, crash history, field observations, and engineering judgment, **it is recommended that an ICE analysis be undertaken at this time for the intersection of S.R. 72 and Hawkins Road/Coash Road to verify a traffic signal is the appropriate traffic control improvement at this location.**

In addition, the following improvement is recommended:

- **Install SCHOOL ENTRANCE Warning Signs (FTP 33-06) with supplemental flashing beacons to operate during school arrival and dismissal periods on the eastbound and westbound approaches to the intersection.**



Utility Pole
Traffic Sign
Luminaire

Symbols:

Traffic Controller Cabinet
Ditch Bottom Inlet
Signal Pole
Pedestrian Signal Pole
Mitered End Section

Traffic Engineering Data Solutions, Inc.
Spring Vista Drive DeBary, FL 32713
Phone: 386.753.0558 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 4
IMPROVEMENT DIAGRAM

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72** Lanes: **1** Critical Approach Speed: **55**
Minor Street: **Hawkins Road/Coash Road** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ■ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80% / 56%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ■ No
80% / 56% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets) (56% Shown in Brackets)*				Eight Highest Hours							
Approach Lanes	1		2 or more		700	800	900	1500	1600	1700	1800	1900
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350 (280)*	600 (480)	420 (336)*	848	1,000	723	1,053	1,043	1,051	633	349
Highest Approach on Minor Street	150 (120)	105 (84)*	200 (160)	140 (112)*	36	90	44	96	29	35	44	56

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay or conflict.

Applicable: ☐ Yes ■ No
Excessive Delay/Conflict: ☐ Yes ■ No
100% Satisfied: ☐ Yes ■ No
80% / 56% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets) (56% Shown in Brackets)*				Eight Highest Hours							
Approach Lanes	1		2 or more		700	800	900	1500	1600	1700	1800	1900
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525 (420)*	900 (720)	630 (504)*	848	1,000	723	1,053	1,043	1,051	633	349
Highest Approach on Minor Street	75 (60)	53 (42)*	100 (80)	70 (56)*	36	90	44	96	29	35	44	56

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72** Lanes: **1** Critical Approach Speed: **55**
Minor Street: **Hawkins Road/Coash Road** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ■ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

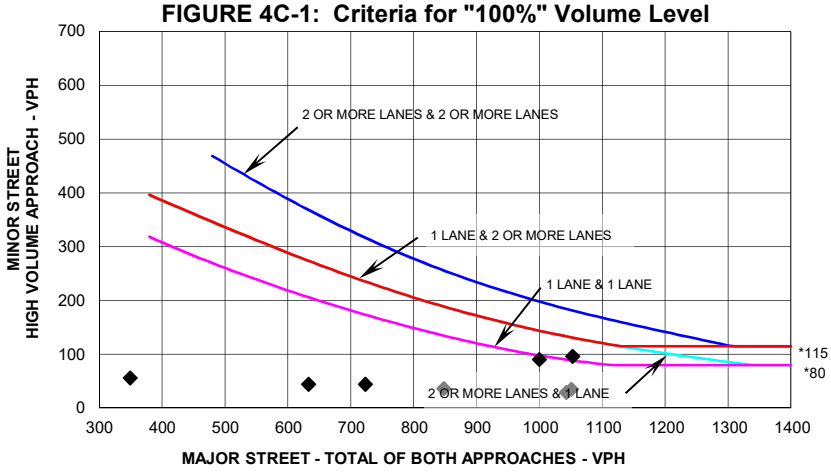
If any four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Plot four volume combinations on the applicable figure below.

Warranting Volumes			Met	
Hour	Major Street	Minor Street	100%	70%
700	848	36		
800	1,000	90		■
900	723	44		
1500	1,053	96	■	■
1600	1,043	29		
1700	1,051	35		
1800	633	44		
1900	349	56		

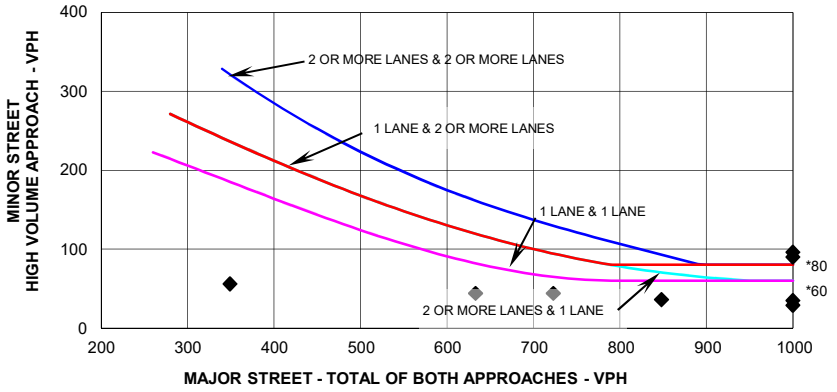
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72** Lanes: **1** Critical Approach Speed: **55**
Minor Street: **Hawkins Road/Coash Road** Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ■ Yes ☐ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or any of the plotted points lie above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

School

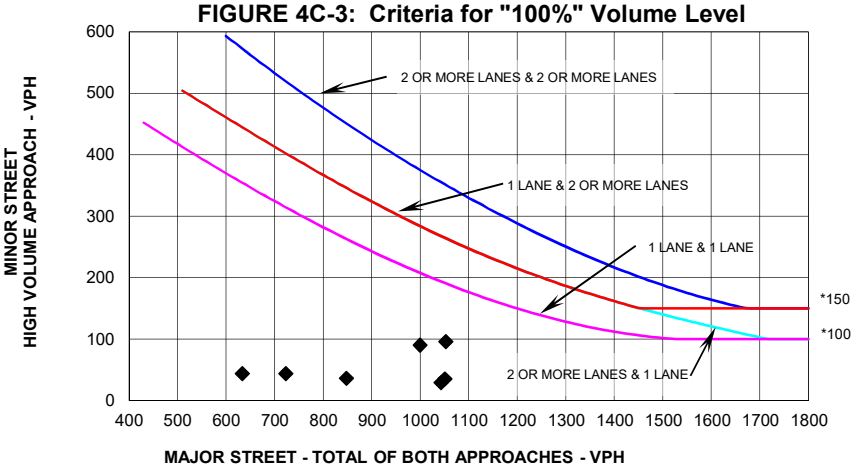
Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Warranting Volumes			100%	70%
700	848	36		
800	1,000	90		■
900	723	44		
1500	1,053	96		■
1600	1,043	29		
1700	1,051	35		
1800	633	44		
1900	349	56		

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	1.5	0.0
Fulfilled?: ☐ Yes	■ No	
2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	103	0
Fulfilled?: ■ Yes	☐ No	
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	0	1,309
Fulfilled?: ■ Yes	☐ No	

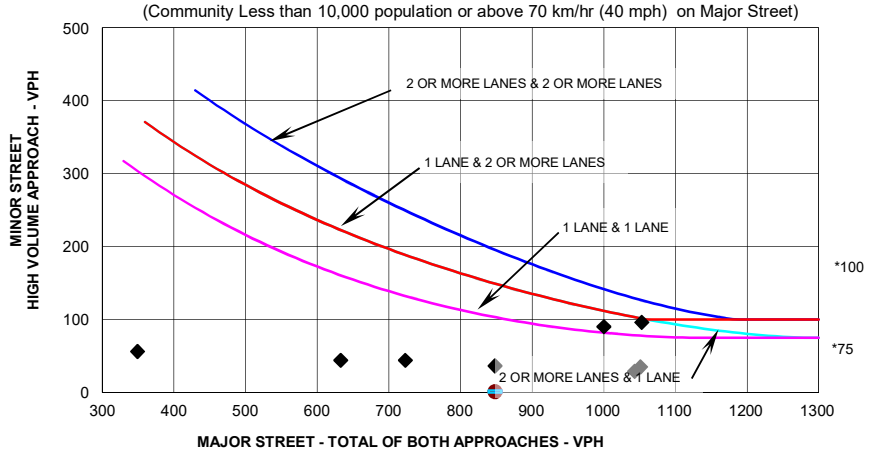
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72** Lanes: **1** Critical Approach Speed: **55**
Minor Street: **Hawkins Road/Coash Road** Lanes: **1**

WARRANT 4 - PEDESTRIAN VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled? Yes	Fulfilled? No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours and there are less than 60 gaps per hour in the major street traffic stream of adequate length.	700	0			■
	800	0			
	1600	2			
	1700	0			
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour and there are less than 60 gaps per hour in the major street traffic stream of adequate length.	1600	2			■
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				■	

WARRANT 5 - SCHOOL CROSSING

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students: 0	Hour: 0			■
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.		Minutes: 0	Gaps: 0		■
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				■	

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria	Fulfilled? Yes	Fulfilled? No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		■
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		■

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72** Lanes: **1** Critical Approach Speed: **55**
Minor Street: **Hawkins Road/Coash Road** Lanes: **1**

WARRANT 7 - CRASH EXPERIENCE

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria		Hour	Volume	Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)				■		
	Warrant 1, Condition B (80% satisfied)				■		
	Warrant 4, Pedestrian Volume at 80% of volume requirements: 80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour	700	0				■
		800	0		■		
		1600	2				
		1700	0				
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:	None				■
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.		Number of crashes per 12 months:	3				■

WARRANT 8 - ROADWAY NETWORK

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume: 1,109			■		■	
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		Warrant:	1	2	3	■			
			Satisfied?:	NO	NO	YES				
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)	N/A	N/A	N/A	N/A	N/A	← Hour				■
	N/A	N/A	N/A	N/A	N/A	← Volume				

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:	■			
	Minor Street:		■		
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:	■			■
	Minor Street:		■		
3. Appears as a major route on an official plan.	Major Street:	■			
	Minor Street:		■		

CONCLUSIONS

Warrants Satisfied: 3

Remarks: Warrant 3B is satisfied.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: _____ Engineer: **BA**
County: **Sarasota** Date: **March 3, 2022**

Major Street: **S.R. 72**
Minor Street: **Hawkins Road/Coash Road**

Number of Minor Street Approach Lanes: **0**
Crossing RXR Tracks: _____
Clear Storage Distance (D) feet: **0**

Applicability Criteria

Is there a railroad grade crossing in the proximity of the intersection? ☐ Yes ■ No

None of the conditions described in the other eight traffic signal warrants are met. ☐ Yes ■ No

Adequate consideration has been given to other alternatives or a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that were considered or tried are: ☐ Yes ■ No

A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or

B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Warrant Applicable: ☐ Yes ■ No

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

If there is a railroad grade crossing on an approach controlled by a STOP or YIELD sign and the center of the track nearest the intersection is within 140 feet of the stop line or yield line on the approach, and any point lies above the appropriate line, then the warrant is satisfied.

Warrant Satisfied: ☐ Yes ■ No

Warranting Volumes			Met	
Hour	Major Street	Minor St. Equiv.	1 LN	2 LN
700	848	12		
800	1,000	30		
900	723	15		
1100	1,053	32		
1400	1,043	10		
1500	1,051	12		
1600	633	15		
1700	349	19		
		Satisfied		

Adjustment Factor for Daily Frequency of Rail Traffic	0.67
Adjustment Factor for Percentage of High Occupancy Buses	1.00
Adjustment Factor for Percentage of Tractor-Trailer Trucks	0.50

Figure 4C-9. Warrant 9 Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)

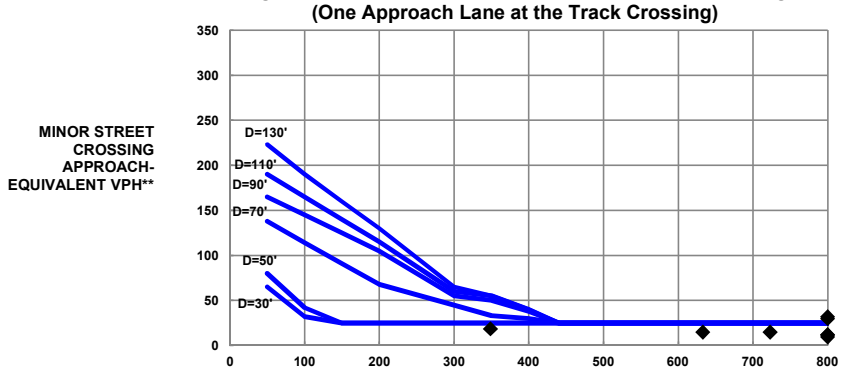
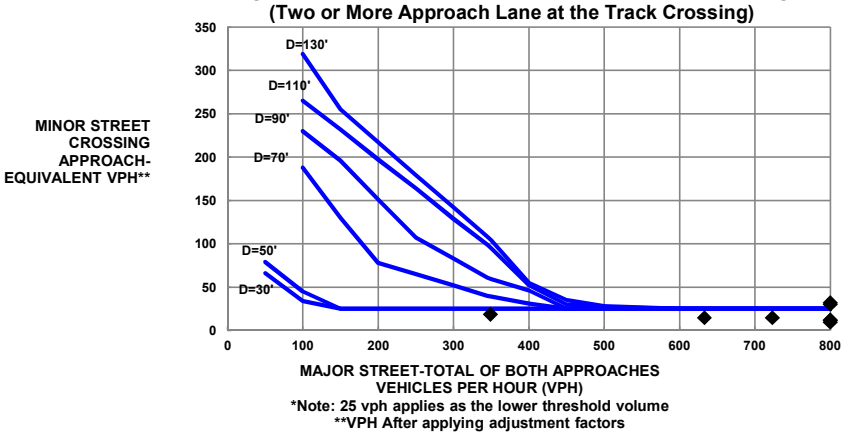


Figure 4C-10. Warrant 9 Intersection Near a Grade Crossing (Two or More Approach Lane at the Track Crossing)



Source: 2009 MUTCD

APPENDIX P

2030 NO-BUILD ALTERNATIVE INTERSECTION ANALYSIS SUMMARY SHEETS

Intersection	
Int Delay, s/veh	83.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	929	88	6	985	136	8
Future Vol, veh/h	929	88	6	985	136	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	7	0	8	2	0
Mvmt Flow	1068	101	7	1132	156	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1169	0	2214	1068
Stage 1	-	-	-	-	1068	-
Stage 2	-	-	-	-	1146	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	605	-	~ 48	272
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	303	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	605	-	~ 47	272
Mov Cap-2 Maneuver	-	-	-	-	~ 47	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 1244.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	49	-	-	605	-
HCM Lane V/C Ratio	3.378	-	-	0.011	-
HCM Control Delay (s)	$ 1244.3	-	-	11	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	18	-	-	0	-

Notes

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

Intersection	
Int Delay, s/veh	8.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1028	90	8	918	65	9
Future Vol, veh/h	1028	90	8	918	65	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	4	0	3	6	0
Mvmt Flow	1049	92	8	937	66	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1141	0	2002	1049
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	953	-
Critical Hdwy	-	-	4.1	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	620	-	~ 64	279
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	620	-	~ 62	279
Mov Cap-2 Maneuver	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	247.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	68	-	-	620	-
HCM Lane V/C Ratio	1.11	-	-	0.013	-
HCM Control Delay (s)	247.3	-	-	10.9	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	5.8	-	-	0	-

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	917	20	5	972	19	5
Future Vol, veh/h	917	20	5	972	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	8	7	0
Mvmt Flow	1030	22	6	1092	21	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1052	0	2134	1030
Stage 1	-	-	-	-	1030	-
Stage 2	-	-	-	-	1104	-
Critical Hdwy	-	-	4.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.2	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	669	-	52	286
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	51	286
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	101.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	62	-	-	669	-
HCM Lane V/C Ratio	0.435	-	-	0.008	-
HCM Control Delay (s)	101.8	-	-	10.4	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	954	83	7	893	33	11
Future Vol, veh/h	954	83	7	893	33	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1026	89	8	960	35	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1115	0	2002	1026
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	634	-	66	288
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	634	-	64	288
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	103.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	-	-	634	-
HCM Lane V/C Ratio	0.599	-	-	0.012	-
HCM Control Delay (s)	103.2	-	-	10.7	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	2.7	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	612	652	7	5	15
Future Vol, veh/h	18	612	652	7	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	8	9	40	0	0
Mvmt Flow	21	712	758	8	6	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	766	0	-	0	1516	762
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	4.21	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	808	-	-	-	133	408
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	130	408
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	-	130	408
HCM Lane V/C Ratio	0.026	-	-	-	0.045	0.043
HCM Control Delay (s)	9.6	-	-	-	34	14.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	618	650	9	5	17
Future Vol, veh/h	17	618	650	9	5	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	4	0	0	6
Mvmt Flow	18	672	707	10	5	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	1420	712
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	708	-
Critical Hdwy	4.1	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	893	-	-	-	152	426
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	893	-	-	-	149	426
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	893	-	-	-	149	426
HCM Lane V/C Ratio	0.021	-	-	-	0.036	0.043
HCM Control Delay (s)	9.1	-	-	-	30.1	13.8
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↰	↱		✣			✣			✣	
Traffic Vol, veh/h	8	617	5	2	742	2	8	2	2	3	2	7
Future Vol, veh/h	8	617	5	2	742	2	8	2	2	3	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	9	25	100	9	100	13	0	50	0	0	14
Mvmt Flow	8	630	5	2	757	2	8	2	2	3	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	759	0	0	635	0	0	1413	1409	630	1413	1413	758
Stage 1	-	-	-	-	-	-	646	646	-	762	762	-
Stage 2	-	-	-	-	-	-	767	763	-	651	651	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.23	6.5	6.7	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.617	4	3.75	3.5	4	3.426
Pot Cap-1 Maneuver	862	-	-	613	-	-	109	140	405	117	139	388
Stage 1	-	-	-	-	-	-	442	470	-	400	416	-
Stage 2	-	-	-	-	-	-	379	416	-	461	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	862	-	-	613	-	-	104	137	405	113	136	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	137	-	113	136	-
Stage 1	-	-	-	-	-	-	436	463	-	394	414	-
Stage 2	-	-	-	-	-	-	368	414	-	450	461	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0	37.2	24
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	124	862	-	-	613	-	-	202
HCM Lane V/C Ratio	0.099	0.009	-	-	0.003	-	-	0.061
HCM Control Delay (s)	37.2	9.2	0	-	10.9	0	-	24
HCM Lane LOS	E	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	701	3	4	651	5	5	2	2	4	2	4
Future Vol, veh/h	1	701	3	4	651	5	5	2	2	4	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	1	762	3	4	708	5	5	2	2	4	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	765	0	0	1486	1485	762	1487	1486	711
Stage 1	-	-	-	-	-	-	764	764	-	719	719	-
Stage 2	-	-	-	-	-	-	722	721	-	768	767	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	896	-	-	857	-	-	104	126	408	104	126	436
Stage 1	-	-	-	-	-	-	399	416	-	423	436	-
Stage 2	-	-	-	-	-	-	421	435	-	397	414	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	896	-	-	857	-	-	101	125	408	101	125	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	125	-	101	125	-
Stage 1	-	-	-	-	-	-	398	415	-	422	433	-
Stage 2	-	-	-	-	-	-	411	432	-	392	413	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.1	35.4	30.1
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	128	896	-	-	857	-	-	154
HCM Lane V/C Ratio	0.076	0.001	-	-	0.005	-	-	0.071
HCM Control Delay (s)	35.4	9	0	-	9.2	0	-	30.1
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	22	599	709	5	5	37
Future Vol, veh/h	22	599	709	5	5	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	9	9	25	0	3
Mvmt Flow	23	618	731	5	5	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	736	0	-	0	1398	734
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	664	-
Critical Hdwy	4.2	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.29	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	834	-	-	-	157	418
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	153	418
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	834	-	-	-	347
HCM Lane V/C Ratio	0.027	-	-	-	0.125
HCM Control Delay (s)	9.4	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	32	675	638	9	6	22
Future Vol, veh/h	32	675	638	9	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	34	718	679	10	6	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	689	0	-	0	1470	684
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	786	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	915	-	-	-	142	452
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	915	-	-	-	137	452
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SW
HCM Control Delay, s	0.4	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	915	-	-	-	303
HCM Lane V/C Ratio	0.037	-	-	-	0.098
HCM Control Delay (s)	9.1	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	51.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	27	446	131	140	551	8	97	3	113	4	6	66
Future Vol, veh/h	27	446	131	140	551	8	97	3	113	4	6	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	12	1	1	11	0	0	0	2	0	0	3
Mvmt Flow	33	537	158	169	664	10	117	4	136	5	7	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	695	0	0	1654	1615	537	1759	1768	669
Stage 1	-	-	-	-	-	-	603	603	-	1007	1007	-
Stage 2	-	-	-	-	-	-	1051	1012	-	752	761	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.22	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.318	3.5	4	3.327
Pot Cap-1 Maneuver	927	-	-	905	-	-	~ 79	105	544	67	84	456
Stage 1	-	-	-	-	-	-	489	492	-	293	321	-
Stage 2	-	-	-	-	-	-	277	319	-	405	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	927	-	-	905	-	-	~ 50	82	544	41	66	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 50	82	-	41	66	-
Stage 1	-	-	-	-	-	-	471	474	-	282	261	-
Stage 2	-	-	-	-	-	-	181	259	-	291	402	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.4	2	$ 366.4	31
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	50	475	927	-	-	905	-	-	228
HCM Lane V/C Ratio	2.337	0.294	0.035	-	-	0.186	-	-	0.402
HCM Control Delay (s)	$ 785.7	15.7	9	-	-	9.9	-	-	31
HCM Lane LOS	F	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	12	1.2	0.1	-	-	0.7	-	-	1.8

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

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	58	572	47	45	535	8	42	5	48	2	4	56
Future Vol, veh/h	58	572	47	45	535	8	42	5	48	2	4	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	3	4	25	0	0	2	0	0	4
Mvmt Flow	65	643	53	51	601	9	47	6	54	2	4	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	696	0	0	1514	1485	643	1538	1534	606
Stage 1	-	-	-	-	-	-	773	773	-	708	708	-
Stage 2	-	-	-	-	-	-	741	712	-	830	826	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.22	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.318	3.5	4	3.336
Pot Cap-1 Maneuver	979	-	-	895	-	-	99	126	473	95	118	493
Stage 1	-	-	-	-	-	-	395	412	-	429	441	-
Stage 2	-	-	-	-	-	-	411	439	-	367	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	895	-	-	76	111	473	74	104	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	111	-	74	104	-
Stage 1	-	-	-	-	-	-	369	385	-	401	416	-
Stage 2	-	-	-	-	-	-	334	414	-	299	363	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.8	0.7	58.2	18
HCM LOS			F	C

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	76	362	979	-	-	895	-	-	346
HCM Lane V/C Ratio	0.621	0.165	0.067	-	-	0.056	-	-	0.201
HCM Control Delay (s)	110.3	16.9	8.9	-	-	9.3	-	-	18
HCM Lane LOS	F	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.8	0.6	0.2	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	27.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	45	559	110	94	401	6	105	14	139	4	2	34
Future Vol, veh/h	45	559	110	94	401	6	105	14	139	4	2	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	425	450	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	7	0	4	11	0	1	0	2	50	0	6
Mvmt Flow	52	650	128	109	466	7	122	16	162	5	2	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	778	0	0	1463	1445	650	1595	1570	470
Stage 1	-	-	-	-	-	-	754	754	-	688	688	-
Stage 2	-	-	-	-	-	-	709	691	-	907	882	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.11	6.5	6.22	7.6	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.509	4	3.318	3.95	4	3.354
Pot Cap-1 Maneuver	1084	-	-	830	-	-	~ 107	133	469	67	112	585
Stage 1	-	-	-	-	-	-	403	420	-	368	450	-
Stage 2	-	-	-	-	-	-	427	449	-	273	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	830	-	-	~ 85	110	469	34	93	585
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 85	110	-	34	93	-
Stage 1	-	-	-	-	-	-	384	400	-	350	391	-
Stage 2	-	-	-	-	-	-	344	390	-	163	349	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.5	1.9	151.9	27.9
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	85	361	1084	-	-	830	-	-	203
HCM Lane V/C Ratio	1.436	0.493	0.048	-	-	0.132	-	-	0.229
HCM Control Delay (s)	$ 337.9	24.3	8.5	-	-	10	-	-	27.9
HCM Lane LOS	F	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	9.5	2.6	0.2	-	-	0.5	-	-	0.9

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	446	131	140	551	8	97	3	113	4	6	66
Future Volume (vph)	27	446	131	140	551	8	97	3	113	4	6	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.854			0.883	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1805	1696	1599	1787	1711	0	1805	1592	0	0	1630	0
Flt Permitted	0.207			0.209			0.950				0.997	
Satd. Flow (perm)	393	1696	1599	393	1711	0	1805	1592	0	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		1			136			80	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	12%	1%	1%	11%	0%	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	33	537	158	169	664	10	117	4	136	5	7	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	537	158	169	674	0	117	140	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	35.3	29.1	29.1	42.9	37.3		9.3	9.3			7.0	
Actuated g/C Ratio	0.44	0.36	0.36	0.53	0.46		0.12	0.12			0.09	
v/c Ratio	0.12	0.88	0.22	0.47	0.85		0.56	0.46			0.43	
Control Delay	10.3	42.5	2.2	13.7	34.8		46.9	13.0			18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	10.3	42.5	2.2	13.7	34.8		46.9	13.0			18.4	
LOS	B	D	A	B	C		D	B			B	
Approach Delay		32.3			30.6			28.4			18.4	
Approach LOS		C			C			C			B	
90th %ile Green (s)	7.3	32.5	32.5	10.5	35.7		10.5	10.5		10.5	10.5	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Max	Max	
70th %ile Green (s)	6.6	32.5	32.5	10.5	36.4		10.5	10.5		7.8	7.8	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Gap	Gap	
50th %ile Green (s)	6.1	32.5	32.5	9.2	35.6		10.5	10.5		6.1	6.1	
50th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Max		Gap	Gap	
30th %ile Green (s)	0.0	28.4	28.4	8.0	42.9		8.9	8.9		5.5	5.5	
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	20.3	20.3	6.6	33.4		6.5	6.5		5.5	5.5	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	7	250	0	39	329		59	2			6	
Queue Length 95th (ft)	19	#406	15	70	#534		109	44			42	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	379	692	771	393	790		238	328			284	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.09	0.78	0.20	0.43	0.85		0.49	0.43			0.32	

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 90			
70th %ile Actuated Cycle: 87.3			
50th %ile Actuated Cycle: 84.3			
30th %ile Actuated Cycle: 76.8			
10th %ile Actuated Cycle: 64.9			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	58	572	47	45	535	8	42	5	48	2	4	56
Future Volume (vph)	58	572	47	45	535	8	42	5	48	2	4	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.865			0.877	
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1805	1881	1615	1752	1818	0	1805	1614	0	0	1606	0
Flt Permitted	0.189			0.197			0.950				0.999	
Satd. Flow (perm)	359	1881	1615	363	1818	0	1805	1614	0	0	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		1			54			63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	3%	4%	25%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	65	643	53	51	601	9	47	6	54	2	4	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	643	53	51	610	0	47	60	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

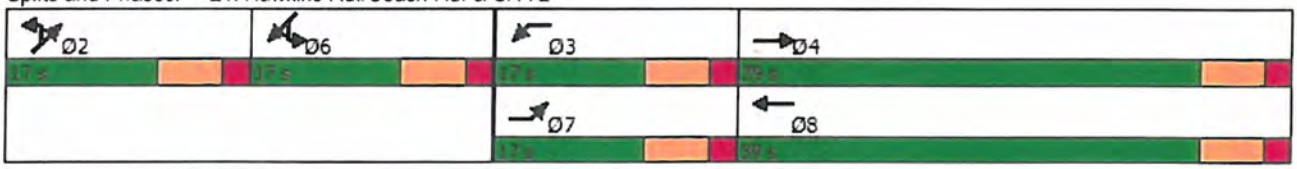
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	36.8	32.7	32.7	35.0	29.9		7.6	7.6			6.7	
Actuated g/C Ratio	0.49	0.44	0.44	0.47	0.40		0.10	0.10			0.09	
v/c Ratio	0.21	0.78	0.06	0.17	0.84		0.26	0.28			0.34	
Control Delay	10.1	28.5	0.1	9.9	34.0		37.7	15.7			16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	10.1	28.5	0.1	9.9	34.0		37.7	15.7			16.6	
LOS	B	C	A	A	C		D	B			B	
Approach Delay		24.9			32.2			25.4			16.6	
Approach LOS		C			C			C			B	
90th %ile Green (s)	8.5	33.0	33.0	8.0	32.5		10.2	10.2		9.4	9.4	
90th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
70th %ile Green (s)	7.4	32.9	32.9	7.0	32.5		8.5	8.5		7.2	7.2	
70th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
50th %ile Green (s)	6.7	32.8	32.8	6.4	32.5		7.4	7.4		5.7	5.7	
50th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
30th %ile Green (s)	6.5	43.4	43.4	0.0	30.4		6.4	6.4		5.5	5.5	
30th %ile Term Code	Gap	Hold	Hold	Skip	Gap		Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	21.1	21.1	0.0	21.1		5.5	5.5		5.5	5.5	
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	13	268	0	10	253		22	3			3	
Queue Length 95th (ft)	33	#521	0	28	#501		56	37			40	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	395	907	883	385	819		262	281			287	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.16	0.71	0.06	0.13	0.74		0.18	0.21			0.24	

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 74.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 86.6			
70th %ile Actuated Cycle: 81.6			
50th %ile Actuated Cycle: 78.3			
30th %ile Actuated Cycle: 74.8			
10th %ile Actuated Cycle: 51.6			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	559	110	94	401	6	105	14	139	4	2	34
Future Volume (vph)	45	559	110	94	401	6	105	14	139	4	2	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.863			0.885	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1752	1776	1615	1736	1711	0	1787	1610	0	0	1515	0
Flt Permitted	0.384			0.152			0.950				0.995	
Satd. Flow (perm)	708	1776	1615	278	1711	0	1787	1610	0	0	1515	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		1			162			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	7%	0%	4%	11%	0%	1%	0%	2%	50%	0%	6%
Adj. Flow (vph)	52	650	128	109	466	7	122	16	162	5	2	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	650	128	109	473	0	122	178	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	38.2	32.9	32.9	41.7	36.6		9.4	9.4			6.6	
Actuated g/C Ratio	0.48	0.41	0.41	0.52	0.46		0.12	0.12			0.08	
v/c Ratio	0.12	0.89	0.16	0.38	0.60		0.58	0.54			0.29	
Control Delay	9.6	41.3	1.0	12.8	22.6		47.2	14.5			19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	9.6	41.3	1.0	12.8	22.6		47.2	14.5			19.7	
LOS	A	D	A	B	C		D	B			B	
Approach Delay		33.1			20.8			27.8			19.7	
Approach LOS		C			C			C			B	
90th %ile Green (s)	8.1	32.5	32.5	10.5	34.9		10.5	10.5		9.1	9.1	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Gap	Gap	
70th %ile Green (s)	7.1	32.5	32.5	8.8	34.2		10.5	10.5		7.1	7.1	
70th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Max		Gap	Gap	
50th %ile Green (s)	6.5	32.5	32.5	7.8	33.8		10.5	10.5		5.8	5.8	
50th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Max		Gap	Gap	
30th %ile Green (s)	0.0	32.5	32.5	7.0	46.0		9.2	9.2		5.5	5.5	
30th %ile Term Code	Skip	Max	Max	Gap	Hold		Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	32.5	32.5	0.0	32.5		6.6	6.6		5.5	5.5	
10th %ile Term Code	Skip	Max	Max	Skip	Hold		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	11	314	0	24	194		60	7			3	
Queue Length 95th (ft)	27	#545	4	48	308		116	60			33	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	500	729	781	341	782		237	354			235	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.10	0.89	0.16	0.32	0.60		0.51	0.50			0.20	

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 88.6			
70th %ile Actuated Cycle: 84.9			
50th %ile Actuated Cycle: 82.6			
30th %ile Actuated Cycle: 80.2			
10th %ile Actuated Cycle: 64.1			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	586	313	49	609	6	330	3	37	9	3	38
Future Volume (vph)	23	586	313	49	609	6	330	3	37	9	3	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.987				0.850
Flt Protected	0.950			0.950				0.957			0.963	
Satd. Flow (prot)	1805	1759	1553	1719	1725	0	0	1748	0	0	1830	1568
Flt Permitted	0.119			0.116				0.957			0.963	
Satd. Flow (perm)	226	1759	1553	210	1725	0	0	1748	0	0	1830	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			348					4				150
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	4%	5%	10%	0%	2%	0%	9%	0%	0%	3%
Adj. Flow (vph)	26	651	348	54	677	7	367	3	41	10	3	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	651	348	54	684	0	0	411	0	0	13	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

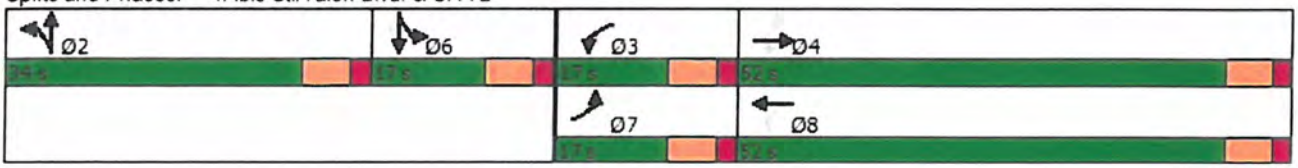


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	52.0	52.0	17.0	52.0		34.0	34.0		17.0	17.0	17.0
Total Split (%)	14.2%	43.3%	43.3%	14.2%	43.3%		28.3%	28.3%		14.2%	14.2%	14.2%
Maximum Green (s)	10.5	45.5	45.5	10.5	45.5		27.5	27.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	50.8	45.6	45.6	53.7	49.0			27.6			10.5	10.5
Actuated g/C Ratio	0.44	0.40	0.40	0.47	0.43			0.24			0.09	0.09
v/c Ratio	0.14	0.93	0.42	0.28	0.93			0.97			0.08	0.15
Control Delay	16.3	55.0	4.2	18.4	52.4			80.8			50.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	16.3	55.0	4.2	18.4	52.4			80.8			50.6	1.1
LOS	B	D	A	B	D			F			D	A
Approach Delay		36.8			50.0			80.8			12.8	
Approach LOS		D			D			F			B	
90th %ile Green (s)	7.5	45.5	45.5	9.2	47.2		27.5	27.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	6.8	45.5	45.5	8.1	46.8		27.5	27.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.3	45.5	45.5	7.3	46.5		27.5	27.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	45.5	45.5	6.6	58.6		27.5	27.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	45.5	45.5	0.0	45.5		27.5	27.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Hold	Hold	Skip	Max		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	9	469	0	20	506			308			9	0
Queue Length 95th (ft)	24	#728	59	42	#775			#530			30	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	251	701	828	240	738			424			168	280
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.10	0.93	0.42	0.23	0.93			0.97			0.08	0.15

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 114.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 118.7			
70th %ile Actuated Cycle: 117.6			
50th %ile Actuated Cycle: 116.8			
30th %ile Actuated Cycle: 116.1			
10th %ile Actuated Cycle: 103			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	590	331	77	571	22	289	2	38	7	3	40
Future Volume (vph)	44	590	331	77	571	22	289	2	38	7	3	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.984				0.850
Flt Protected	0.950			0.950				0.958			0.965	
Satd. Flow (prot)	1805	1863	1583	1770	1819	0	0	1760	0	0	1834	1615
Flt Permitted	0.106			0.100				0.958			0.965	
Satd. Flow (perm)	201	1863	1583	186	1819	0	0	1760	0	0	1834	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			364		2			5				164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	48	648	364	85	627	24	318	2	42	8	3	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	648	364	85	651	0	0	362	0	0	11	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	47.0	47.0	17.0	47.0		29.0	29.0		17.0	17.0	17.0
Total Split (%)	15.5%	42.7%	42.7%	15.5%	42.7%		26.4%	26.4%		15.5%	15.5%	15.5%
Maximum Green (s)	10.5	40.5	40.5	10.5	40.5		22.5	22.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	44.7	39.1	39.1	46.8	40.2			22.7			10.6	10.6
Actuated g/C Ratio	0.43	0.38	0.38	0.45	0.39			0.22			0.10	0.10
v/c Ratio	0.25	0.92	0.44	0.41	0.92			0.93			0.06	0.14
Control Delay	16.8	52.3	4.4	19.9	51.3			73.1			45.7	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	16.8	52.3	4.4	19.9	51.3			73.1			45.7	0.9
LOS	B	D	A	B	D			E			D	A
Approach Delay		34.2			47.7			73.1			9.9	
Approach LOS		C			D			E			A	
90th %ile Green (s)	8.5	40.5	40.5	10.4	42.4		22.5	22.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	7.5	40.5	40.5	9.0	42.0		22.5	22.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.9	40.5	40.5	8.1	41.7		22.5	22.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	6.2	40.5	40.5	7.2	41.5		22.5	22.5		10.5	10.5	10.5
30th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	33.2	33.2	0.0	33.2		22.5	22.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	16	421	0	29	421			247			7	0
Queue Length 95th (ft)	35	#671	60	55	#665			#449			25	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	255	734	844	248	736			389			187	312
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.19	0.88	0.43	0.34	0.88			0.93			0.06	0.14

Intersection Summary

Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 103.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 44.5		Intersection LOS: D	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 109.9			
70th %ile Actuated Cycle: 108.5			
50th %ile Actuated Cycle: 107.6			
30th %ile Actuated Cycle: 106.7			
10th %ile Actuated Cycle: 85.7			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72

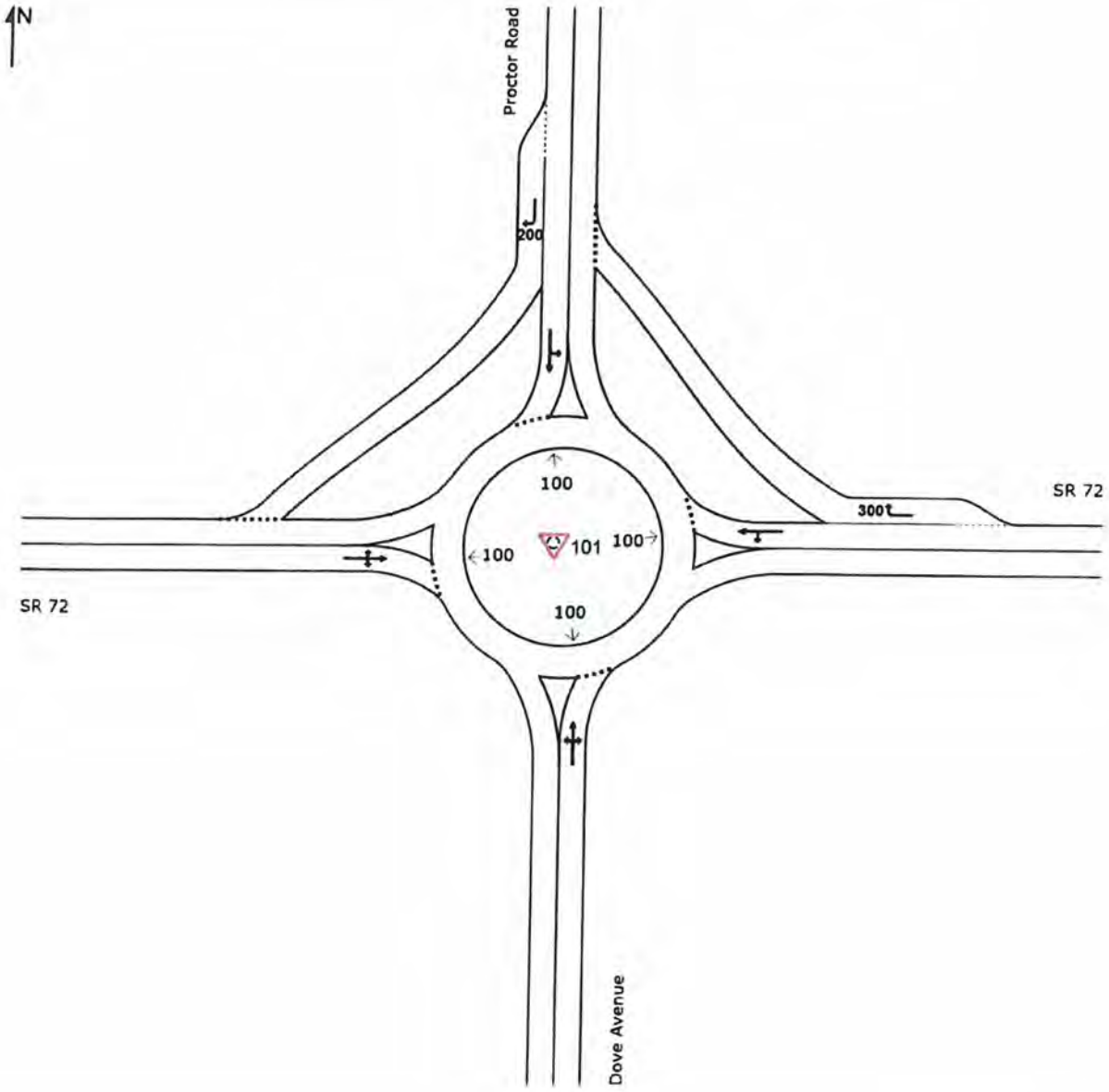


SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Opening Year (2030) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout

Layout produced with schematic functions (drawings not to scale) given data. They are not intended to represent



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Opening Year (2030) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	94	0.0	107	0.0	0.559	17.7	LOS C	3.2	88.8	0.77	0.95	1.33	28.4
8	T1	83	3.0	94	3.0	0.559	17.9	LOS C	3.2	88.8	0.77	0.95	1.33	28.3
18	R2	70	50.0	80	50.0	0.559	20.8	LOS C	3.2	88.8	0.77	0.95	1.33	26.9
Approach		247	15.2	281	15.2	0.559	18.7	LOS C	3.2	88.8	0.77	0.95	1.33	27.9
East: SR 72														
1	L2	57	25.0	65	25.0	0.672	15.6	LOS C	7.7	212.1	0.69	0.89	1.27	29.8
6	T1	474	12.0	539	12.0	0.672	15.1	LOS C	7.7	212.1	0.69	0.89	1.27	30.2
16	R2	225	2.0	256	2.0	0.232	5.4	LOS A	1.0	26.5	0.41	0.30	0.41	34.0
Approach		756	10.0	859	10.0	0.672	12.3	LOS B	7.7	212.1	0.61	0.71	1.02	31.2
North: Proctor Road														
7	L2	133	4.0	151	4.0	0.359	10.2	LOS B	1.6	41.6	0.67	0.71	0.80	31.3
4	T1	79	1.0	90	1.0	0.359	10.0	LOS B	1.6	41.6	0.67	0.71	0.80	31.2
14	R2	91	2.0	103	2.0	0.142	6.5	LOS A	0.5	13.5	0.58	0.57	0.58	33.5
Approach		303	2.6	344	2.6	0.359	9.0	LOS A	1.6	41.6	0.64	0.67	0.73	31.9
West: SR 72														
5	L2	137	4.0	156	4.0	0.770	19.5	LOS C	13.9	369.2	0.84	1.15	1.71	28.4
2	T1	427	10.0	485	10.0	0.770	19.7	LOS C	13.9	369.2	0.84	1.15	1.71	28.2
12	R2	54	5.0	61	5.0	0.770	19.6	LOS C	13.9	369.2	0.84	1.15	1.71	27.6
Approach		618	8.2	702	8.2	0.770	19.7	LOS C	13.9	369.2	0.84	1.15	1.71	28.2
All Vehicles		1924	8.9	2186	8.9	0.770	15.0	LOS B	13.9	369.2	0.71	0.88	1.24	29.8

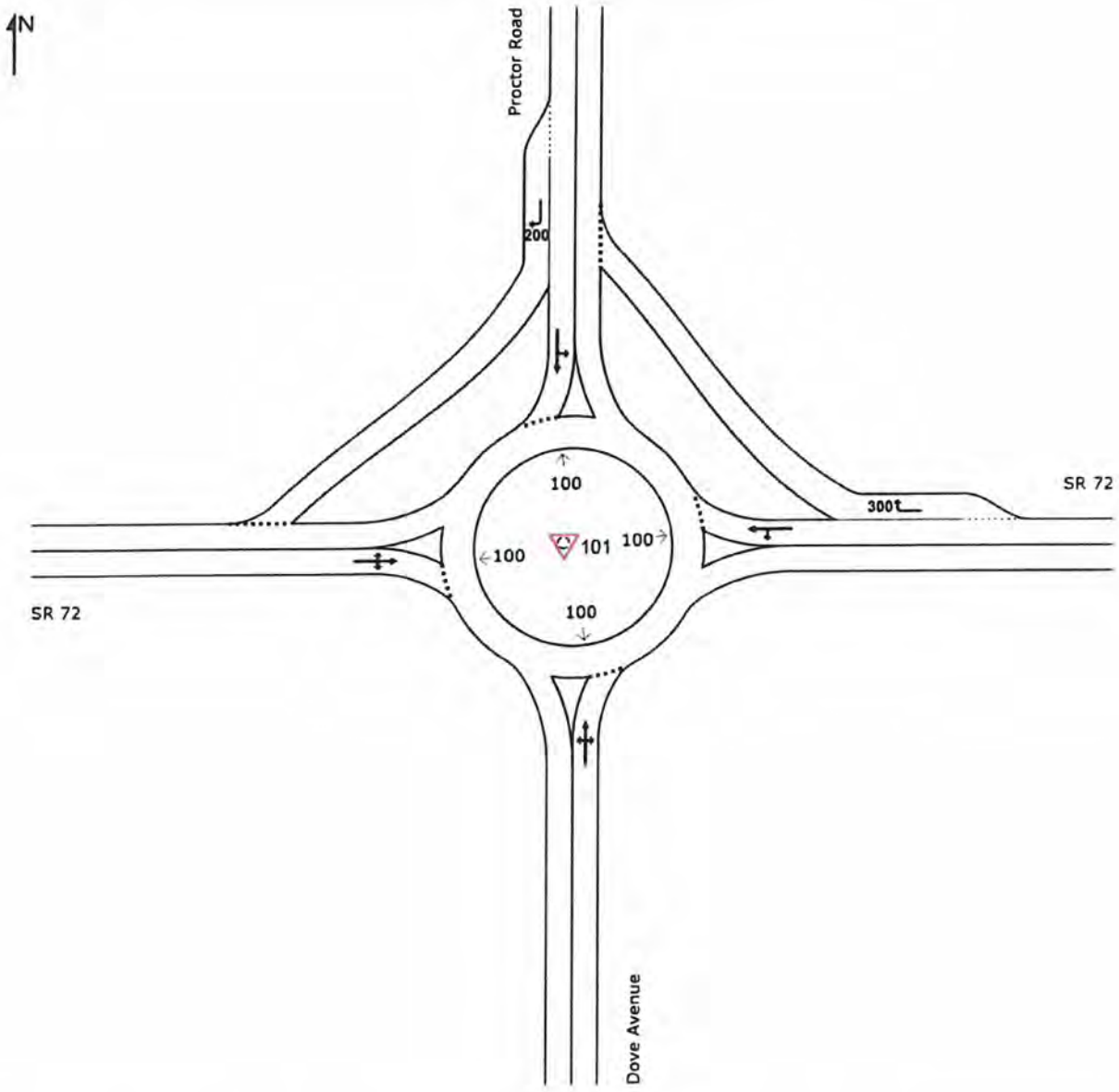
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab)
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6)
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Opening Year (2030) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Opening Year (2030) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	58	0.0	67	0.0	0.329	11.1	LOS B	1.5	37.0	0.71	0.74	0.82	31.5
8	T1	41	0.0	47	0.0	0.329	11.1	LOS B	1.5	37.0	0.71	0.74	0.82	31.4
18	R2	62	0.0	71	0.0	0.329	11.1	LOS B	1.5	37.0	0.71	0.74	0.82	30.5
Approach		161	0.0	185	0.0	0.329	11.1	LOS B	1.5	37.0	0.71	0.74	0.82	31.1
East: SR 72														
1	L2	67	0.0	77	0.0	0.563	10.1	LOS B	4.0	102.9	0.57	0.47	0.62	32.5
6	T1	466	5.0	536	5.0	0.563	10.3	LOS B	4.0	102.9	0.57	0.47	0.62	32.3
16	R2	127	1.0	146	1.0	0.122	4.0	LOS A	0.5	12.8	0.31	0.18	0.31	34.8
Approach		660	3.7	759	3.7	0.563	9.1	LOS A	4.0	102.9	0.52	0.41	0.56	32.7
North: Proctor Road														
7	L2	192	0.0	221	0.0	0.365	9.4	LOS A	1.8	43.9	0.66	0.70	0.76	31.3
4	T1	45	0.0	52	0.0	0.365	9.4	LOS A	1.8	43.9	0.66	0.70	0.76	31.1
14	R2	137	2.0	157	2.0	0.201	6.7	LOS A	0.8	20.1	0.57	0.56	0.57	33.4
Approach		374	0.7	430	0.7	0.365	8.4	LOS A	1.8	43.9	0.63	0.65	0.69	32.0
West: SR 72														
5	L2	114	0.0	131	0.0	0.752	18.0	LOS C	13.2	333.7	0.88	1.14	1.66	29.2
2	T1	450	2.0	517	2.0	0.752	18.0	LOS C	13.2	333.7	0.88	1.14	1.66	29.0
12	R2	59	0.0	68	0.0	0.752	18.0	LOS C	13.2	333.7	0.88	1.14	1.66	28.3
Approach		623	1.4	716	1.4	0.752	18.0	LOS C	13.2	333.7	0.88	1.14	1.66	29.0
All Vehicles		1818	2.0	2090	2.0	0.752	12.2	LOS B	13.2	333.7	0.68	0.74	0.99	31.1

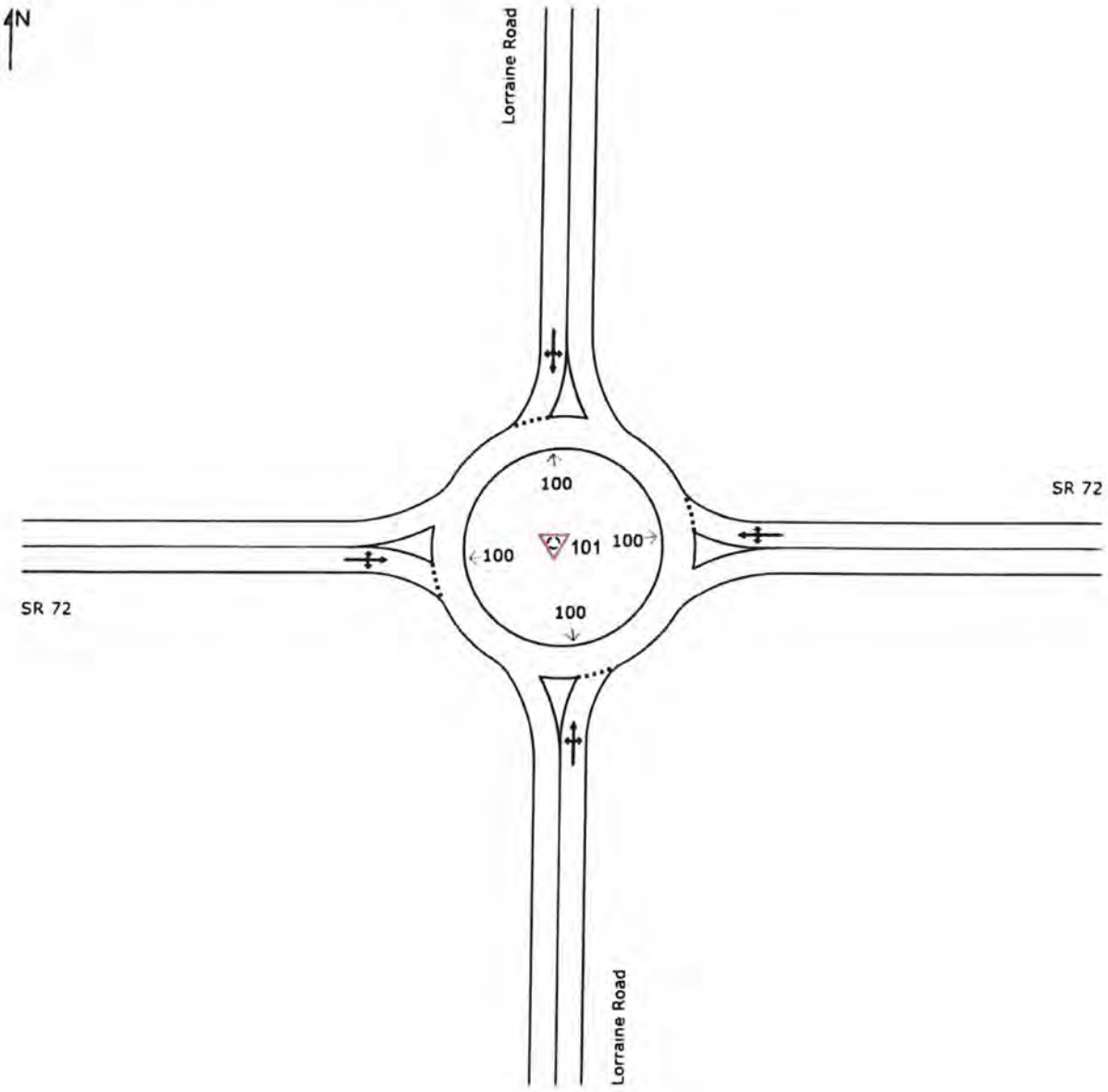
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout



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MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Lorraine Road														
3	L2	175	9.0	208	9.0	0.608	16.3	LOS C	4.7	128.3	0.77	0.98	1.35	28.7
8	T1	78	0.0	93	0.0	0.608	15.9	LOS C	4.7	128.3	0.77	0.98	1.35	28.8
18	R2	88	25.0	105	25.0	0.608	17.1	LOS C	4.7	128.3	0.77	0.98	1.35	27.8
Approach		341	11.1	406	11.1	0.608	16.5	LOS C	4.7	128.3	0.77	0.98	1.35	28.5
East: SR 72														
1	L2	117	0.0	139	0.0	0.858	30.7	LOS D	15.3	408.1	0.95	1.56	2.58	24.8
6	T1	314	11.0	374	11.0	0.858	31.2	LOS D	15.3	408.1	0.95	1.56	2.58	24.7
16	R2	101	10.0	120	10.0	0.858	31.2	LOS D	15.3	408.1	0.95	1.56	2.58	24.1
Approach		532	8.4	633	8.4	0.858	31.1	LOS D	15.3	408.1	0.95	1.56	2.58	24.6
North: Lorraine Road														
7	L2	92	18.0	110	18.0	0.837	35.4	LOS E	10.0	268.8	0.91	1.43	2.50	23.4
4	T1	105	9.0	125	9.0	0.837	34.9	LOS D	10.0	268.8	0.91	1.43	2.50	23.6
14	R2	202	6.0	240	6.0	0.837	34.7	LOS D	10.0	268.8	0.91	1.43	2.50	23.2
Approach		399	9.6	475	9.6	0.837	34.9	LOS D	10.0	268.8	0.91	1.43	2.50	23.4
West: SR 72														
5	L2	170	6.0	202	6.0	0.808	23.6	LOS C	14.5	391.2	0.89	1.36	2.07	26.6
2	T1	201	11.0	239	11.0	0.808	23.8	LOS C	14.5	391.2	0.89	1.36	2.07	26.6
12	R2	193	12.0	230	12.0	0.808	23.9	LOS C	14.5	391.2	0.89	1.36	2.07	26.0
Approach		564	9.8	671	9.8	0.808	23.8	LOS C	14.5	391.2	0.89	1.36	2.07	26.4
All Vehicles		1836	9.6	2186	9.6	0.858	27.0	LOS D	15.3	408.1	0.89	1.36	2.18	25.5

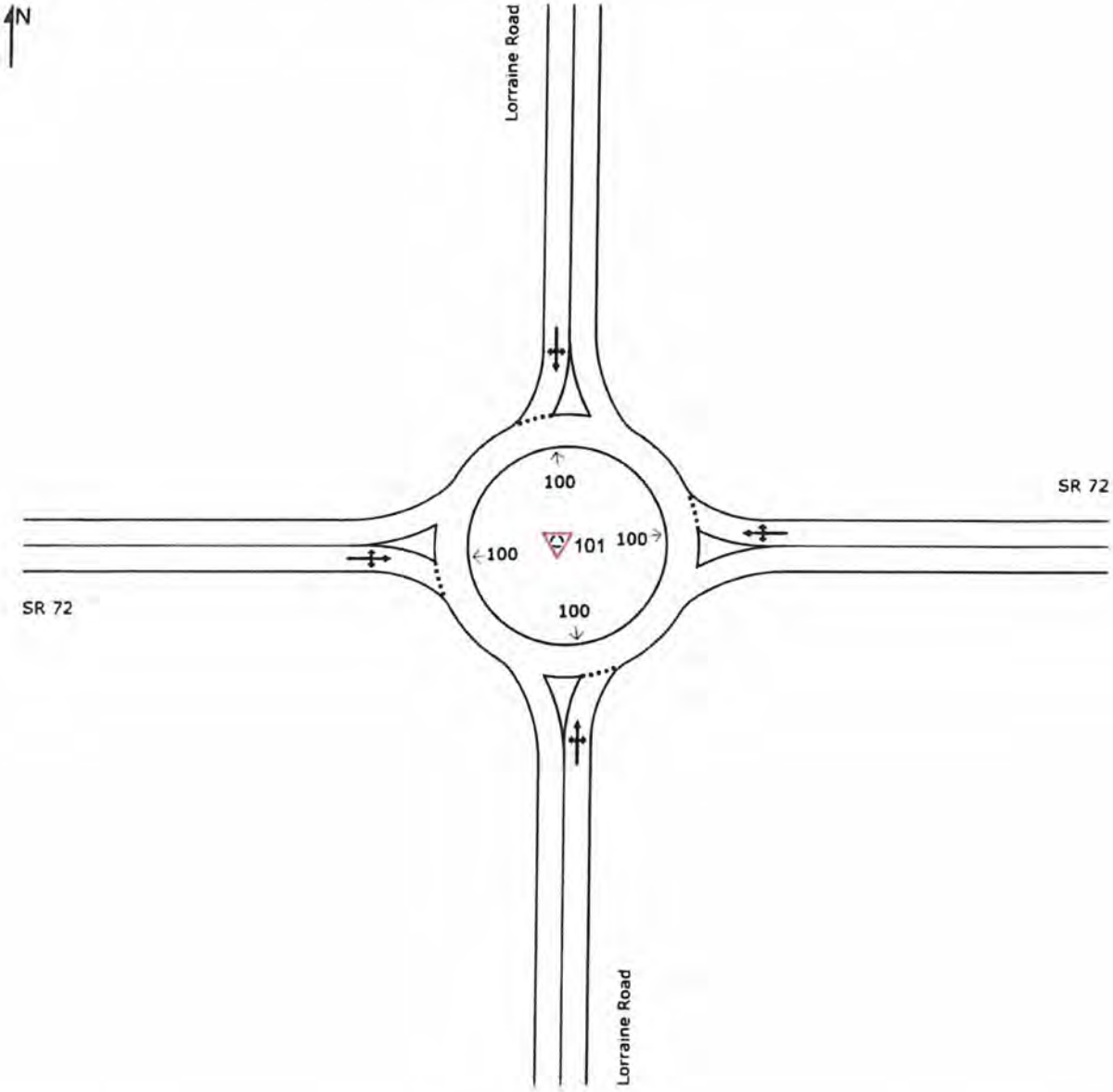
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab)
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6)
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included)
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Lorraine Road														
3	L2	173	7.0	180	7.0	0.637	17.7	LOS C	5.2	140.0	0.79	1.03	1.46	28.3
8	T1	105	10.0	109	10.0	0.637	17.9	LOS C	5.2	140.0	0.79	1.03	1.46	28.3
18	R2	120	17.0	125	17.0	0.637	18.2	LOS C	5.2	140.0	0.79	1.03	1.46	27.5
Approach		398	10.8	415	10.8	0.637	17.9	LOS C	5.2	140.0	0.79	1.03	1.46	28.1
East: SR 72														
1	L2	88	0.0	93	0.0	0.488	11.2	LOS B	3.3	84.0	0.70	0.80	0.96	31.5
6	T1	177	5.0	186	5.0	0.488	11.4	LOS B	3.3	84.0	0.70	0.80	0.96	31.4
16	R2	97	6.0	102	6.0	0.488	11.4	LOS B	3.3	84.0	0.70	0.80	0.96	30.5
Approach		362	4.1	381	4.1	0.488	11.4	LOS B	3.3	84.0	0.70	0.80	0.96	31.2
North: Lorraine Road														
7	L2	131	2.0	138	2.0	0.582	13.2	LOS B	5.1	131.1	0.75	0.91	1.17	30.5
4	T1	83	4.0	87	4.0	0.582	13.3	LOS B	5.1	131.1	0.75	0.91	1.17	30.4
14	R2	238	4.0	251	4.0	0.582	13.3	LOS B	5.1	131.1	0.75	0.91	1.17	29.6
Approach		452	3.4	476	3.4	0.582	13.3	LOS B	5.1	131.1	0.75	0.91	1.17	30.0
West: SR 72														
5	L2	192	2.0	202	2.0	0.673	14.3	LOS B	9.2	232.1	0.78	0.90	1.26	30.1
2	T1	272	1.0	286	1.0	0.673	14.3	LOS B	9.2	232.1	0.78	0.90	1.26	30.1
12	R2	160	2.0	168	2.0	0.673	14.3	LOS B	9.2	232.1	0.78	0.90	1.26	29.3
Approach		624	1.6	657	1.6	0.673	14.3	LOS B	9.2	232.1	0.78	0.90	1.26	29.9
All Vehicles		1836	4.5	1928	4.5	0.673	14.2	LOS B	9.2	232.1	0.76	0.91	1.22	29.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX Q

2050 NO-BUILD ALTERNATIVE INTERSECTION ANALYSIS SUMMARY SHEETS

Intersection	
Int Delay, s/veh	730.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1421	127	11	1732	200	15
Future Vol, veh/h	1421	127	11	1732	200	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	7	0	8	2	0
Mvmt Flow	1528	137	12	1862	215	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1665	0	3414	1528
Stage 1	-	-	-	-	1528	-
Stage 2	-	-	-	-	1886	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	391	-	~ 8	146
Stage 1	-	-	-	-	~ 197	-
Stage 2	-	-	-	-	~ 131	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	391	-	~ 8	146
Mov Cap-2 Maneuver	-	-	-	-	~ 8	-
Stage 1	-	-	-	-	~ 197	-
Stage 2	-	-	-	-	~ 131	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 11915.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	9	-	-	391	-
HCM Lane V/C Ratio	25.687	-	-	0.03	-
HCM Control Delay (s)	$ 11915.8	-	-	14.5	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	30.6	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	230.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1816	134	15	1462	96	11
Future Vol, veh/h	1816	134	15	1462	96	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	4	0	3	6	0
Mvmt Flow	1853	137	15	1492	98	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1990	0	3375	1853
Stage 1	-	-	-	-	1853	-
Stage 2	-	-	-	-	1522	-
Critical Hdwy	-	-	4.1	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.2	-	3.554	3.3
Pot Cap-1 Maneuver	-	-	293	-	~ 8	93
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	195	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	293	-	~ 6	93
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	137	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 7598.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	293	-
HCM Lane V/C Ratio	15.598	-	-	0.052	-
HCM Control Delay (s)	$ 7598.2	-	-	18	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	15.4	-	-	0.2	-

Notes

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

Intersection	
Int Delay, s/veh	26

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1403	33	9	1713	30	6
Future Vol, veh/h	1403	33	9	1713	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	0	8	7	0
Mvmt Flow	1509	35	10	1842	32	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1544	0	3371	1509
Stage 1	-	-	-	-	1509	-
Stage 2	-	-	-	-	1862	-
Critical Hdwy	-	-	4.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.2	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	436	-	~ 8	150
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	131	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	436	-	~ 8	150
Mov Cap-2 Maneuver	-	-	-	-	~ 8	-
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	131	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 2299.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	9	-	-	436	-
HCM Lane V/C Ratio	4.301	-	-	0.022	-
HCM Control Delay (s)	$ 2299.2	-	-	13.4	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	6.1	-	-	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	112.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↰↑	↱	
Traffic Vol, veh/h	1719	108	12	1421	56	19
Future Vol, veh/h	1719	108	12	1421	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1848	116	13	1528	60	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1964	0	3402	1848
Stage 1	-	-	-	-	1848	-
Stage 2	-	-	-	-	1554	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	300	-	~ 8	94
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	194	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	300	-	~ 6	94
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	138	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 4991.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	8	-	-	300	-
HCM Lane V/C Ratio	10.081	-	-	0.043	-
HCM Control Delay (s)	$ 4991.3	-	-	17.5	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	11.7	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	790	968	11	14	21
Future Vol, veh/h	14	790	968	11	14	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	8	9	10	0	0
Mvmt Flow	15	849	1041	12	15	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1053	0	-	0	1926	1047
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	879	-
Critical Hdwy	4.21	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.299	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	628	-	-	-	74	280
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	628	-	-	-	72	280
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	38.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	628	-	-	-	72	280
HCM Lane V/C Ratio	0.024	-	-	-	0.209	0.081
HCM Control Delay (s)	10.9	-	-	-	67.8	19
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.3

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	975	797	17	14	18
Future Vol, veh/h	18	975	797	17	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	6
Mvmt Flow	19	1048	857	18	15	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	875	0	-	0	1952	866
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	1086	-
Critical Hdwy	4.1	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	780	-	-	-	71	347
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	327	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	780	-	-	-	69	347
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	327	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	780	-	-	-	69	347
HCM Lane V/C Ratio	0.025	-	-	-	0.218	0.056
HCM Control Delay (s)	9.7	-	-	-	71.2	16
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	877	5	3	1072	4	8	3	3	4	3	8
Future Vol, veh/h	8	877	5	3	1072	4	8	3	3	4	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	9	25	50	9	50	13	0	50	0	0	14
Mvmt Flow	8	895	5	3	1094	4	8	3	3	4	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1098	0	0	900	0	0	2019	2015	895	2019	2018	1096
Stage 1	-	-	-	-	-	-	911	911	-	1102	1102	-
Stage 2	-	-	-	-	-	-	1108	1104	-	917	916	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.23	6.5	6.7	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.617	4	3.75	3.5	4	3.426
Pot Cap-1 Maneuver	643	-	-	588	-	-	40	59	279	44	59	246
Stage 1	-	-	-	-	-	-	314	356	-	259	290	-
Stage 2	-	-	-	-	-	-	243	289	-	329	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	643	-	-	588	-	-	36	57	279	41	57	246
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	57	-	41	57	-
Stage 1	-	-	-	-	-	-	306	347	-	253	286	-
Stage 2	-	-	-	-	-	-	229	285	-	314	345	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0	106.3	58.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	49	643	-	-	588	-	-	82
HCM Lane V/C Ratio	0.292	0.013	-	-	0.005	-	-	0.187
HCM Control Delay (s)	106.3	10.7	0	-	11.2	0	-	58.7
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	2	1086	4	5	895	6	5	3	3	5	3	5
Future Vol, veh/h	2	1086	4	5	895	6	5	3	3	5	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	2	1168	4	5	962	6	5	3	3	5	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	1172	0	0	2151	2150	1168	2152	2151	965
Stage 1	-	-	-	-	-	-	1172	1172	-	975	975	-
Stage 2	-	-	-	-	-	-	979	978	-	1177	1176	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	720	-	-	603	-	-	35	49	238	35	49	312
Stage 1	-	-	-	-	-	-	237	269	-	305	332	-
Stage 2	-	-	-	-	-	-	304	331	-	235	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	720	-	-	603	-	-	32	48	238	32	48	312
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	48	-	32	48	-
Stage 1	-	-	-	-	-	-	235	267	-	303	326	-
Stage 2	-	-	-	-	-	-	290	325	-	227	265	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.1	103	91.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	48	720	-	-	603	-	-	55
HCM Lane V/C Ratio	0.246	0.003	-	-	0.009	-	-	0.254
HCM Control Delay (s)	103	10	0	-	11	0	-	91.4
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	24	868	1036	6	10	43
Future Vol, veh/h	24	868	1036	6	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	9	9	25	0	3
Mvmt Flow	25	895	1068	6	10	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1074	0	-	0	2016	1071
Stage 1	-	-	-	-	1071	-
Stage 2	-	-	-	-	945	-
Critical Hdwy	4.2	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.29	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	620	-	-	-	65	267
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	620	-	-	-	62	267
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	37.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	620	-	-	-	164
HCM Lane V/C Ratio	0.04	-	-	-	0.333
HCM Control Delay (s)	11	-	-	-	37.5
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	34	1057	883	10	6	23
Future Vol, veh/h	34	1057	883	10	6	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	36	1124	939	11	6	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	950	0	-	0	2141	945
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	1196	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	731	-	-	-	54	320
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	289	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	731	-	-	-	51	320
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	289	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	34.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	731	-	-	-	153
HCM Lane V/C Ratio	0.049	-	-	-	0.202
HCM Control Delay (s)	10.2	-	-	-	34.4
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	657	156	173	778	27	108	7	134	13	11	133
Future Volume (vph)	65	657	156	173	778	27	108	7	134	13	11	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.857			0.886	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1805	1792	1599	1787	1803	0	1805	1598	0	0	1635	0
Flt Permitted	0.068			0.131			0.950				0.996	
Satd. Flow (perm)	129	1792	1599	246	1803	0	1805	1598	0	0	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188		2			161			160	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	6%	1%	1%	5%	0%	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	78	792	188	208	937	33	130	8	161	16	13	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	792	188	208	970	0	130	169	0	0	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

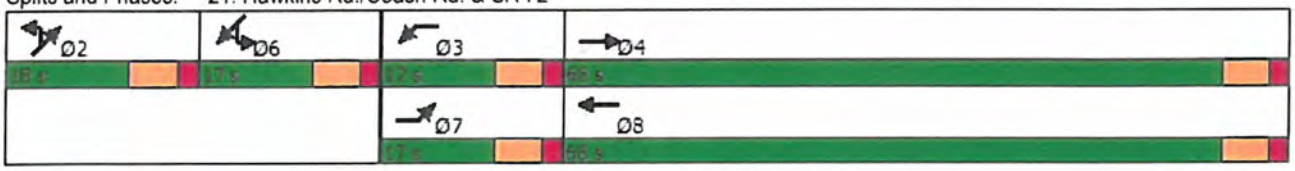
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	68.0	68.0	17.0	68.0		18.0	18.0		17.0	17.0	
Total Split (%)	14.2%	56.7%	56.7%	14.2%	56.7%		15.0%	15.0%		14.2%	14.2%	
Maximum Green (s)	10.5	61.5	61.5	10.5	61.5		11.5	11.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	65.0	57.3	57.3	70.4	62.5		10.9	10.9			7.8	
Actuated g/C Ratio	0.58	0.51	0.51	0.63	0.56		0.10	0.10			0.07	
v/c Ratio	0.41	0.86	0.21	0.72	0.97		0.74	0.56			0.72	
Control Delay	18.0	36.0	2.7	27.6	47.4		76.1	16.9			28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	18.0	36.0	2.7	27.6	47.4		76.1	16.9			28.4	
LOS	B	D	A	C	D		E	B			C	
Approach Delay		28.8			44.0			42.7			28.4	
Approach LOS		C			D			D			C	
90th %ile Green (s)	10.3	61.5	61.5	10.5	61.7		11.5	11.5		10.5	10.5	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Max	Max	
70th %ile Green (s)	8.0	61.5	61.5	10.5	64.0		11.5	11.5		10.5	10.5	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Max	Max	
50th %ile Green (s)	7.3	58.3	58.3	10.5	61.5		11.5	11.5		7.7	7.7	
50th %ile Term Code	Gap	Hold	Hold	Max	Max		Max	Max		Gap	Gap	
30th %ile Green (s)	6.9	58.7	58.7	9.7	61.5		11.5	11.5		5.5	5.5	
30th %ile Term Code	Gap	Hold	Hold	Gap	Max		Max	Max		Gap	Gap	
10th %ile Green (s)	0.0	46.9	46.9	8.1	61.5		8.6	8.6		5.5	5.5	
10th %ile Term Code	Skip	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	19	490	0	53	677		94	5			21	
Queue Length 95th (ft)	42	614	27	115	#927		#172	57			78	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	236	990	967	300	1005		186	309			299	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.33	0.80	0.19	0.69	0.97		0.70	0.55			0.63	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 112.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 120			
70th %ile Actuated Cycle: 120			
50th %ile Actuated Cycle: 114			
30th %ile Actuated Cycle: 111.4			
10th %ile Actuated Cycle: 95.1			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	81	914	58	69	756	17	51	7	64	5	5	66
Future Volume (vph)	81	914	58	69	756	17	51	7	64	5	5	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.866			0.882	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1805	1881	1615	1752	1814	0	1805	1616	0	0	1614	0
Flt Permitted	0.125			0.075			0.950				0.997	
Satd. Flow (perm)	238	1881	1615	138	1814	0	1805	1616	0	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		1			69			71	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	3%	4%	25%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	87	983	62	74	813	18	55	8	69	5	5	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	983	62	74	831	0	55	77	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

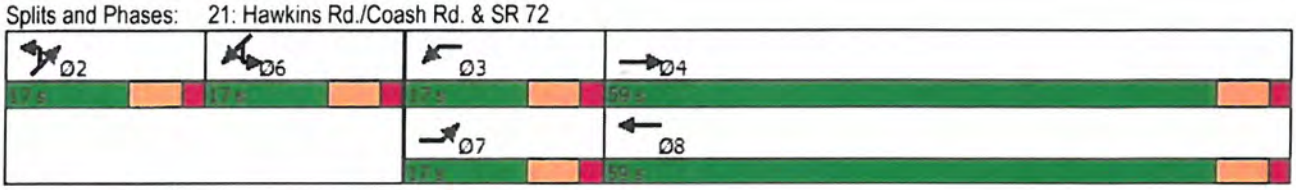
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	59.0	59.0	17.0	59.0		17.0	17.0		17.0	17.0	
Total Split (%)	15.5%	53.6%	53.6%	15.5%	53.6%		15.5%	15.5%		15.5%	15.5%	
Maximum Green (s)	10.5	52.5	52.5	10.5	52.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	59.4	53.3	53.3	58.8	53.0		8.2	8.2			7.0	
Actuated g/C Ratio	0.60	0.54	0.54	0.59	0.54		0.08	0.08			0.07	
v/c Ratio	0.33	0.97	0.07	0.37	0.86		0.37	0.39			0.45	
Control Delay	10.8	47.5	0.1	15.2	32.6		52.4	19.9			22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	10.8	47.5	0.1	15.2	32.6		52.4	19.9			22.6	
LOS	B	D	A	B	C		D	B			C	
Approach Delay		42.1			31.2			33.4			22.6	
Approach LOS		D			C			C			C	
90th %ile Green (s)	10.5	53.4	53.4	9.6	52.5		10.5	10.5		10.5	10.5	
90th %ile Term Code	Max	Hold	Hold	Gap	Max		Max	Max		Max	Max	
70th %ile Green (s)	8.0	52.8	52.8	7.7	52.5		9.8	9.8		7.9	7.9	
70th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
50th %ile Green (s)	7.2	52.8	52.8	6.9	52.5		8.4	8.4		6.1	6.1	
50th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Gap		Gap	Gap	
30th %ile Green (s)	6.5	52.5	52.5	6.4	52.4		7.2	7.2		5.5	5.5	
30th %ile Term Code	Gap	Max	Max	Gap	Hold		Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	52.5	52.5	0.0	52.5		5.5	5.5		5.5	5.5	
10th %ile Term Code	Skip	Max	Max	Skip	Hold		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	18	592	0	15	444		34	5			6	
Queue Length 95th (ft)	41	#1021	0	45	#826		78	51			53	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	315	1011	944	257	971		193	234			236	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.28	0.97	0.07	0.29	0.86		0.28	0.33			0.34	

Intersection Summary

Area Type: Other	
Cycle Length: 110	
Actuated Cycle Length: 99	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 110	
70th %ile Actuated Cycle: 104.2	
50th %ile Actuated Cycle: 100.2	
30th %ile Actuated Cycle: 97.6	
10th %ile Actuated Cycle: 83	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	893	135	144	567	13	128	19	186	10	3	41
Future Volume (vph)	62	893	135	144	567	13	128	19	186	10	3	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.864			0.897	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1752	1776	1615	1736	1710	0	1787	1612	0	0	1480	0
Flt Permitted	0.308			0.046			0.950				0.991	
Satd. Flow (perm)	568	1776	1615	84	1710	0	1787	1612	0	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		1			216			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	7%	0%	4%	11%	0%	1%	0%	2%	50%	0%	6%
Adj. Flow (vph)	72	1038	157	167	659	15	149	22	216	12	3	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1038	157	167	674	0	149	238	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	

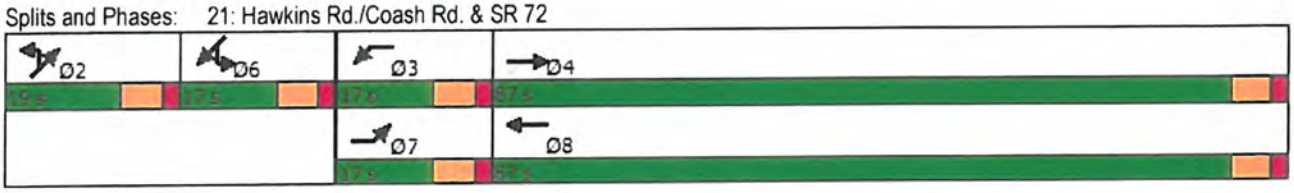
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	87.0	87.0	17.0	87.0		19.0	19.0		17.0	17.0	
Total Split (%)	12.1%	62.1%	62.1%	12.1%	62.1%		13.6%	13.6%		12.1%	12.1%	
Maximum Green (s)	10.5	80.5	80.5	10.5	80.5		12.5	12.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	87.7	80.5	80.5	94.7	86.3		12.5	12.5			7.4	
Actuated g/C Ratio	0.64	0.59	0.59	0.69	0.63		0.09	0.09			0.05	
v/c Ratio	0.17	0.99	0.15	0.91	0.63		0.91	0.69			0.50	
Control Delay	7.5	54.9	2.2	81.5	19.9		112.7	21.8			37.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	7.5	54.9	2.2	81.5	19.9		112.7	21.8			37.3	
LOS	A	D	A	F	B		F	C			D	
Approach Delay		45.7			32.2			56.8			37.3	
Approach LOS		D			C			E			D	
90th %ile Green (s)	8.8	80.5	80.5	10.5	82.2		12.5	12.5		10.5	10.5	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Max	Max	
70th %ile Green (s)	7.8	80.5	80.5	10.5	83.2		12.5	12.5		8.9	8.9	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Gap	Gap	
50th %ile Green (s)	7.1	80.5	80.5	10.5	83.9		12.5	12.5		6.8	6.8	
50th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Gap	Gap	
30th %ile Green (s)	6.5	80.5	80.5	10.5	84.5		12.5	12.5		5.5	5.5	
30th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Max		Gap	Gap	
10th %ile Green (s)	0.0	80.5	80.5	10.4	97.4		12.5	12.5		5.5	5.5	
10th %ile Term Code	Skip	Max	Max	Gap	Hold		Max	Max		Gap	Gap	
Queue Length 50th (ft)	17	865	0	100	358		133	18			13	
Queue Length 95th (ft)	34	#1159	26	#232	499		#257	94			56	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250					
Base Capacity (vph)	468	1044	1014	184	1078		163	343			157	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.15	0.99	0.15	0.91	0.63		0.91	0.69			0.40	

Intersection Summary

Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 136.9	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.4	
50th %ile Actuated Cycle: 136.3	
30th %ile Actuated Cycle: 135	
10th %ile Actuated Cycle: 134.9	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	706	673	119	856	8	829	9	101	10	8	37
Future Volume (vph)	30	706	673	119	856	8	829	9	101	10	8	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.985				0.850
Flt Protected	0.950			0.950				0.958			0.973	
Satd. Flow (prot)	1805	1759	1553	1719	1727	0	0	1745	0	0	1849	1568
Flt Permitted	0.070			0.064				0.958			0.973	
Satd. Flow (perm)	133	1759	1553	116	1727	0	0	1745	0	0	1849	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			597					4				120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	4%	5%	10%	0%	2%	0%	9%	0%	0%	3%
Adj. Flow (vph)	32	759	724	128	920	9	891	10	109	11	9	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	759	724	128	929	0	0	1010	0	0	20	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	61.0	61.0	17.0	61.0		55.0	55.0		17.0	17.0	17.0
Total Split (%)	11.3%	40.7%	40.7%	11.3%	40.7%		36.7%	36.7%		11.3%	11.3%	11.3%
Maximum Green (s)	10.5	54.5	54.5	10.5	54.5		48.5	48.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	61.4	54.5	54.5	69.0	62.7			48.5			10.5	10.5
Actuated g/C Ratio	0.41	0.36	0.36	0.46	0.42			0.32			0.07	0.07
v/c Ratio	0.24	1.19	0.77	0.79	1.28			1.78			0.16	0.18
Control Delay	25.9	140.2	13.3	65.4	174.9			388.7			68.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	25.9	140.2	13.3	65.4	174.9			388.7			68.6	1.8
LOS	C	F	B	E	F			F			E	A
Approach Delay		77.1			161.7			388.7			24.1	
Approach LOS		E			F			F			C	
90th %ile Green (s)	8.5	54.5	54.5	10.5	56.5		48.5	48.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	7.5	54.5	54.5	10.5	57.5		48.5	48.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.9	54.5	54.5	10.5	58.1		48.5	48.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	54.5	54.5	10.5	71.5		48.5	48.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	54.5	54.5	8.8	69.8		48.5	48.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	16	~891	102	78	~1206			~1483			19	0
Queue Length 95th (ft)	37	#1143	288	#189	#1486			#1748			48	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	174	640	945	166	723			567			129	221
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.18	1.19	0.77	0.77	1.28			1.78			0.16	0.18

Intersection Summary

Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 149.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay: 187.2	Intersection LOS: F
Intersection Capacity Utilization 125.2%	ICU Level of Service H
Analysis Period (min) 15	
90th %ile Actuated Cycle: 150	
70th %ile Actuated Cycle: 150	
50th %ile Actuated Cycle: 150	
30th %ile Actuated Cycle: 150	
10th %ile Actuated Cycle: 148.3	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	868	823	108	687	26	704	6	117	8	9	42
Future Volume (vph)	47	868	823	108	687	26	704	6	117	8	9	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.981				0.850
Flt Protected	0.950			0.950				0.959			0.977	
Satd. Flow (prot)	1805	1863	1583	1770	1820	0	0	1758	0	0	1856	1615
Flt Permitted	0.072			0.068				0.959			0.977	
Satd. Flow (perm)	137	1863	1583	127	1820	0	0	1758	0	0	1856	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			594		1			6				120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	51	933	885	116	739	28	757	6	126	9	10	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	933	885	116	767	0	0	889	0	0	19	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	61.0	61.0	17.0	61.0		55.0	55.0		17.0	17.0	17.0
Total Split (%)	11.3%	40.7%	40.7%	11.3%	40.7%		36.7%	36.7%		11.3%	11.3%	11.3%
Maximum Green (s)	10.5	54.5	54.5	10.5	54.5		48.5	48.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5			6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	62.2	54.5	54.5	67.3	59.0			48.5			10.5	10.5
Actuated g/C Ratio	0.42	0.37	0.37	0.45	0.40			0.32			0.07	0.07
v/c Ratio	0.36	1.37	0.93	0.70	1.07			1.55			0.15	0.20
Control Delay	28.7	214.4	31.0	52.6	95.4			289.3			68.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	28.7	214.4	31.0	52.6	95.4			289.3			68.4	2.0
LOS	C	F	C	D	F			F			E	A
Approach Delay		122.5			89.8			289.3			21.7	
Approach LOS		F			F			F			C	
90th %ile Green (s)	9.9	54.5	54.5	10.5	55.1		48.5	48.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	8.6	54.5	54.5	10.5	56.4		48.5	48.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	7.7	54.5	54.5	10.5	57.3		48.5	48.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	6.9	54.5	54.5	9.8	57.4		48.5	48.5		10.5	10.5	10.5
30th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	54.5	54.5	7.9	68.9		48.5	48.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	26	~1206	355	63	~851			~1227			18	0
Queue Length 95th (ft)	52	#1466	#696	#150	#1134			#1488			47	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400								
Base Capacity (vph)	177	679	955	172	720			575			130	225
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.29	1.37	0.93	0.67	1.07			1.55			0.15	0.20

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.3			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.55			
Intersection Signal Delay: 153.0		Intersection LOS: F	
Intersection Capacity Utilization 121.0%		ICU Level of Service H	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 150			
70th %ile Actuated Cycle: 150			
50th %ile Actuated Cycle: 150			
30th %ile Actuated Cycle: 149.3			
10th %ile Actuated Cycle: 147.4			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

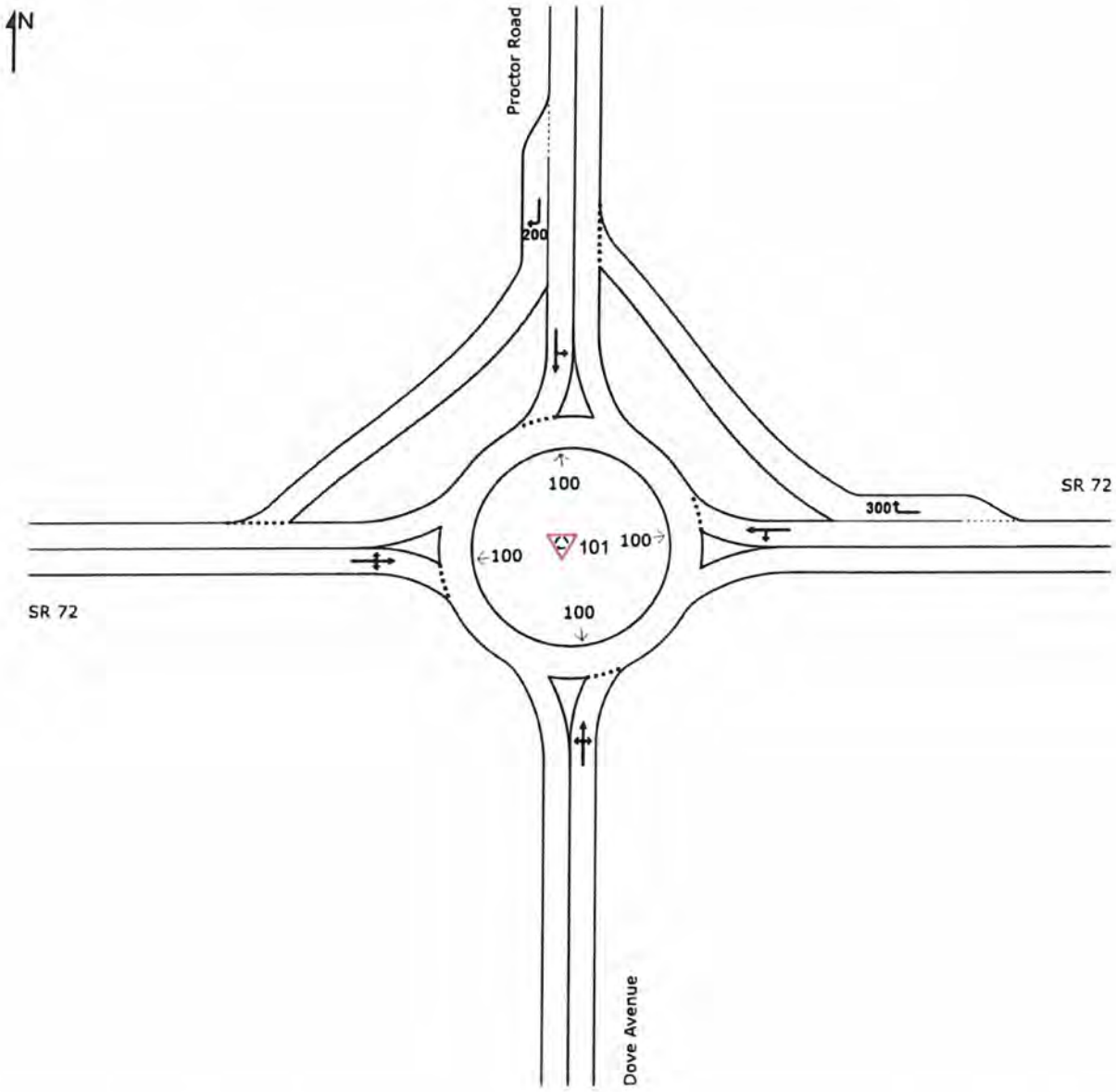
Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed mph
South: Dove Avenue														
3	L2	219	0.0	235	0.0	1.164	118.5	LOS F	42.0	1072.7	1.00	2.95	7.37	12.7
8	T1	116	3.0	125	3.0	1.164	118.7	LOS F	42.0	1072.7	1.00	2.95	7.37	12.7
18	R2	241	5.0	259	5.0	1.164	118.8	LOS F	42.0	1072.7	1.00	2.95	7.37	12.5
Approach		576	2.7	619	2.7	1.164	118.7	LOS F	42.0	1072.7	1.00	2.95	7.37	12.6
East: SR 72														
1	L2	185	5.0	199	5.0	1.045	66.6	LOS F	41.4	1120.9	1.00	2.59	5.18	17.9
6	T1	589	12.0	633	12.0	1.045	66.9	LOS F	41.4	1120.9	1.00	2.59	5.18	17.9
16	R2	312	2.0	335	2.0	0.324	6.8	LOS A	1.5	39.3	0.49	0.40	0.49	33.3
Approach		1086	7.9	1168	7.9	1.045	49.6	LOS E	41.4	1120.9	0.85	1.96	3.83	20.6
North: Proctor Road														
7	L2	189	4.0	203	4.0	0.584	19.2	LOS C	3.4	87.2	0.79	0.97	1.39	27.8
4	T1	92	2.0	99	2.0	0.584	19.1	LOS C	3.4	87.2	0.79	0.97	1.39	27.8
14	R2	172	2.0	185	2.0	0.295	9.6	LOS A	1.2	30.0	0.67	0.67	0.69	32.0
Approach		453	2.8	487	2.8	0.584	15.5	LOS C	3.4	87.2	0.75	0.86	1.12	29.2
West: SR 72														
5	L2	219	4.0	235	4.0	1.139	99.1	LOS F	58.8	1559.9	1.00	3.14	6.64	14.3
2	T1	458	10.0	492	10.0	1.139	99.4	LOS F	58.8	1559.9	1.00	3.14	6.64	14.2
12	R2	130	5.0	140	5.0	1.139	99.1	LOS F	58.8	1559.9	1.00	3.14	6.64	14.1
Approach		807	7.6	868	7.6	1.139	99.3	LOS F	58.8	1559.9	1.00	3.14	6.64	14.2
All Vehicles		2922	6.0	3142	6.0	1.164	71.6	LOS F	58.8	1559.9	0.91	2.31	4.89	17.1

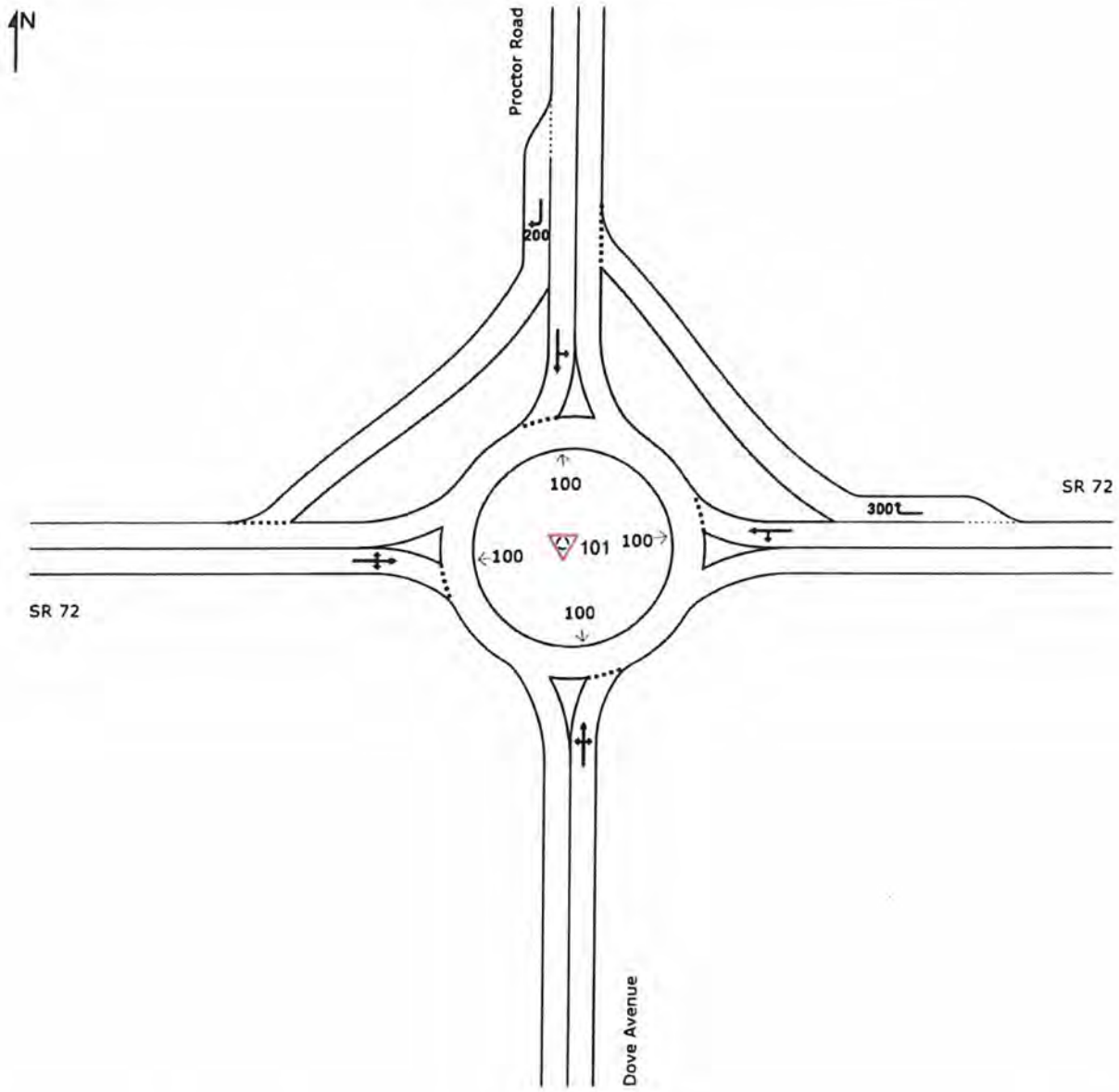
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Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed mph
South: Dove Avenue														
3	L2	151	2.0	162	2.0	0.853	37.8	LOS E	10.2	260.2	0.93	1.44	2.56	23.0
8	T1	70	2.0	75	2.0	0.853	37.8	LOS E	10.2	260.2	0.93	1.44	2.56	22.9
18	R2	214	2.0	230	2.0	0.853	37.8	LOS E	10.2	260.2	0.93	1.44	2.56	22.5
Approach		435	2.0	468	2.0	0.853	37.8	LOS E	10.2	260.2	0.93	1.44	2.56	22.7
East: SR 72														
1	L2	217	2.0	233	2.0	0.769	18.8	LOS C	13.3	343.4	0.85	1.19	1.76	28.6
6	T1	470	5.0	505	5.0	0.769	18.9	LOS C	13.3	343.4	0.85	1.19	1.76	28.4
16	R2	218	1.0	234	1.0	0.204	4.9	LOS A	0.9	22.9	0.37	0.25	0.37	34.3
Approach		905	3.3	973	3.3	0.769	15.5	LOS C	13.3	343.4	0.74	0.96	1.42	29.7
North: Proctor Road														
7	L2	281	2.0	302	2.0	0.677	21.2	LOS C	5.1	130.7	0.83	1.07	1.63	27.1
4	T1	94	2.0	101	2.0	0.677	21.2	LOS C	5.1	130.7	0.83	1.07	1.63	27.0
14	R2	198	2.0	213	2.0	0.288	8.3	LOS A	1.2	30.0	0.63	0.63	0.63	32.6
Approach		573	2.0	616	2.0	0.677	16.7	LOS C	5.1	130.7	0.76	0.92	1.28	28.7
West: SR 72														
5	L2	198	2.0	213	2.0	1.524	260.2	LOS F	132.8	3372.7	1.00	5.21	13.32	7.1
2	T1	593	2.0	638	2.0	1.524	260.2	LOS F	132.8	3372.7	1.00	5.21	13.32	7.1
12	R2	198	2.0	213	2.0	1.524	260.2	LOS F	132.8	3372.7	1.00	5.21	13.32	7.1
Approach		989	2.0	1063	2.0	1.524	260.2	LOS F	132.8	3372.7	1.00	5.21	13.32	7.1
All Vehicles		2902	2.4	3120	2.4	1.524	102.5	LOS F	132.8	3372.7	0.86	2.47	5.62	13.9

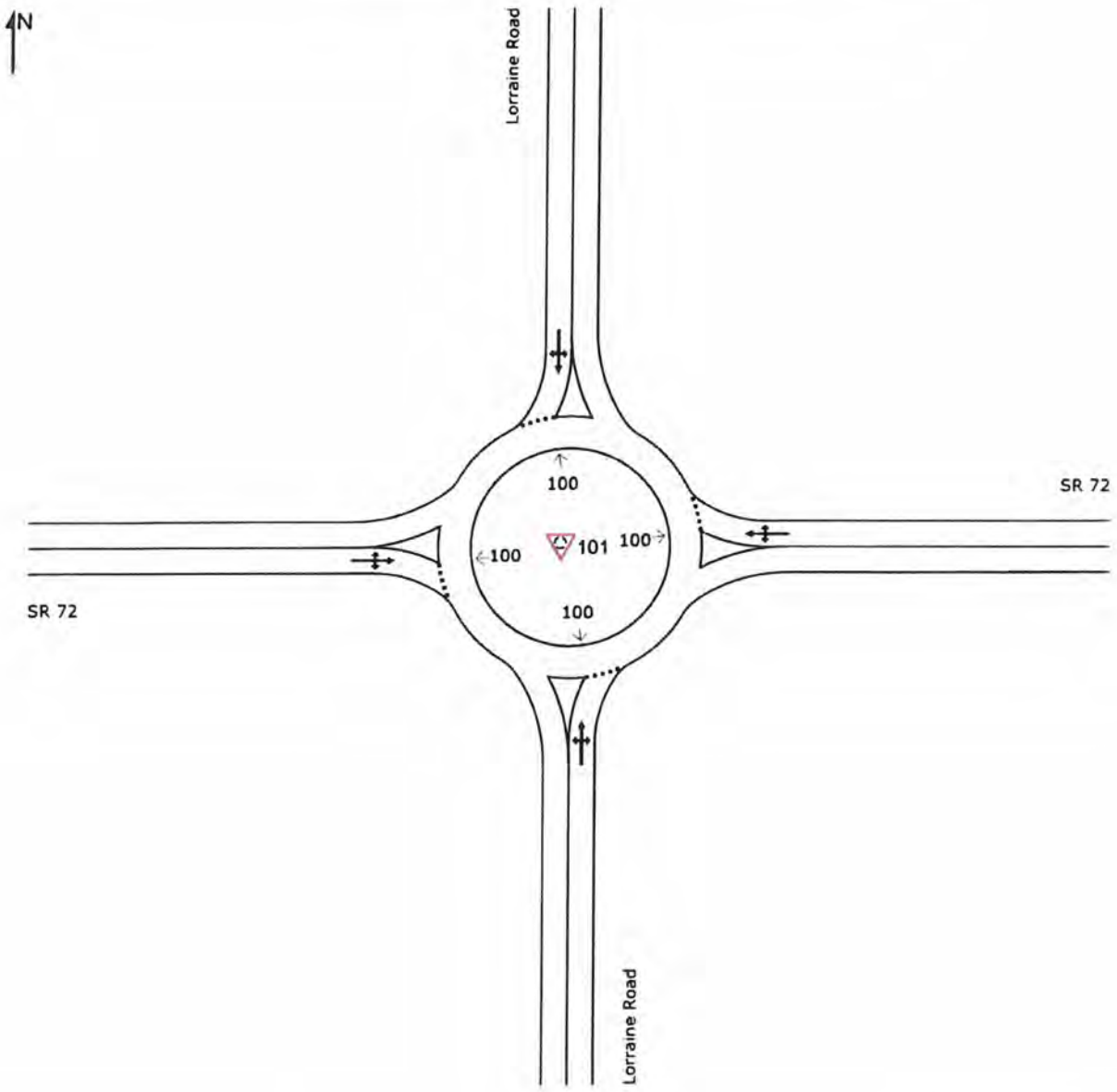
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Roundabout LOS Method: Same as Sign Control
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6)
Roundabout Capacity Model: US HCM 6
Delay Model: HCM Delay Formula (Geometric Delay is not included)
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation

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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) No-Build Alternative - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver No. Cycles	Aver Speed mph
South: Lorraine Road														
3	L2	371	9.0	399	9.0	1.345	182.7	LOS F	98.3	2704.0	1.00	4.53	10.32	9.3
8	T1	226	2.0	243	2.0	1.345	182.4	LOS F	98.3	2704.0	1.00	4.53	10.32	9.3
18	R2	298	25.0	320	25.0	1.345	183.4	LOS F	98.3	2704.0	1.00	4.53	10.32	9.2
Approach		895	12.6	962	12.6	1.345	182.8	LOS F	98.3	2704.0	1.00	4.53	10.32	9.3
East: SR 72														
1	L2	403	2.0	433	2.0	1.552	273.2	LOS F	129.9	3427.5	1.00	5.38	13.77	6.8
6	T1	330	11.0	355	11.0	1.552	273.7	LOS F	129.9	3427.5	1.00	5.38	13.77	6.8
16	R2	209	10.0	225	10.0	1.552	273.6	LOS F	129.9	3427.5	1.00	5.38	13.77	6.8
Approach		942	6.9	1013	6.9	1.552	273.5	LOS F	129.9	3427.5	1.00	5.38	13.77	6.8
North: Lorraine Road														
7	L2	212	18.0	228	18.0	1.645	319.5	LOS F	117.0	3168.1	1.00	5.45	14.97	5.9
4	T1	311	9.0	334	9.0	1.645	318.9	LOS F	117.0	3168.1	1.00	5.45	14.97	6.0
14	R2	264	6.0	284	6.0	1.645	318.8	LOS F	117.0	3168.1	1.00	5.45	14.97	5.9
Approach		787	10.4	846	10.4	1.645	319.0	LOS F	117.0	3168.1	1.00	5.45	14.97	5.9
West: SR 72														
5	L2	194	6.0	209	6.0	1.376	198.3	LOS F	90.9	2460.1	1.00	4.55	11.23	8.7
2	T1	242	11.0	260	11.0	1.376	198.6	LOS F	90.9	2460.1	1.00	4.55	11.23	8.7
12	R2	371	12.0	399	12.0	1.376	198.6	LOS F	90.9	2460.1	1.00	4.55	11.23	8.6
Approach		807	10.3	868	10.3	1.376	198.5	LOS F	90.9	2460.1	1.00	4.55	11.23	8.7
All Vehicles		3431	10.0	3689	10.0	1.645	242.7	LOS F	129.9	3427.5	1.00	4.98	12.55	7.4

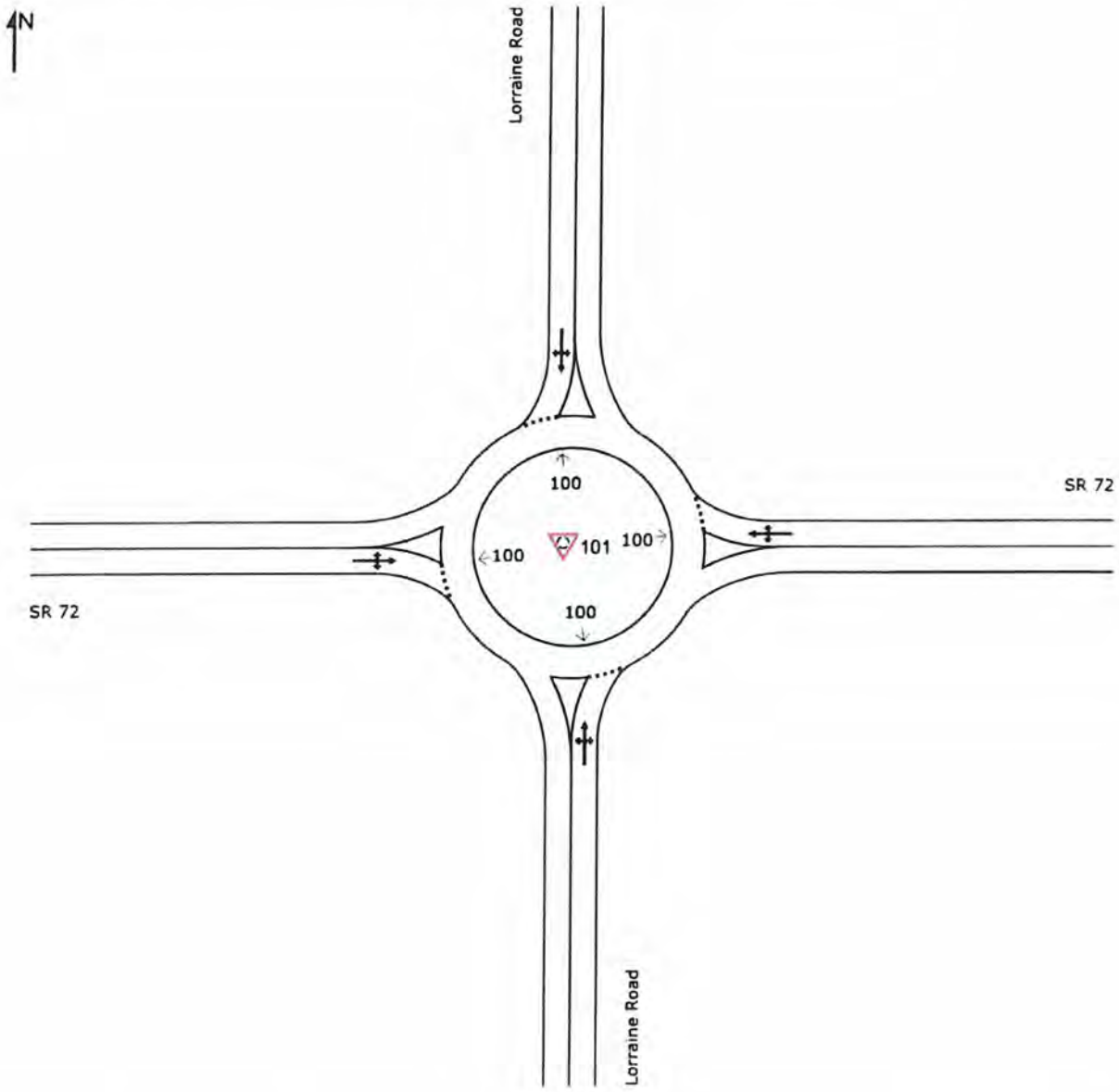
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Roundabout LOS Method: Same as Sign Control
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) No-Build Alternative - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed mph
South: Lorraine Road														
3	L2	374	2.0	390	2.0	1.585	286.3	LOS F	151.0	3836.5	1.00	5.53	14.00	6.5
8	T1	314	2.0	327	2.0	1.585	286.3	LOS F	151.0	3836.5	1.00	5.53	14.00	6.5
18	R2	406	2.0	423	2.0	1.585	286.3	LOS F	151.0	3836.5	1.00	5.53	14.00	6.5
Approach		1094	2.0	1140	2.0	1.585	286.3	LOS F	151.0	3836.5	1.00	5.53	14.00	6.5
East: SR 72														
1	L2	303	2.0	316	2.0	1.173	114.3	LOS F	58.2	1503.0	1.00	3.26	7.52	12.9
6	T1	261	5.0	272	5.0	1.173	114.5	LOS F	58.2	1503.0	1.00	3.26	7.52	12.9
16	R2	218	6.0	227	6.0	1.173	114.5	LOS F	58.2	1503.0	1.00	3.26	7.52	12.8
Approach		782	4.1	815	4.1	1.173	114.4	LOS F	58.2	1503.0	1.00	3.26	7.52	12.9
North: Lorraine Road														
7	L2	205	2.0	214	2.0	1.088	87.6	LOS F	36.5	937.4	1.00	2.60	5.94	15.2
4	T1	231	4.0	241	4.0	1.088	87.7	LOS F	36.5	937.4	1.00	2.60	5.94	15.2
14	R2	207	4.0	216	4.0	1.088	87.7	LOS F	36.5	937.4	1.00	2.60	5.94	15.0
Approach		643	3.4	670	3.4	1.088	87.7	LOS F	36.5	937.4	1.00	2.60	5.94	15.2
West: SR 72														
5	L2	271	6.0	282	6.0	1.688	334.4	LOS F	147.5	3984.1	1.00	5.94	15.53	5.7
2	T1	340	11.0	354	11.0	1.688	334.7	LOS F	147.5	3984.1	1.00	5.94	15.53	5.7
12	R2	377	12.0	393	12.0	1.688	334.7	LOS F	147.5	3984.1	1.00	5.94	15.53	5.7
Approach		988	10.0	1029	10.0	1.688	334.6	LOS F	147.5	3984.1	1.00	5.94	15.53	5.7
All Vehicles		3507	5.0	3653	5.0	1.688	225.2	LOS F	151.0	3984.1	1.00	4.60	11.51	7.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab)
Roundabout LOS Method: Same as Sign Control
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection)
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6)
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included)
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX R

2030 BUILD ALTERNATIVE ROADWAY SEGMENT ANALYSIS SUMMARY SHEETS

APPENDIX R

AM PEAK HOUR SUMMARY SHEETS

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Hummingbird_Ibis_AM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Hummingbird Ave & Ibis St
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	612	602	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~14.3~~ 18.5	~~13.9~~ 18.0	pc/mi/ln
Level of Service, LOS	~~B~~ C	B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	4.7	2.3	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1029	969	veh/h
Peak Hour Factor, PHF	0.91	0.86	
Percent Total Trucks	8.30	6.80	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	4.7	2.3	access points/mi
Access Point Density Adjustment, fA	1.2	0.6	mi/h
Free-Flow Speed, FFS	~~43.8~~ 33.8	~~44.4~~ 34.4	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.7	43.3	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1029	969	veh/h
Peak Hour Factor, PHF	0.91	0.86	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	8.30	6.80	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0830	0.0680	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.923	0.936	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	612	602	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	612	602	pc/h/ln
Free-Flow Speed, FFS	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~14.3~~ 18.5	~~13.9~~ 18.0	pc/mi/ln
Level of service, LOS	~~B~~ C	B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	1029	969	veh
Peak Hour Factor, PHF	0.91	0.86	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	565	563	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0830	0.0680	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	4.73	4.22	
Bicycle LOS	E	D	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Ibis_Great Egret_AM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Ibis St & Great Egret Blvd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	444	412	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~10.6~~ 13.9	~~10.0~~ 13.1	pc/mi/ln
Level of Service, LOS	~~A~~ B	~~A~~ B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	9.1	11.4	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	708	664	veh/h
Peak Hour Factor, PHF	0.87	0.87	
Percent Total Trucks	9.10	7.90	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	9.1	11.4	access points/mi
Access Point Density Adjustment, fA	2.3	2.9	mi/h
Free-Flow Speed, FFS	~~42.7~~ 32.7	~~42.2~~ 32.2	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	41.7	41.1	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments

Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	708	664	veh/h
Peak Hour Factor, PHF	0.87	0.87	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	9.10	7.90	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0910	0.0790	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.917	0.927	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	444	412	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	444	412	pc/h/ln
Free-Flow Speed, FFS	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~10.6~~ 13.9	~~10.0~~ 13.1	pc/mi/ln
Level of service, LOS	~~A~~ B	~~A~~ B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	708	664	veh
Peak Hour Factor, PHF	0.87	0.87	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	407	382	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0910	0.0790	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	4.86	4.40	
Bicycle LOS	E	D	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Great Egret_Proctor_AM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Great Egret Blvd & Proctor Rd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	441	406	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~10.4~~ 13.4	~~10.4~~ 13.8	pc/mi/ln
Level of Service, LOS	~~A~~ B	~~A~~ B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	5.4	19.0	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	700	650	veh/h
Peak Hour Factor, PHF	0.87	0.87	
Percent Total Trucks	9.70	8.60	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	5.4	19.0	access points/mi
Access Point Density Adjustment, fA	1.4	4.8	mi/h
Free-Flow Speed, FFS	~~43.7~~ 33.7	~~40.3~~ 30.3	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.6	39.2	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	700	650	veh/h
Peak Hour Factor, PHF	0.87	0.87	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	9.70	8.60	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0970	0.0860	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.912	0.921	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	441	406	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	441	406	pc/h/ln
Free-Flow Speed, FFS	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~10.4~~ 13.4	~~10.4~~ 13.8	pc/mi/ln
Level of service, LOS	~~A~~ B	~~A~~ B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	700	650	veh
Peak Hour Factor, PHF	0.87	0.87	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	402	374	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0970	0.0860	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	5.08	4.63	
Bicycle LOS	E	E	

HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Proctor Rd & Preservation Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.1		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	792	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	464
Total Trucks, %	9.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.9		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	426	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.85
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	653	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	379
Total Trucks, %	9.10	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	426	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.85
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Preservation Dr & Hawkins Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	5.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.7		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	764	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	453
Total Trucks, %	9.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	42.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	415	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.83
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	8.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	42.8		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	637	Heavy Vehicle Adjustment Factor (f_{HV})	0.916
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	395
Total Trucks, %	9.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	41.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	2.2		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	415	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.83
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Hawkins Rd & Lorraine Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.2		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	728	Heavy Vehicle Adjustment Factor (f_{HV})	0.916
Peak Hour Factor	0.91	Flow Rate (V_p), pc/h/ln	436
Total Trucks, %	9.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.1
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	400	Effective Speed Factor (St)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.89
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.6		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	584	Heavy Vehicle Adjustment Factor (f_{HV})	0.915
Peak Hour Factor	0.82	Flow Rate (V_p), pc/h/ln	389
Total Trucks, %	9.30	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	400	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	4.89
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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APPENDIX R

PM PEAK HOUR SUMMARY SHEETS

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Hummingbird_Ibis_PM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Hummingbird Ave & Ibis St
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	518	579	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~12.1~~ 15.7	~~13.4~~ 17.3	pc/mi/ln
Level of Service, LOS	B	B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	4.7	2.3	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	945	1049	veh/h
Peak Hour Factor, PHF	0.94	0.92	
Percent Total Trucks	3.20	1.50	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	4.7	2.3	access points/mi
Access Point Density Adjustment, fA	1.2	0.6	mi/h
Free-Flow Speed, FFS	~~43.8~~ 33.8	~~44.4~~ 34.4	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.7	43.3	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	945	1049	veh/h
Peak Hour Factor, PHF	0.94	0.92	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	3.20	1.50	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0320	0.0150	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.969	0.985	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	518	579	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	518	579	pc/h/ln
Free-Flow Speed, FFS	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~12.1~~ 15.7	~~13.4~~ 17.3	pc/mi/ln
Level of service, LOS	B	B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	945	1049	veh
Peak Hour Factor, PHF	0.94	0.92	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	503	570	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0320	0.0150	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.11	2.77	
Bicycle LOS	C	C	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Ibis_Great Egret_PM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Ibis St & Great Egret Blvd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	388	368	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~9.3~~ 12.2	~~9.0~~ 11.7	pc/mi/ln
Level of Service, LOS	~~A~~ B	~~A~~ B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	9.1	11.4	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	700	677	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Percent Total Trucks	4.30	1.20	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	9.1	11.4	access points/mi
Access Point Density Adjustment, fA	2.3	2.9	mi/h
Free-Flow Speed, FFS	~~42.7~~ 32.7	~~42.2~~ 32.2	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	41.7	41.1	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	700	677	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	4.30	1.20	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0430	0.0120	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.959	0.988	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	388	368	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	388	368	pc/h/ln
Free-Flow Speed, FFS	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~9.3~~ 12.2	~~9.0~~ 11.7	pc/mi/ln
Level of service, LOS	~~A~~ B	~~A~~ B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	700	677	veh
Peak Hour Factor, PHF	0.94	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	372	364	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0430	0.0120	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.25	2.48	
Bicycle LOS	C	B	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Great Egret_Proctor_PM Pk Hr_2030 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Opening Year (2030) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Great Egret Blvd & Proctor Rd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	382	360	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~9.0~~ 11.6	~~9.2~~ 12.2	pc/mi/ln
Level of Service, LOS	~~A~~ B	~~A~~ B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	5.4	19.0	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	691	661	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Percent Total Trucks	4.00	1.40	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	5.4	19.0	access points/mi
Access Point Density Adjustment, fA	1.4	4.8	mi/h
Free-Flow Speed, FFS	~~43.7~~ 33.7	~~40.3~~ 30.3	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.6	39.2	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	691	661	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	4.00	1.40	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0400	0.0140	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.962	0.986	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	382	360	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	382	360	pc/h/ln
Free-Flow Speed, FFS	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~9.0~~ 11.6	~~9.2~~ 12.2	pc/mi/ln
Level of service, LOS	~~A~~ B	~~A~~ B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	691	661	veh
Peak Hour Factor, PHF	0.94	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	368	355	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0400	0.0140	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.17	2.51	
Bicycle LOS	C	C	

HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Proctor Rd & Preservation Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.1		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	680	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	402
Total Trucks, %	3.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.9		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	386	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.16
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	733	Heavy Vehicle Adjustment Factor (f_{HV})	0.985
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	414
Total Trucks, %	1.50	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	386	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.16
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Preservation Dr & Hawkins Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	5.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.7		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	670	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	387
Total Trucks, %	3.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	42.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	372	Effective Speed Factor (St)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.15
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	8.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	42.8		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	720	Heavy Vehicle Adjustment Factor (f_{HV})	0.988
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	405
Total Trucks, %	1.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	41.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	2.2		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	372	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.15
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Opening Year (2030) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Hawkins Rd & Lorraine Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.2		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	608	Heavy Vehicle Adjustment Factor (f_{HV})	0.953
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	346
Total Trucks, %	4.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.1
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	330	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.36
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.6		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	647	Heavy Vehicle Adjustment Factor (f_{HV})	0.983
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	366
Total Trucks, %	1.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	330	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.36
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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APPENDIX S

2050 BUILD ALTERNATIVE ROADWAY SEGMENT ANALYSIS SUMMARY SHEETS

APPENDIX S

AM PEAK HOUR SUMMARY SHEETS

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Hummingbird_Ibis_AM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Hummingbird Ave & Ibis St
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	1102	895	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~25.8~~ 33.4	~~20.7~~ 26.7	pc/mi/ln
Level of Service, LOS	~~C~~ D	~~C~~ D	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	4.7	2.3	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1891	1558	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Percent Total Trucks	8.30	6.80	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	4.7	2.3	access points/mi
Access Point Density Adjustment, fA	1.2	0.6	mi/h
Free-Flow Speed, FFS	~~43.8~~ 33.6	~~44.4~~ 34.4	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.7	43.3	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1891	1558	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	8.30	6.80	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0830	0.0680	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.923	0.936	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	1102	895	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	1102	895	pc/h/ln
Free-Flow Speed, FFS	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~25.8~~ 33.4	~~20.7~~ 26.7	pc/mi/ln
Level of service, LOS	~~E~~ D	~~E~~ D	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	1891	1558	veh
Peak Hour Factor, PHF	0.93	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	1017	838	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0830	0.0680	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	5.03	4.42	
Bicycle LOS	E	D	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Ibis_Great Egret_AM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Ibis St & Great Egret Blvd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	665	539	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~15.9~~ 20.8	~~13.1~~ 17.2	pc/mi/ln
Level of Service, LOS	~~B~~ C	B	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	9.1	11.4	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1134	929	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Percent Total Trucks	9.10	7.90	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	9.1	11.4	access points/mi
Access Point Density Adjustment, fA	2.3	2.9	mi/h
Free-Flow Speed, FFS	~~42.7~~ 32.7	~~42.2~~ 32.2	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	41.7	41.1	mi/h
Capacity, c	1900	1900	pc/h/ln
Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1134	929	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	9.10	7.90	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0910	0.0790	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.917	0.927	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	665	539	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	665	539	pc/h/ln
Free-Flow Speed, FFS	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~15.9~~ 20.8	~~13.1~~ 17.2	pc/mi/ln
Level of service, LOS	~~B~~ C	B	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	1134	929	veh
Peak Hour Factor, PHF	0.93	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	610	499	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0910	0.0790	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	5.07	4.53	
Bicycle LOS	E	E	

HCS Multilane Highway Segment Text Report

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Great Egret_Proctor_AM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	AM Peak Hour
Project Description:	Between Great Egret Blvd & Proctor Rd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	663	536	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~15.6~~ 20.2	~~13.7~~ 18.2	pc/mi/ln
Level of Service, LOS	~~B~~ C	~~B~~ C	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	5.4	19.0	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1125	919	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Percent Total Trucks	9.70	8.60	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	5.4	19.0	access points/mi
Access Point Density Adjustment, fA	1.4	4.8	mi/h
Free-Flow Speed, FFS	~~43.7~~ 33.7	~~40.3~~ 30.3	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.6	39.2	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments			
Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1125	919	veh/h
Peak Hour Factor, PHF	0.93	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	9.70	8.60	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0970	0.0860	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.912	0.921	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	663	536	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	663	536	pc/h/ln
Free-Flow Speed, FFS	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~15.6~~ 20.2	~~13.7~~ 18.2	pc/mi/ln
Level of service, LOS	~~B~~ C	~~B~~ C	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	1125	919	veh
Peak Hour Factor, PHF	0.93	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	605	494	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0970	0.0860	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	5.29	4.77	
Bicycle LOS	E	E	

HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Proctor Rd & Preservation Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.1		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1199	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	703
Total Trucks, %	9.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	16.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	645	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.06
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	974	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	565
Total Trucks, %	9.10	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	645	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.06
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Preservation Dr & Hawkins Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	5.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.7		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1166	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	684
Total Trucks, %	9.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	42.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	16.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	627	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.04
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	8.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	42.8		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	960	Heavy Vehicle Adjustment Factor (f_{HV})	0.916
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	564
Total Trucks, %	9.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	41.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	2.2		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	627	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.04
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	AM Peak Hour
Project Description	Between Hawkins Rd & Lorraine Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.2		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1079	Heavy Vehicle Adjustment Factor (f_{HV})	0.916
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	634
Total Trucks, %	9.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.1
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	580	Effective Speed Factor (St)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.08
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.6		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	881	Heavy Vehicle Adjustment Factor (f_{HV})	0.915
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	518
Total Trucks, %	9.30	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	580	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	5.08
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	E

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APPENDIX S

PM PEAK HOUR SUMMARY SHEETS

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Hummingbird_Ibis_PM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Hummingbird Ave & Ibis St
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	858	1065	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~20.1~~ 26.0	~~24.6~~ 31.8	pc/mi/ln
Level of Service, LOS	C	~~C~~ D	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	4.7	2.3	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1564	1951	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Percent Total Trucks	3.20	1.50	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	4.7	2.3	access points/mi
Access Point Density Adjustment, fA	1.2	0.6	mi/h
Free-Flow Speed, FFS	~~43.8~~ 33.8	~~44.4~~ 34.4	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.7	43.3	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments

Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	1564	1951	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	3.20	1.50	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0320	0.0150	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.969	0.985	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	858	1065	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	858	1065	pc/h/ln
Free-Flow Speed, FFS	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.7~~ 33.0	~~43.3~~ 33.5	mi/h
Density, D	~~20.1~~ 26.0	~~24.6~~ 31.8	pc/mi/ln
Level of service, LOS	C	~~C~~ D	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	1564	1951	ven
Peak Hour Factor, PHF	0.94	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	832	1049	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0320	0.0150	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.37	3.08	
Bicycle LOS	C	C	

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Ibis_Great Egret_PM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Ibis St & Great Egret Blvd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	510	620	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~12.2~~ 16.0	~~15.1~~ 19.7	pc/mi/ln
Level of Service, LOS	B	~~B~~ C	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	9.1	11.4	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	919	1139	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Percent Total Trucks	4.30	1.20	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	9.1	11.4	access points/mi
Access Point Density Adjustment, fA	2.3	2.9	mi/h
Free-Flow Speed, FFS	~~42.7~~ 32.7	~~42.2~~ 32.2	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	41.7	41.1	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments

Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	919	1139	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	4.30	1.20	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0430	0.0120	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.959	0.988	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	510	620	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	510	620	pc/h/ln
Free-Flow Speed, FFS	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~41.7~~ 31.9	~~41.1~~ 31.4	mi/h
Density, D	~~12.2~~ 16.0	~~15.1~~ 19.7	pc/mi/ln
Level of service, LOS	B	~~B~~ C	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	919	1139	veh
Peak Hour Factor, PHF	0.94	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	489	612	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0430	0.0120	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.39	2.74	
Bicycle LOS	C	C	

MULTILANE HIGHWAY SEGMENT ANALYSIS

File Name:	Great Egret_Proctor_PM Pk Hr_2050 Build.xuf
Analyst:	GSR
Agency:	AIM Engineering & Surveying
Jurisdiction:	FDOT District One
Date:	11/1/2022
Analysis Year:	Design Year (2050) - Build Alt
Time Analyzed:	PM Peak Hour
Project Description:	Between Great Egret Blvd & Proctor Rd
Units:	U.S. Customary

LOS and Performance Measures:

Direction	1	2	
Direction Description	Westbound	Eastbound	
Flow rate, v_p	507	613	pc/h/ln
Capacity, C	1839	1839	pc/h/ln
Speed, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~11.9~~ 15.4	~~15.6~~ 20.8	pc/mi/ln
Level of Service, LOS	B	~~B~~ C	

Step 1: Input Data

Direction	1	2	
Direction Description	Westbound	Eastbound	
Number of Lanes, N	2	2	ln
Lane Width	12	12	ft
Segment Length	5280	5280	ft
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Median Type	Divided	Divided	
Access Point Density	5.4	19.0	access points/mi

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	917	1124	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Percent Total Trucks	4.00	1.40	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%

Step 2: Estimate and Adjust FFS

Estimating FFS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Measured or Base FFS	Base	Base	
Base Free-Flow Speed, BFFS	~~45.0~~ 35.0	~~45.0~~ 35.0	mi/h
Lane Width	12	12	ft
Lane Width Adjustment, fLW	0.0	0.0	mi/h
Right-Side Lateral Clearance, LCR	6	6	ft
Left-Side Lateral Clearance, LCL	6	6	ft
Total Lateral Clearance, TLC	12	12	ft
Total Lateral Clearance Adjustment, fTLC	0.0	0.0	mi/h
Median Type	Divided	Divided	
Median Type Adjustment, fM	0.0	0.0	mi/h
Access Point Density	5.4	19.0	access points/mi
Access Point Density Adjustment, fA	1.4	4.8	mi/h
Free-Flow Speed, FFS	~~43.7~~ 33.7	~~40.3~~ 30.3	mi/h

Speed Adjustments

Direction	1	2
Direction Description	Westbound	Eastbound

Driver Population	Mostly Familiar	Mostly Familiar	
Speed Adjustment Factor, SAF	0.975	0.975	
Adjusted Free-Flow Speed, FFSadj	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h

Step 3: Estimate and Adjust Capacity

Direction	1	2	
Direction Description	Westbound	Eastbound	
Adjusted Free-Flow Speed, FFSadj	42.6	39.2	mi/h
Capacity, c	1900	1900	pc/h/ln

Capacity Adjustments

Direction	1	2	
Direction Description	Westbound	Eastbound	
Driver Population	Mostly Familiar	Mostly Familiar	
Capacity Adjustment Factor, CAF	0.968	0.968	
Adjusted Capacity, cadj	1839	1839	pc/h/ln

Step 4: Adjust Demand Volume

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Volume, V	917	1124	veh/h
Peak Hour Factor, PHF	0.94	0.93	
Number of Lanes, N	2	2	ln
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Percent Total Trucks	4.00	1.40	%
Percent Single-Unit Trucks, SUT	-	-	%
Percent Tractor-Trailers, TT	-	-	%
Proportion of Total Trucks, PT	0.0400	0.0140	
Heavy Vehicle PCE, ET	2.00	2.00	
Heavy Vehicle Adjustment, fHV	0.962	0.986	
Demand Adjustment Factor, DAF	1.000	1.000	
Demand Flow Rate, v_p	507	613	pc/h/ln

Steps 5 and 6: Estimate Speed and Density and Determine LOS

Direction	1	2	
Direction Description	Westbound	Eastbound	
Demand Flow Rate, v_p	507	613	pc/h/ln
Free-Flow Speed, FFS	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Capacity, c	1839	1839	pc/h/ln
Breakpoint, BP	1400	1400	pc/h/ln
Density at Capacity, Dc	45	45	pc/mi/ln
Mean Speed under Base Conditions, S	~~42.6~~ 32.9	~~39.2~~ 29.5	mi/h
Density, D	~~11.9~~ 15.4	~~15.6~~ 20.9	pc/mi/ln
Level of service, LOS	B	~~B~~ C	

Bicycle Level of Service

Direction	1	2	
Direction Description	Westbound	Eastbound	
Hourly Directional Volume, V	917	1124	veh
Peak Hour Factor, PHF	0.94	0.93	
Number of Directional Lanes, N	2	2	ln
Directional Demand Flow Rate in Outside Lane, vOL	488	604	veh/ln
Percent of Segment with Occupied On-Highway Parking, %OHP	0	0	
Paved Shoulder Width, Ws	6	6	ft
Effective Width as a Function of Traffic Volume, Wv	18	18	ft
Average Effective Width of Outside Lane, We	24	24	ft
Posted Speed Limit, Sp	50	50	mi/h
Effective Speed Factor, St	4.62	4.62	
Percentage of Heavy Vehicles, HV	0.0400	0.0140	
Pavement Condition Rating, P	4	4	
Bicycle Level of Service Score, BLOS	3.31	2.78	
Bicycle LOS	C	C	

HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Proctor Rd & Preservation Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.1		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	976	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	546
Total Trucks, %	3.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	525	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.32
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1193	Heavy Vehicle Adjustment Factor (f_{HV})	0.985
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	651
Total Trucks, %	1.50	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	525	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.32
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Preservation Dr & Hawkins Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	5.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.7		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	966	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	540
Total Trucks, %	3.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	42.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	519	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.31
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	8.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	42.8		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1176	Heavy Vehicle Adjustment Factor (f_{HV})	0.988
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	640
Total Trucks, %	1.20	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	41.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	15.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	2.2		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	519	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.31
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	C

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HCS Multilane Highway Report

Project Information

Analyst	GSR	Date	11/1/2022
Agency	AIM Engineering & Surveying	Analysis Year	Design Year (2050) - Build Alt
Jurisdiction	FDOT District One	Time Analyzed	PM Peak Hour
Project Description	Between Hawkins Rd & Lorraine Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	3.3
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.2		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	910	Heavy Vehicle Adjustment Factor (f_{HV})	0.953
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	514
Total Trucks, %	4.90	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.1
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	489	Effective Speed Factor (S_t)	4.62
Effective Width of Volume (W_v), ft	18	Bicyle LOS Score (BLOS)	3.56
Average Effective Width (W_e), ft	24	Bicycle Level of Service (LOS)	D

Direction 2 Geometric Data

Direction 2	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.6
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.6		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1089	Heavy Vehicle Adjustment Factor (fHV)	0.983
Peak Hour Factor	0.93	Flow Rate (Vp), pc/h/ln	596
Total Trucks, %	1.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	43.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	13.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.4		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	489	Effective Speed Factor (St)	4.62
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	3.56
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

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APPENDIX T

2030 BUILD ALTERNATIVE INTERSECTION ANALYSIS SUMMARY SHEETS

Intersection	
Int Delay, s/veh	35.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	968	89	6	1030	138	8
Future Vol, veh/h	968	89	6	1030	138	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	200	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	7	0	8	2	0
Mvmt Flow	1113	102	7	1184	159	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1215	0	1719	557
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.1	-	6.84	6.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.2	-	3.52	3.3
Pot Cap-1 Maneuver	-	-	581	-	~ 81	479
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	581	-	~ 80	479
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	501	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 539
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	479	-	-	581	-
HCM Lane V/C Ratio	1.983	0.019	-	-	0.012	-
HCM Control Delay (s)	$ 569.5	12.7	-	-	11.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	14.1	0.1	-	-	0	-

Notes

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1076	92	8	950	67	9
Future Vol, veh/h	1076	92	8	950	67	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	200	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	4	0	3	6	0
Mvmt Flow	1098	94	8	969	68	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1192	0	1599	549
Stage 1	-	-	-	-	1098	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	-	-	4.1	-	6.92	6.9
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	-	-	2.2	-	3.56	3.3
Pot Cap-1 Maneuver	-	-	593	-	93	485
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	593	-	92	485
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	102.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	92	485	-	-	593	-
HCM Lane V/C Ratio	0.743	0.019	-	-	0.014	-
HCM Control Delay (s)	114.5	12.6	-	-	11.2	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	3.8	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	956	20	5	1017	19	5
Future Vol, veh/h	956	20	5	1017	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	8	7	0
Mvmt Flow	1074	22	6	1143	21	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1096	0	1658	537
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.1	-	6.94	6.9
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.2	-	3.57	3.3
Pot Cap-1 Maneuver	-	-	644	-	84	494
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	644	-	83	494
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	53.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	-	-	644	-
HCM Lane V/C Ratio	0.27	-	-	0.009	-
HCM Control Delay (s)	53.8	-	-	10.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1002	83	7	925	33	11
Future Vol, veh/h	1002	83	7	925	33	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1077	89	8	995	35	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1166	0	1591	539
Stage 1	-	-	-	-	1077	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	606	-	100	492
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	606	-	99	492
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	50.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	124	-	-	606	-
HCM Lane V/C Ratio	0.382	-	-	0.012	-
HCM Control Delay (s)	50.9	-	-	11	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	644	693	7	5	15
Future Vol, veh/h	18	644	693	7	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	150	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	8	9	40	0	0
Mvmt Flow	21	749	806	8	6	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	814	0	-	0	1223	403
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.32	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.31	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	753	-	-	-	175	603
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	753	-	-	-	170	603
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	753	-	-	-	170	603
HCM Lane V/C Ratio	0.028	-	-	-	0.034	0.029
HCM Control Delay (s)	9.9	-	-	-	26.9	11.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	656	679	9	5	17
Future Vol, veh/h	17	656	679	9	5	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	150	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	4	0	0	6
Mvmt Flow	18	713	738	10	5	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	748	0	-	0	1131	369
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	4.1	-	-	-	6.8	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.36
Pot Cap-1 Maneuver	870	-	-	-	200	617
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	196	617
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	870	-	-	-	196	617
HCM Lane V/C Ratio	0.021	-	-	-	0.028	0.03
HCM Control Delay (s)	9.2	-	-	-	23.9	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	640	5	2	777	2	8	2	2	3	2	7
Future Vol, veh/h	8	640	5	2	777	2	8	2	2	3	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	9	25	100	9	100	13	0	50	0	0	14
Mvmt Flow	8	653	5	2	793	2	8	2	2	3	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	795	0	0	658	0	0	1074	1471	329	1142	1472	398
Stage 1	-	-	-	-	-	-	672	672	-	798	798	-
Stage 2	-	-	-	-	-	-	402	799	-	344	674	-
Critical Hdwy	4.1	-	-	6.1	-	-	7.76	6.5	7.9	7.5	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	6.76	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	3.2	-	-	3.63	4	3.8	3.5	4	3.44
Pot Cap-1 Maneuver	835	-	-	487	-	-	160	128	545	158	128	569
Stage 1	-	-	-	-	-	-	387	458	-	350	401	-
Stage 2	-	-	-	-	-	-	567	401	-	650	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	835	-	-	487	-	-	154	126	545	154	126	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	126	-	154	126	-
Stage 1	-	-	-	-	-	-	383	453	-	347	399	-
Stage 2	-	-	-	-	-	-	555	399	-	638	452	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0	28.1	20
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	168	835	-	-	487	-	-	252
HCM Lane V/C Ratio	0.073	0.01	-	-	0.004	-	-	0.049
HCM Control Delay (s)	28.1	9.4	-	-	12.4	-	-	20
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	729	3	4	671	5	5	2	2	4	2	4
Future Vol, veh/h	1	729	3	4	671	5	5	2	2	4	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	1	792	3	4	729	5	5	2	2	4	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	734	0	0	795	0	0	1170	1538	398	1139	1537	367
Stage 1	-	-	-	-	-	-	796	796	-	740	740	-
Stage 2	-	-	-	-	-	-	374	742	-	399	797	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	880	-	-	835	-	-	150	117	607	159	117	636
Stage 1	-	-	-	-	-	-	351	402	-	379	426	-
Stage 2	-	-	-	-	-	-	624	425	-	604	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	880	-	-	835	-	-	146	116	607	156	116	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	116	-	156	116	-
Stage 1	-	-	-	-	-	-	351	402	-	379	424	-
Stage 2	-	-	-	-	-	-	614	423	-	598	401	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.1	28.3	23.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	164	880	-	-	835	-	-	203
HCM Lane V/C Ratio	0.06	0.001	-	-	0.005	-	-	0.054
HCM Control Delay (s)	28.3	9.1	-	-	9.3	-	-	23.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	22	623	744	5	5	37
Future Vol, veh/h	22	623	744	5	5	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	9	9	25	0	3
Mvmt Flow	23	642	767	5	5	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	772	0	-	0	1137	386
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.3	-	-	-	6.8	6.96
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.3	-	-	-	3.5	3.33
Pot Cap-1 Maneuver	789	-	-	-	198	610
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	789	-	-	-	192	610
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	677	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	789	-	-	-	484
HCM Lane V/C Ratio	0.029	-	-	-	0.089
HCM Control Delay (s)	9.7	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

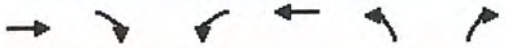
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	32	702	658	9	6	22
Future Vol, veh/h	32	702	658	9	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	34	747	700	10	6	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	710	0	-	0	1147	355
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	899	-	-	-	196	647
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	189	647
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SW
HCM Control Delay, s	0.4	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	899	-	-	-	426
HCM Lane V/C Ratio	0.038	-	-	-	0.07
HCM Control Delay (s)	9.2	-	-	-	14.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	968	89	6	1030	138	8
Future Volume (vph)	968	89	6	1030	138	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225	200		0	150
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3374	1509	1805	3343	1770	1615
Flt Permitted			0.140		0.950	
Satd. Flow (perm)	3374	1509	266	3343	1770	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		102				9
Link Speed (mph)	30			30	30	
Link Distance (ft)	614			888	573	
Travel Time (s)	14.0			20.2	13.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	7%	0%	8%	2%	0%
Adj. Flow (vph)	1113	102	7	1184	159	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1113	102	7	1184	159	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	

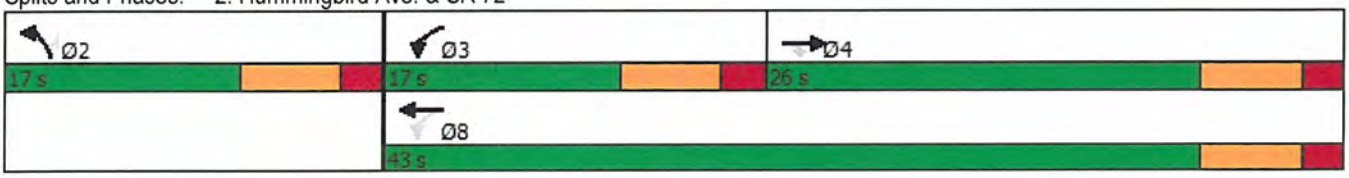


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	17.0
Total Split (s)	26.0	26.0	17.0	43.0	17.0	17.0
Total Split (%)	43.3%	43.3%	28.3%	71.7%	28.3%	28.3%
Maximum Green (s)	19.5	19.5	10.5	36.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.8	24.8	26.9	26.9	8.9	8.9
Actuated g/C Ratio	0.51	0.51	0.55	0.55	0.18	0.18
v/c Ratio	0.65	0.13	0.02	0.65	0.50	0.03
Control Delay	12.8	3.1	5.0	9.6	25.9	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	3.1	5.0	9.6	25.9	12.5
LOS	B	A	A	A	C	B
Approach Delay	12.0			9.6	25.2	
Approach LOS	B			A	C	
90th %ile Green (s)	24.1	24.1	5.9	36.5	10.5	10.5
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	31.5	31.5	0.0	31.5	10.5	10.5
70th %ile Term Code	Hold	Hold	Skip	Gap	Max	Max
50th %ile Green (s)	26.7	26.7	0.0	26.7	9.6	9.6
50th %ile Term Code	Hold	Hold	Skip	Gap	Gap	Gap
30th %ile Green (s)	21.5	21.5	0.0	21.5	7.9	7.9
30th %ile Term Code	Hold	Hold	Skip	Gap	Gap	Gap
10th %ile Green (s)	19.5	19.5	0.0	19.5	6.1	6.1
10th %ile Term Code	Max	Max	Skip	Hold	Gap	Gap
Queue Length 50th (ft)	101	0	1	111	41	0
Queue Length 95th (ft)	242	22	5	155	100	10
Internal Link Dist (ft)	534			808	493	
Turn Bay Length (ft)		225	200			150
Base Capacity (vph)	1706	813	483	2553	388	361
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.13	0.01	0.46	0.41	0.02

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 60			
70th %ile Actuated Cycle: 55			
50th %ile Actuated Cycle: 49.3			
30th %ile Actuated Cycle: 42.4			
10th %ile Actuated Cycle: 38.6			

Splits and Phases: 2: Hummingbird Ave. & SR 72



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1076	92	8	950	67	9
Future Volume (vph)	1076	92	8	950	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225	200		0	150
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1553	1805	3505	1703	1615
Flt Permitted			0.153		0.950	
Satd. Flow (perm)	3574	1553	291	3505	1703	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		94				9
Link Speed (mph)	30			30	30	
Link Distance (ft)	614			888	573	
Travel Time (s)	14.0			20.2	13.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	4%	0%	3%	6%	0%
Adj. Flow (vph)	1098	94	8	969	68	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1098	94	8	969	68	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	17.0
Total Split (s)	26.0	26.0	17.0	43.0	17.0	17.0
Total Split (%)	43.3%	43.3%	28.3%	71.7%	28.3%	28.3%
Maximum Green (s)	19.5	19.5	10.5	36.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.7	19.7	21.6	21.6	7.2	7.2
Actuated g/C Ratio	0.47	0.47	0.51	0.51	0.17	0.17
v/c Ratio	0.66	0.12	0.02	0.54	0.23	0.03
Control Delay	13.2	3.4	5.1	8.1	18.9	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	3.4	5.1	8.1	18.9	11.1
LOS	B	A	A	A	B	B
Approach Delay	12.5			8.1	18.0	
Approach LOS	B			A	B	
90th %ile Green (s)	19.5	19.5	5.9	31.9	10.0	10.0
90th %ile Term Code	Max	Max	Gap	Hold	Gap	Gap
70th %ile Green (s)	22.5	22.5	0.0	22.5	7.9	7.9
70th %ile Term Code	Hold	Hold	Skip	Gap	Gap	Gap
50th %ile Green (s)	19.5	19.5	0.0	19.5	6.9	6.9
50th %ile Term Code	Max	Max	Skip	Hold	Gap	Gap
30th %ile Green (s)	19.5	19.5	0.0	19.5	6.2	6.2
30th %ile Term Code	Max	Max	Skip	Hold	Gap	Gap
10th %ile Green (s)	16.1	16.1	0.0	16.1	5.5	5.5
10th %ile Term Code	Gap	Gap	Skip	Hold	Gap	Gap
Queue Length 50th (ft)	81	0	1	68	13	0
Queue Length 95th (ft)	#279	24	5	120	48	10
Internal Link Dist (ft)	534			808	493	
Turn Bay Length (ft)		225	200			150
Base Capacity (vph)	1741	805	535	3067	434	418
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.12	0.01	0.32	0.16	0.02

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 42.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 54.9			
70th %ile Actuated Cycle: 43.4			
50th %ile Actuated Cycle: 39.4			
30th %ile Actuated Cycle: 38.7			
10th %ile Actuated Cycle: 34.6			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Hummingbird Ave. & SR 72



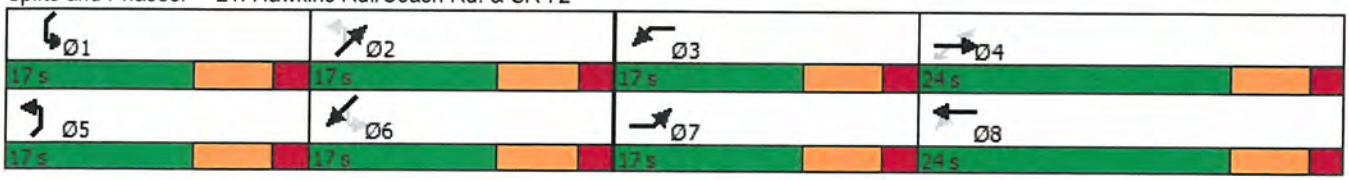
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	467	134	140	580	8	98	3	113	4	6	68
Future Volume (vph)	27	467	134	140	580	8	98	3	113	4	6	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.854			0.862	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3223	1599	1787	3250	0	1805	1592	0	1805	1594	0
Flt Permitted	0.356			0.300			0.451			0.668		
Satd. Flow (perm)	676	3223	1599	564	3250	0	857	1592	0	1269	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240		2			136			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	12%	1%	1%	11%	0%	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	33	563	161	169	699	10	118	4	136	5	7	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	563	161	169	709	0	118	140	0	5	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	24.0	24.0	17.0	24.0		17.0	17.0		17.0	17.0	
Total Split (%)	22.7%	32.0%	32.0%	22.7%	32.0%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)	10.5	17.5	17.5	10.5	17.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)		0.0	0.0		0.0			0.0			0.0	
Flash Dont Walk (s)		0.0	0.0		0.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	21.6	17.0	17.0	27.3	23.7		18.5	16.6		11.2	7.1	
Actuated g/C Ratio	0.35	0.28	0.28	0.44	0.39		0.30	0.27		0.18	0.12	
v/c Ratio	0.09	0.63	0.26	0.39	0.56		0.29	0.26		0.02	0.34	
Control Delay	11.5	26.6	2.0	13.8	20.0		18.7	6.9		16.5	13.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	26.6	2.0	13.8	20.0		18.7	6.9		16.5	13.2	
LOS	B	C	A	B	B		B	A		B	B	
Approach Delay		20.7			18.8			12.3			13.4	
Approach LOS		C			B			B			B	
90th %ile Green (s)	7.4	17.5	17.5	10.5	20.6		10.5	14.1		6.1	9.7	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Gap	Gap	
70th %ile Green (s)	6.6	17.5	17.5	10.5	21.4		10.5	24.3		0.0	7.3	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Skip	Gap	
50th %ile Green (s)	0.0	17.5	17.5	8.8	32.8		9.7	21.9		0.0	5.7	
50th %ile Term Code	Skip	Max	Max	Gap	Hold		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	15.2	15.2	7.7	29.4		8.1	20.1		0.0	5.5	
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	12.5	12.5	0.0	12.5		0.0	5.5		0.0	5.5	
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Skip	Gap		Skip	Gap	
Queue Length 50th (ft)	7	110	0	38	95		35	1		1	3	
Queue Length 95th (ft)	20	163	5	73	196		65	37		8	35	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	483	1020	670	482	1362		463	576		445	369	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.55	0.24	0.35	0.52		0.25	0.24		0.01	0.24	

Intersection Summary

Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 61.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 74.2			
70th %ile Actuated Cycle: 71.8			
50th %ile Actuated Cycle: 67.7			
30th %ile Actuated Cycle: 62.5			
10th %ile Actuated Cycle: 31			

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



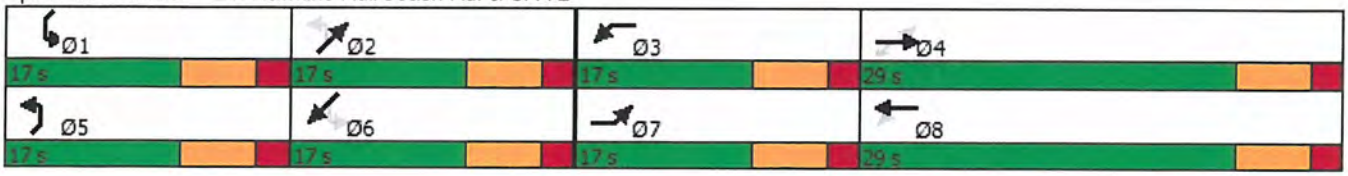
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	58	596	48	45	555	8	42	5	48	2	4	56
Future Volume (vph)	58	596	48	45	555	8	42	5	48	2	4	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.865			0.859	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3574	1615	1752	3454	0	1805	1614	0	1805	1573	0
Flt Permitted	0.332			0.313			0.545			0.718		
Satd. Flow (perm)	631	3574	1615	577	3454	0	1036	1614	0	1364	1573	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		2			54			63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	3%	4%	25%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	65	670	54	51	624	9	47	6	54	2	4	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	670	54	51	633	0	47	60	0	2	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)		0.0	0.0		0.0			0.0			0.0	
Flash Dont Walk (s)		0.0	0.0		0.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	20.9	17.4	17.4	20.5	17.2		13.7	12.3		9.9	7.3	
Actuated g/C Ratio	0.39	0.33	0.33	0.38	0.32		0.26	0.23		0.19	0.14	
v/c Ratio	0.16	0.57	0.08	0.13	0.57		0.12	0.15		0.01	0.25	
Control Delay	10.1	19.6	0.2	10.2	19.8		17.8	10.0		17.5	12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	19.6	0.2	10.2	19.8		17.8	10.0		17.5	12.7	
LOS	B	B	A	B	B		B	A		B	B	
Approach Delay		17.5			19.1			13.4			12.8	
Approach LOS		B			B			B			B	
90th %ile Green (s)	8.5	23.0	23.0	8.0	22.5		8.8	12.0		5.8	9.0	
90th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Hold		Gap	Gap	
70th %ile Green (s)	7.4	22.0	22.0	7.0	21.6		8.1	21.5		0.0	6.9	
70th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Gap	Hold		Skip	Gap	
50th %ile Green (s)	6.8	18.5	18.5	6.4	18.1		7.1	19.2		0.0	5.6	
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	12.7	12.7	0.0	12.7		0.0	5.5		0.0	5.5	
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Skip	Gap		Skip	Gap	
10th %ile Green (s)	0.0	8.5	8.5	0.0	8.5		0.0	5.5		0.0	5.5	
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		Skip	Gap		Skip	Gap	
Queue Length 50th (ft)	12	117	0	10	111		13	2		1	2	
Queue Length 95th (ft)	33	188	0	27	181		37	32		5	35	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	550	1813	930	525	1749		520	520		510	419	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.37	0.06	0.10	0.36		0.09	0.12		0.00	0.16	

Intersection Summary

Area Type:	Other	
Cycle Length: 80		
Actuated Cycle Length: 53.3		
Natural Cycle: 75		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.57		
Intersection Signal Delay: 17.7		Intersection LOS: B
Intersection Capacity Utilization 45.9%		ICU Level of Service A
Analysis Period (min) 15		
90th %ile Actuated Cycle: 74.8		
70th %ile Actuated Cycle: 70		
50th %ile Actuated Cycle: 63.6		
30th %ile Actuated Cycle: 31.2		
10th %ile Actuated Cycle: 27		

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



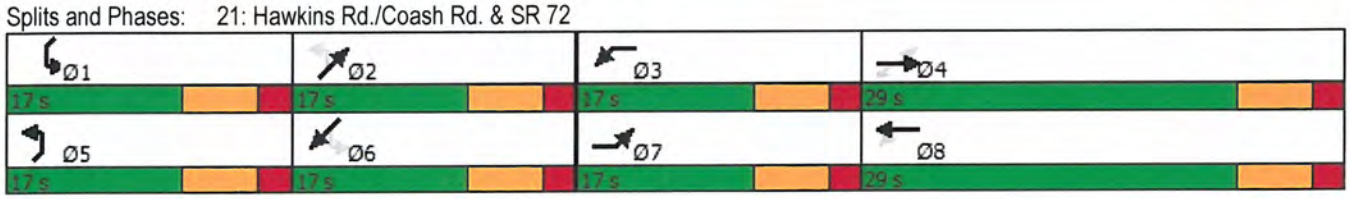
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	582	112	94	416	6	105	14	139	4	2	34
Future Volume (vph)	45	582	112	94	416	6	105	14	139	4	2	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.863			0.857	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3374	1615	1736	3250	0	1787	1610	0	1203	1540	0
Flt Permitted	0.473			0.257			0.467			0.645		
Satd. Flow (perm)	873	3374	1615	470	3250	0	879	1610	0	817	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		2			162			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	7%	0%	4%	11%	0%	1%	0%	2%	50%	0%	6%
Adj. Flow (vph)	52	677	130	109	484	7	122	16	162	5	2	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	677	130	109	491	0	122	178	0	5	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)		0.0	0.0		0.0			0.0			0.0	
Flash Dont Walk (s)		0.0	0.0		0.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	23.9	19.1	19.1	27.1	22.6		18.3	16.4		11.2	7.0	
Actuated g/C Ratio	0.38	0.30	0.30	0.43	0.36		0.29	0.26		0.18	0.11	
v/c Ratio	0.12	0.66	0.20	0.29	0.42		0.31	0.33		0.03	0.20	
Control Delay	10.6	25.0	0.8	12.1	18.9		20.8	8.1		18.8	14.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.6	25.0	0.8	12.1	18.9		20.8	8.1		18.8	14.6	
LOS	B	C	A	B	B		C	A		B	B	
Approach Delay		20.5			17.6			13.3			15.1	
Approach LOS		C			B			B			B	
90th %ile Green (s)	8.1	22.5	22.5	10.4	24.8		10.5	12.3		6.5	8.3	
90th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Hold		Gap	Gap	
70th %ile Green (s)	7.1	22.5	22.5	8.8	24.2		10.5	23.6		0.0	6.6	
70th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Hold		Skip	Gap	
50th %ile Green (s)	6.5	21.3	21.3	7.8	22.6		10.2	22.2		0.0	5.5	
50th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Gap	Hold		Skip	Gap	
30th %ile Green (s)	0.0	17.7	17.7	6.8	31.0		8.4	20.4		0.0	5.5	
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Hold		Skip	Gap	
10th %ile Green (s)	0.0	9.7	9.7	0.0	9.7		0.0	5.5		0.0	5.5	
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		Skip	Gap		Skip	Gap	
Queue Length 50th (ft)	11	134	0	24	88		39	5		2	1	
Queue Length 95th (ft)	27	198	0	49	135		78	53		9	27	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	540	1388	796	453	1458		457	590		289	327	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.49	0.16	0.24	0.34		0.27	0.30		0.02	0.13	

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.1			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.7			
70th %ile Actuated Cycle: 74.4			
50th %ile Actuated Cycle: 70.8			
30th %ile Actuated Cycle: 64.4			
10th %ile Actuated Cycle: 28.2			

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72

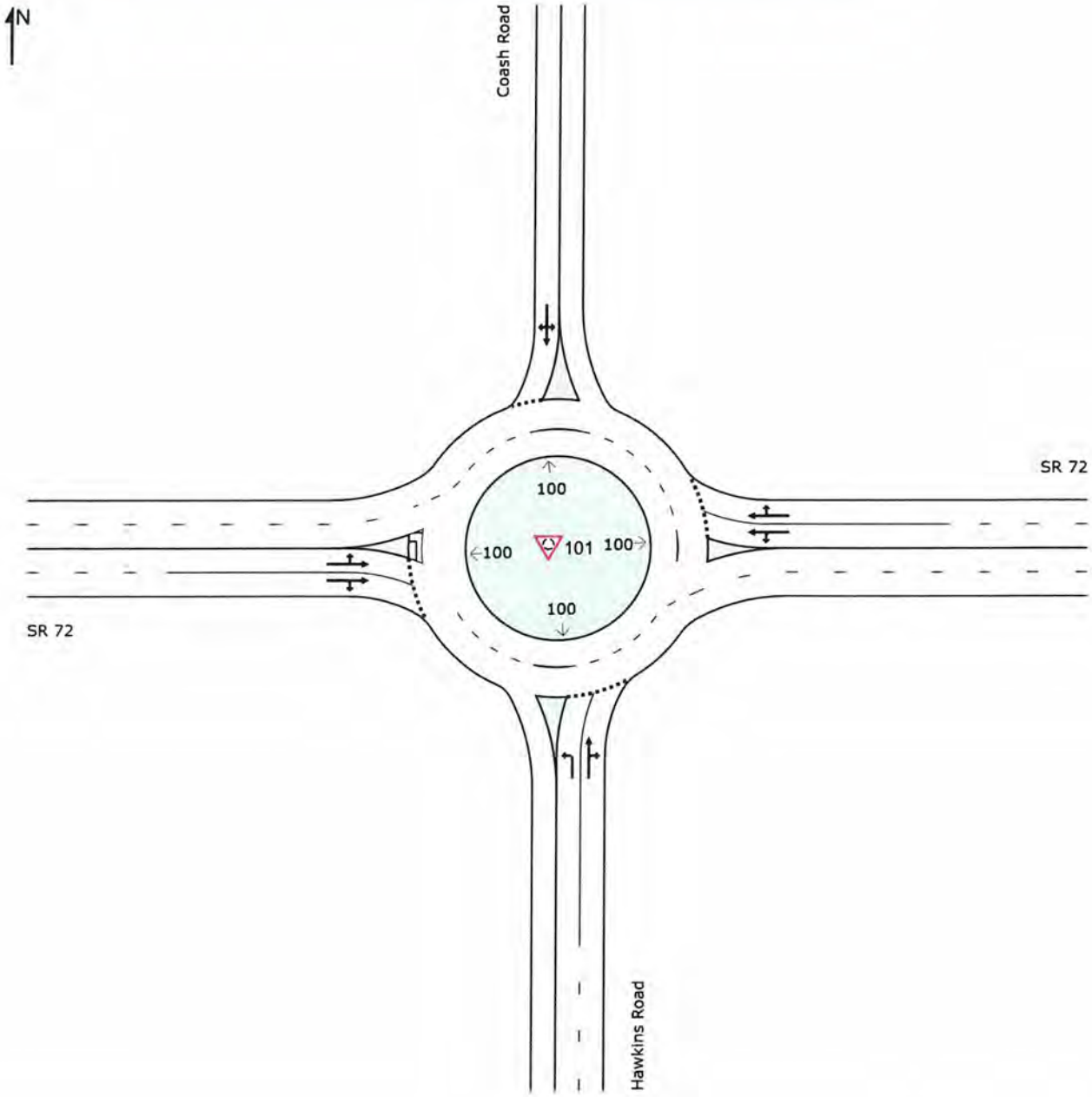


SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	98	0.0	118	0.0	0.157	6.4	LOS A	0.6	14.9	0.56	0.54	0.56	32.1
8	T1	3	0.0	4	0.0	0.172	6.1	LOS A	0.6	16.2	0.54	0.52	0.54	34.6
18	R2	113	2.0	136	2.0	0.172	6.2	LOS A	0.6	16.2	0.54	0.52	0.54	33.4
Approach		214	1.1	258	1.1	0.172	6.3	LOS A	0.6	16.2	0.55	0.53	0.55	32.8
East: SR 72														
1	L2	140	1.0	169	1.0	0.378	6.9	LOS A	2.0	50.2	0.37	0.24	0.37	33.3
6	T1	580	5.0	699	5.0	0.378	6.9	LOS A	2.0	50.2	0.36	0.23	0.36	33.9
16	R2	8	0.0	10	0.0	0.378	6.6	LOS A	1.9	48.7	0.35	0.22	0.35	33.3
Approach		728	4.2	877	4.2	0.378	6.9	LOS A	2.0	50.2	0.36	0.23	0.36	33.7
North: Coash Road														
7	L2	4	0.0	5	0.0	0.162	8.0	LOS A	0.6	14.1	0.63	0.63	0.63	33.6
4	T1	6	0.0	7	0.0	0.162	8.0	LOS A	0.6	14.1	0.63	0.63	0.63	33.5
14	R2	68	3.0	82	3.0	0.162	8.2	LOS A	0.6	14.1	0.63	0.63	0.63	32.4
Approach		78	2.6	94	2.6	0.162	8.2	LOS A	0.6	14.1	0.63	0.63	0.63	32.6
West: SR 72														
5	L2	27	0.0	33	0.0	0.329	6.2	LOS A	1.6	41.8	0.38	0.25	0.38	34.5
2	T1	467	6.0	563	6.0	0.329	6.4	LOS A	1.6	42.2	0.38	0.25	0.38	34.3
12	R2	134	1.0	161	1.0	0.329	6.2	LOS A	1.6	42.2	0.38	0.25	0.38	33.5
Approach		628	4.7	757	4.7	0.329	6.3	LOS A	1.6	42.2	0.38	0.25	0.38	34.2
All Vehicles		1648	3.9	1986	3.9	0.378	6.6	LOS A	2.0	50.2	0.40	0.29	0.40	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

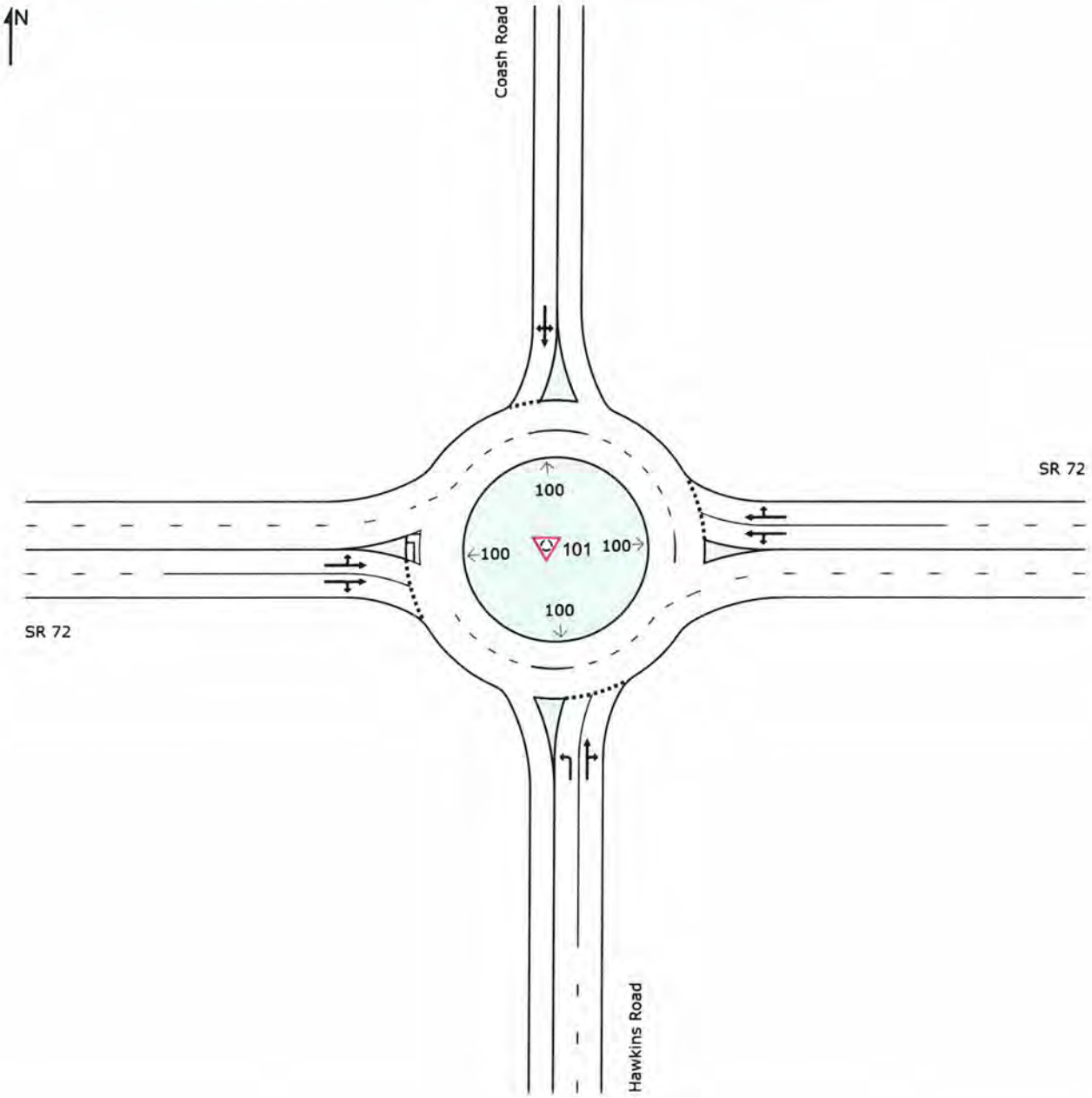
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SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	42	0.0	45	0.0	0.064	5.8	LOS A	0.2	5.7	0.55	0.51	0.55	32.4
8	T1	5	0.0	5	0.0	0.075	5.4	LOS A	0.3	6.6	0.53	0.49	0.53	35.0
18	R2	48	2.0	52	2.0	0.075	5.5	LOS A	0.3	6.6	0.53	0.49	0.53	33.8
Approach		95	1.0	102	1.0	0.075	5.6	LOS A	0.3	6.6	0.54	0.50	0.54	33.2
East: SR 72														
1	L2	45	3.0	48	3.0	0.272	5.5	LOS A	1.3	32.3	0.28	0.15	0.28	34.6
6	T1	555	4.0	597	4.0	0.272	5.5	LOS A	1.3	32.3	0.27	0.15	0.27	34.8
16	R2	8	25.0	9	25.0	0.272	5.9	LOS A	1.2	31.5	0.26	0.14	0.26	33.4
Approach		608	4.2	654	4.2	0.272	5.5	LOS A	1.3	32.3	0.27	0.15	0.27	34.8
North: Coash Road														
7	L2	2	0.0	2	0.0	0.089	5.6	LOS A	0.3	7.9	0.54	0.50	0.54	35.0
4	T1	4	0.0	4	0.0	0.089	5.6	LOS A	0.3	7.9	0.54	0.50	0.54	34.8
14	R2	56	4.0	60	4.0	0.089	5.8	LOS A	0.3	7.9	0.54	0.50	0.54	33.7
Approach		62	3.6	67	3.6	0.089	5.7	LOS A	0.3	7.9	0.54	0.50	0.54	33.8
West: SR 72														
5	L2	58	0.0	62	0.0	0.282	5.1	LOS A	1.5	36.7	0.19	0.08	0.19	34.9
2	T1	596	1.0	641	1.0	0.282	5.2	LOS A	1.5	36.7	0.19	0.08	0.19	35.0
12	R2	48	0.0	52	0.0	0.282	5.1	LOS A	1.5	36.7	0.19	0.08	0.19	34.1
Approach		702	0.8	755	0.8	0.282	5.2	LOS A	1.5	36.7	0.19	0.08	0.19	34.9
All Vehicles		1467	2.4	1577	2.4	0.282	5.3	LOS A	1.5	36.7	0.26	0.15	0.26	34.7

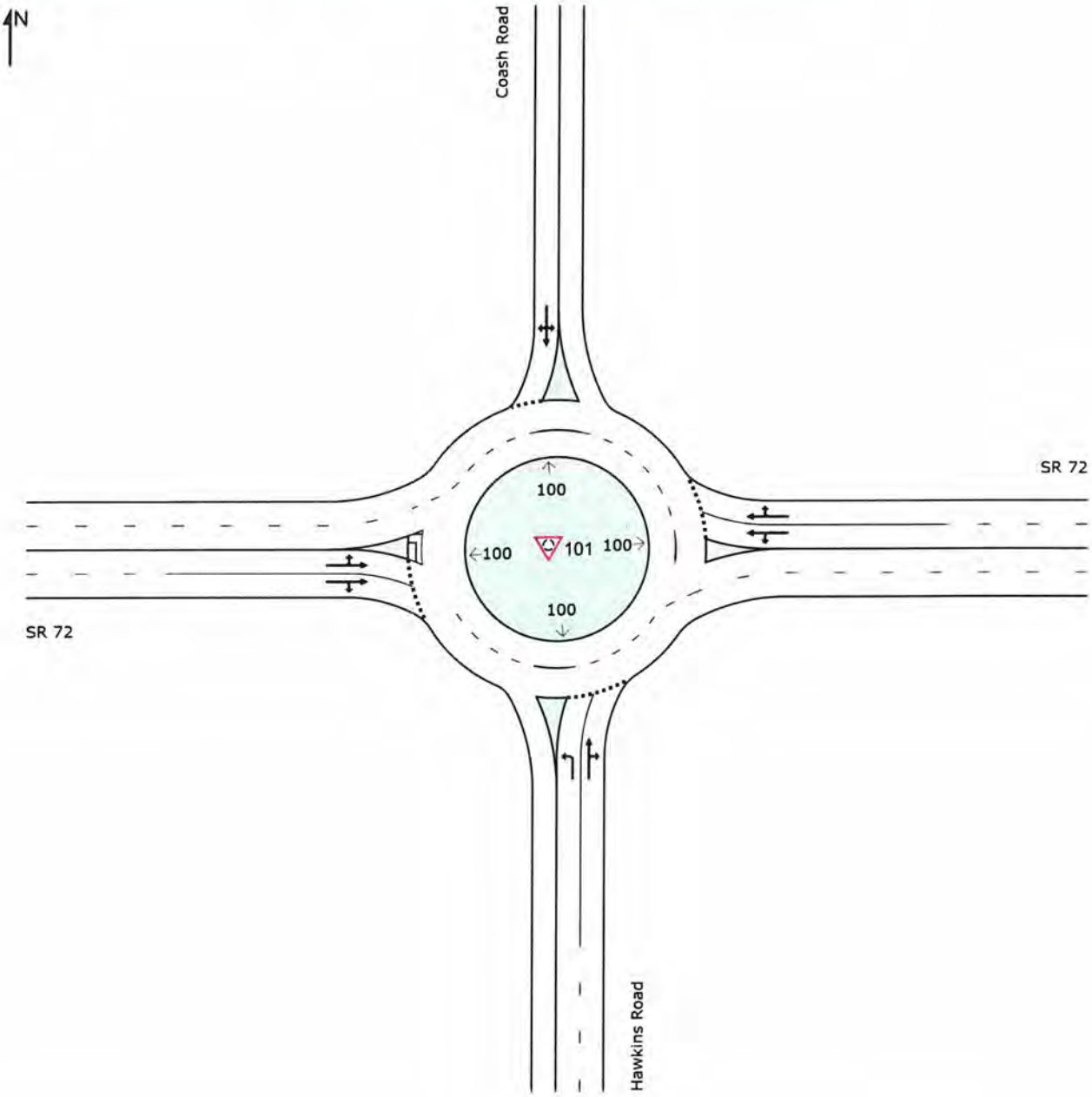
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - MID_DAY Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings



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MOVEMENT SUMMARY

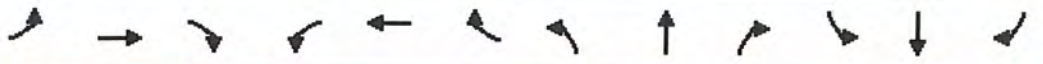
Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - MID_DAY Peak Hour
Site Category: (None)
Roundabout

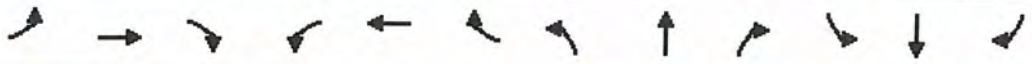
Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	105	1.0	122	1.0	0.188	7.8	LOS A	0.7	17.6	0.61	0.61	0.61	31.5
8	T1	14	0.0	16	0.0	0.249	7.8	LOS A	0.9	23.7	0.61	0.61	0.61	33.7
18	R2	139	2.0	162	2.0	0.249	7.9	LOS A	0.9	23.7	0.61	0.61	0.61	32.6
Approach		258	1.5	300	1.5	0.249	7.9	LOS A	0.9	23.7	0.61	0.61	0.61	32.2
East: SR 72														
1	L2	94	4.0	109	4.0	0.282	6.1	LOS A	1.2	32.2	0.36	0.25	0.36	33.6
6	T1	416	11.0	484	11.0	0.282	6.1	LOS A	1.2	32.2	0.35	0.24	0.35	34.1
16	R2	6	0.0	7	0.0	0.282	5.7	LOS A	1.2	31.2	0.34	0.23	0.34	33.7
Approach		516	9.6	600	9.6	0.282	6.1	LOS A	1.2	32.2	0.35	0.24	0.35	34.0
North: Coash Road														
7	L2	4	50.0	5	50.0	0.067	8.1	LOS A	0.2	5.8	0.55	0.51	0.55	33.2
4	T1	2	0.0	2	0.0	0.067	5.6	LOS A	0.2	5.8	0.55	0.51	0.55	34.7
14	R2	34	2.0	40	2.0	0.067	5.7	LOS A	0.2	5.8	0.55	0.51	0.55	33.6
Approach		40	6.7	47	6.7	0.067	5.9	LOS A	0.2	5.8	0.55	0.51	0.55	33.6
West: SR 72														
5	L2	45	3.0	52	3.0	0.358	6.4	LOS A	1.8	48.0	0.32	0.18	0.32	34.2
2	T1	582	7.0	677	7.0	0.358	6.5	LOS A	1.9	48.5	0.32	0.18	0.32	34.2
12	R2	112	0.0	130	0.0	0.358	6.3	LOS A	1.9	48.5	0.32	0.18	0.32	33.5
Approach		739	5.7	859	5.7	0.358	6.4	LOS A	1.9	48.5	0.32	0.18	0.32	34.1
All Vehicles		1553	6.3	1806	6.3	0.358	6.6	LOS A	1.9	48.5	0.38	0.28	0.38	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	617	320	51	649	6	335	2	38	9	3	38
Future Volume (vph)	24	617	320	51	649	6	335	2	38	9	3	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.857				0.850
Flt Protected	0.950			0.950			0.950				0.963	
Satd. Flow (prot)	1805	3343	1553	1719	3281	0	3433	1499	0	0	1830	1568
Flt Permitted	0.275			0.245			0.950				0.963	
Satd. Flow (perm)	522	3343	1553	443	3281	0	3433	1499	0	0	1830	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356		1			42				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	8%	4%	5%	10%	0%	2%	0%	9%	0%	0%	3%
Adj. Flow (vph)	27	686	356	57	721	7	372	2	42	10	3	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	686	356	57	728	0	372	44	0	0	13	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

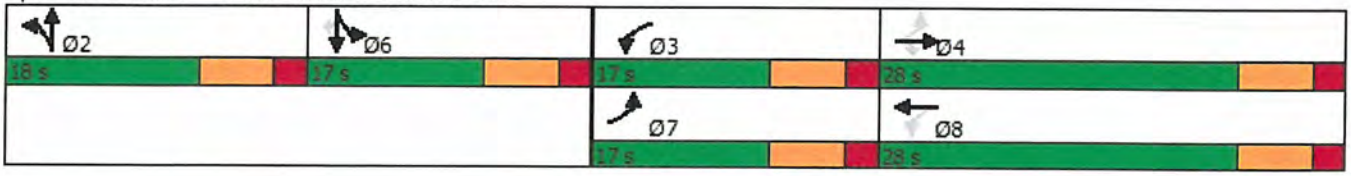


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	28.0	28.0	17.0	28.0		18.0	18.0		17.0	17.0	17.0
Total Split (%)	21.3%	35.0%	35.0%	21.3%	35.0%		22.5%	22.5%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	21.5	21.5	10.5	21.5		11.5	11.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	23.2	19.6	19.6	25.4	22.5		11.7	11.7			10.7	10.7
Actuated g/C Ratio	0.33	0.28	0.28	0.36	0.32		0.17	0.17			0.15	0.15
v/c Ratio	0.09	0.73	0.51	0.20	0.69		0.64	0.15			0.05	0.10
Control Delay	12.6	28.8	5.8	13.7	25.1		35.1	12.2			29.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.6	28.8	5.8	13.7	25.1		35.1	12.2			29.8	0.4
LOS	B	C	A	B	C		D	B			C	A
Approach Delay		20.7			24.3			32.7			7.4	
Approach LOS		C			C			C			A	
90th %ile Green (s)	7.2	21.5	21.5	8.6	22.9		11.5	11.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	6.5	21.5	21.5	7.6	22.6		11.5	11.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	21.5	21.5	6.9	34.9		11.5	11.5		10.5	10.5	10.5
50th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	18.5	18.5	0.0	18.5		11.5	11.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	14.8	14.8	0.0	14.8		11.5	11.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	7	154	0	15	121		88	1			5	0
Queue Length 95th (ft)	20	221	60	34	231		#146	28			21	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	386	1053	733	363	1170		578	287			281	431
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.07	0.65	0.49	0.16	0.62		0.64	0.15			0.05	0.10

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 69.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78.1			
70th %ile Actuated Cycle: 77.1			
50th %ile Actuated Cycle: 76.4			
30th %ile Actuated Cycle: 60			
10th %ile Actuated Cycle: 56.3			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



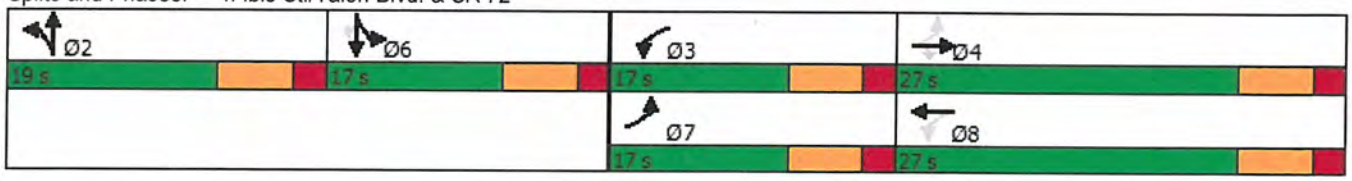
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	631	337	78	600	22	293	1	39	7	3	40
Future Volume (vph)	45	631	337	78	600	22	293	1	39	7	3	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.853				0.850
Flt Protected	0.950			0.950			0.950				0.965	
Satd. Flow (prot)	1805	3539	1583	1770	3458	0	3433	1621	0	0	1834	1615
Flt Permitted	0.299			0.222			0.950				0.965	
Satd. Flow (perm)	568	3539	1583	414	3458	0	3433	1621	0	0	1834	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			370		4			43				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	49	693	370	86	659	24	322	1	43	8	3	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	693	370	86	683	0	322	44	0	0	11	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	27.0	27.0	17.0	27.0		19.0	19.0		17.0	17.0	17.0
Total Split (%)	21.3%	33.8%	33.8%	21.3%	33.8%		23.8%	23.8%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5		12.5	12.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	24.6	19.2	19.2	27.4	22.5		12.7	12.7			10.7	10.7
Actuated g/C Ratio	0.33	0.26	0.26	0.37	0.31		0.17	0.17			0.15	0.15
v/c Ratio	0.16	0.75	0.54	0.29	0.64		0.54	0.14			0.04	0.10
Control Delay	13.7	31.5	6.2	15.1	26.2		33.3	11.3			30.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	13.7	31.5	6.2	15.1	26.2		33.3	11.3			30.3	0.5
LOS	B	C	A	B	C		C	B			C	A
Approach Delay		22.3			24.9			30.7			6.4	
Approach LOS		C			C			C			A	
90th %ile Green (s)	8.2	20.5	20.5	9.8	22.1		12.5	12.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	7.3	20.5	20.5	8.5	21.7		12.5	12.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.6	20.5	20.5	7.6	21.5		12.5	12.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	20.5	20.5	6.8	33.8		12.5	12.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	14.4	14.4	0.0	14.4		12.5	12.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	13	159	0	23	153		74	0			5	0
Queue Length 95th (ft)	31	228	63	48	218		118	28			19	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	389	1002	713	357	1136		593	315			265	426
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.13	0.69	0.52	0.24	0.60		0.54	0.14			0.04	0.10

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 73.5			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 79.3			
70th %ile Actuated Cycle: 78			
50th %ile Actuated Cycle: 77.1			
30th %ile Actuated Cycle: 76.3			
10th %ile Actuated Cycle: 56.9			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72

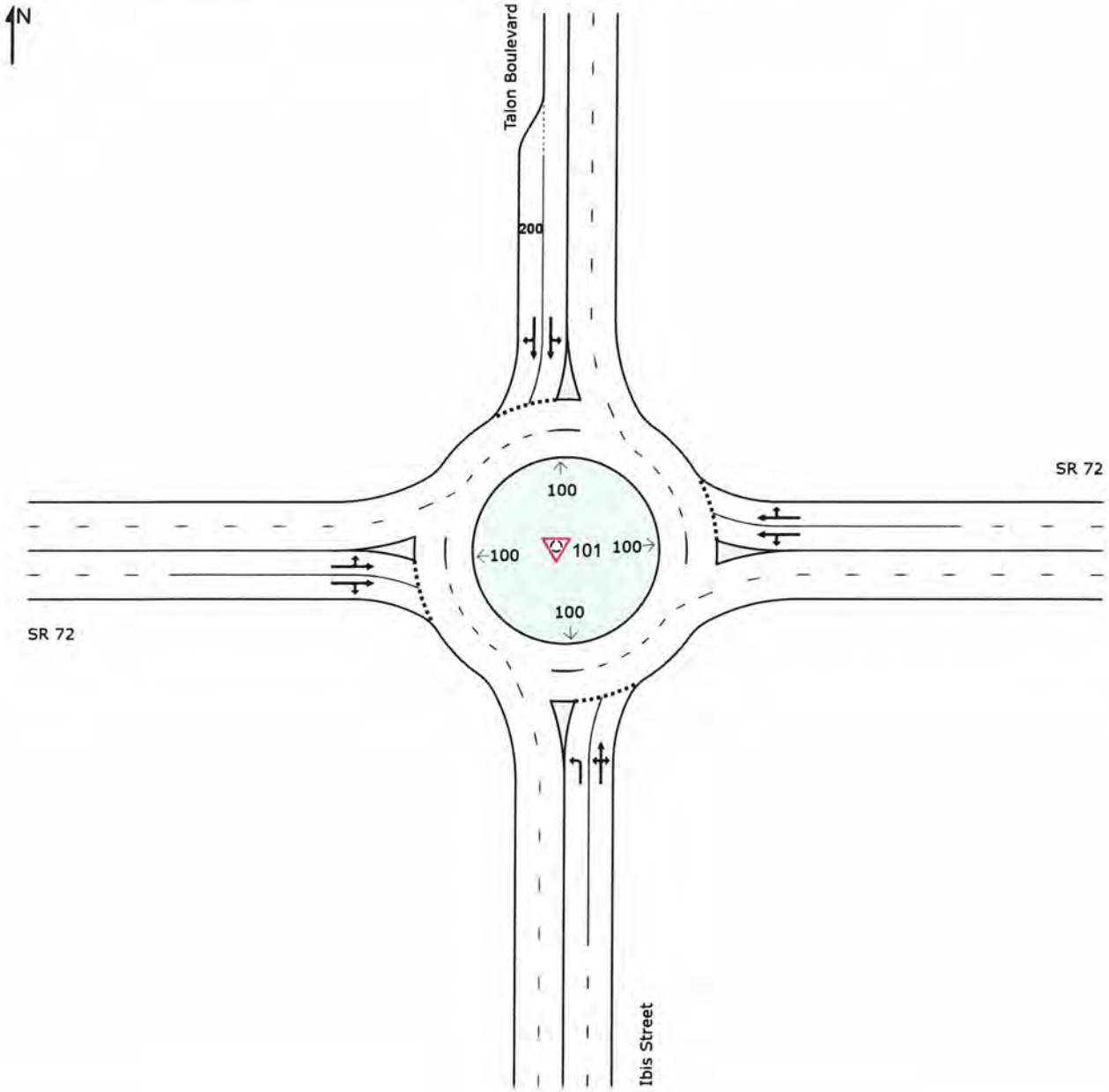


SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Ibis Street														
3	L2	335	2.0	372	2.0	0.307	9.2	LOS A	1.2	31.3	0.64	0.64	0.66	31.0
8	T1	2	0.0	2	0.0	0.307	8.7	LOS A	1.2	30.7	0.62	0.63	0.64	31.3
18	R2	38	9.0	42	9.0	0.307	9.1	LOS A	1.2	30.7	0.62	0.63	0.64	30.3
Approach		375	2.7	417	2.7	0.307	9.2	LOS A	1.2	31.3	0.63	0.64	0.66	31.0
East: SR 72														
1	L2	51	5.0	57	5.0	0.445	9.7	LOS A	2.3	62.2	0.58	0.58	0.67	32.5
6	T1	649	10.0	721	10.0	0.445	9.5	LOS A	2.3	62.2	0.57	0.56	0.65	32.7
16	R2	6	0.0	7	0.0	0.445	8.9	LOS A	2.2	60.0	0.56	0.54	0.63	32.2
Approach		706	9.6	784	9.6	0.445	9.5	LOS A	2.3	62.2	0.57	0.56	0.65	32.7
North: Talon Boulevard														
7	L2	9	0.0	10	0.0	0.031	8.7	LOS A	0.1	2.5	0.68	0.68	0.68	31.7
4	T1	3	0.0	3	0.0	0.031	8.7	LOS A	0.1	2.5	0.68	0.68	0.68	31.6
14	R2	38	3.0	42	3.0	0.087	8.6	LOS A	0.3	7.2	0.67	0.67	0.67	32.2
Approach		50	2.3	56	2.3	0.087	8.6	LOS A	0.3	7.2	0.67	0.67	0.67	32.1
West: SR 72														
5	L2	24	0.0	27	0.0	0.438	7.4	LOS A	2.4	64.0	0.27	0.13	0.27	34.0
2	T1	617	8.0	686	8.0	0.438	7.5	LOS A	2.4	63.6	0.26	0.13	0.26	33.7
12	R2	320	4.0	356	4.0	0.438	7.2	LOS A	2.4	63.6	0.25	0.12	0.25	32.9
Approach		961	6.5	1068	6.5	0.438	7.4	LOS A	2.4	64.0	0.26	0.13	0.26	33.5
All Vehicles		2092	6.7	2324	6.7	0.445	8.5	LOS A	2.4	64.0	0.44	0.38	0.47	32.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

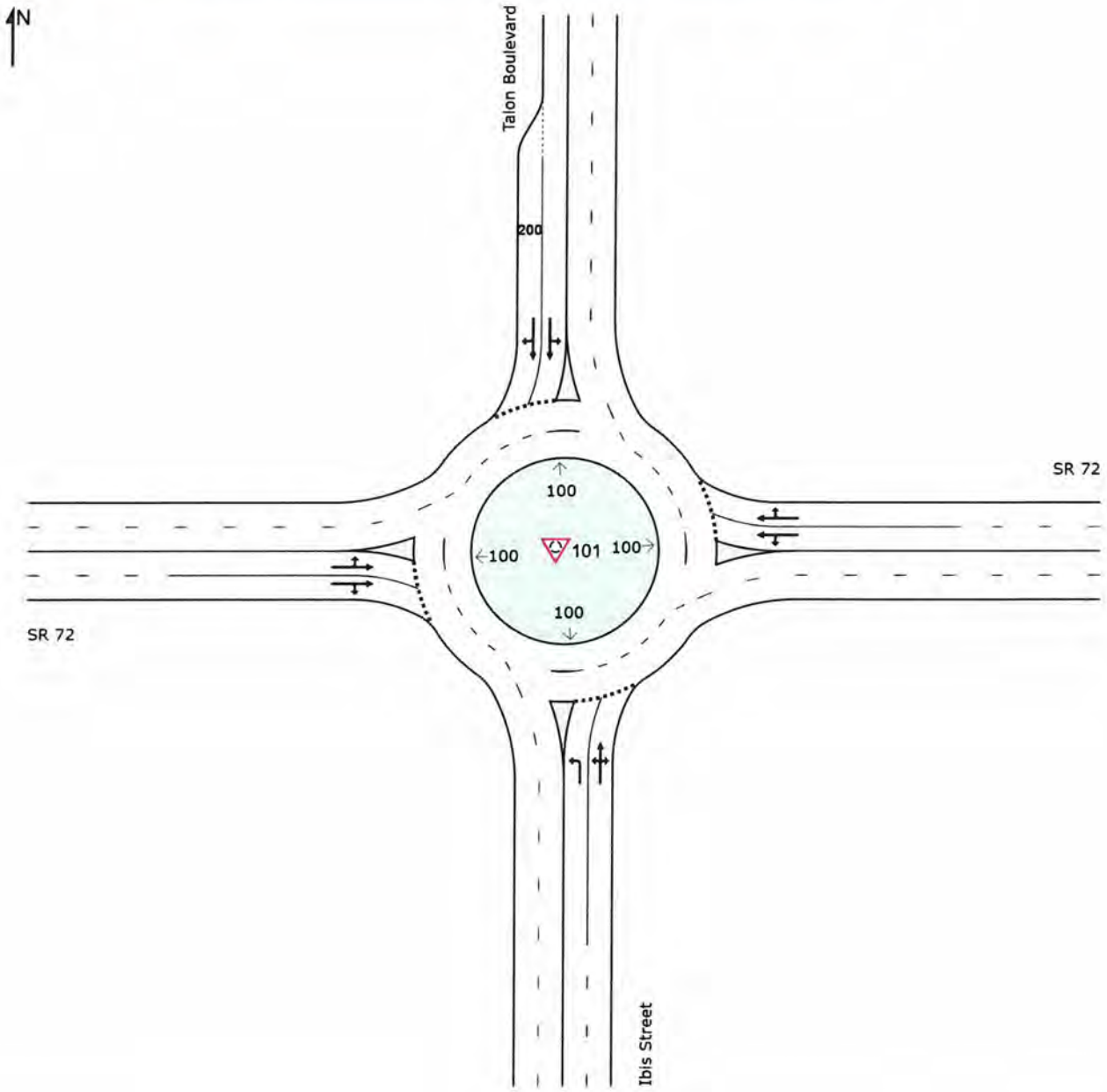
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SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE (Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Ibis Street														
3	L2	293	2.0	322	2.0	0.264	8.4	LOS A	1.0	25.8	0.62	0.62	0.62	31.4
8	T1	1	0.0	1	0.0	0.264	7.9	LOS A	1.0	25.6	0.61	0.61	0.61	31.8
18	R2	39	0.0	43	0.0	0.264	7.9	LOS A	1.0	25.6	0.61	0.61	0.61	30.9
Approach		333	1.8	366	1.8	0.264	8.4	LOS A	1.0	25.8	0.62	0.62	0.62	31.3
East: SR 72														
1	L2	78	0.0	86	0.0	0.395	8.2	LOS A	1.9	48.4	0.55	0.50	0.55	33.1
6	T1	600	2.0	659	2.0	0.395	8.1	LOS A	1.9	48.4	0.54	0.48	0.54	33.4
16	R2	22	2.0	24	2.0	0.395	7.9	LOS A	1.9	47.7	0.53	0.47	0.53	32.8
Approach		700	1.8	769	1.8	0.395	8.1	LOS A	1.9	48.4	0.54	0.48	0.54	33.4
North: Talon Boulevard														
7	L2	7	0.0	8	0.0	0.022	7.5	LOS A	0.1	1.8	0.64	0.60	0.64	32.3
4	T1	3	0.0	3	0.0	0.022	7.5	LOS A	0.1	1.8	0.64	0.60	0.64	32.2
14	R2	40	0.0	44	0.0	0.078	7.3	LOS A	0.3	6.5	0.62	0.62	0.62	32.9
Approach		50	0.0	55	0.0	0.078	7.4	LOS A	0.3	6.5	0.63	0.62	0.63	32.8
West: SR 72														
5	L2	45	0.0	49	0.0	0.446	7.5	LOS A	2.7	68.1	0.32	0.18	0.32	33.9
2	T1	631	2.0	693	2.0	0.446	7.5	LOS A	2.7	68.1	0.32	0.17	0.32	33.8
12	R2	337	2.0	370	2.0	0.446	7.3	LOS A	2.6	66.5	0.31	0.16	0.31	32.9
Approach		1013	1.9	1113	1.9	0.446	7.4	LOS A	2.7	68.1	0.31	0.17	0.31	33.5
All Vehicles		2096	1.8	2303	1.8	0.446	7.8	LOS A	2.7	68.1	0.45	0.36	0.45	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

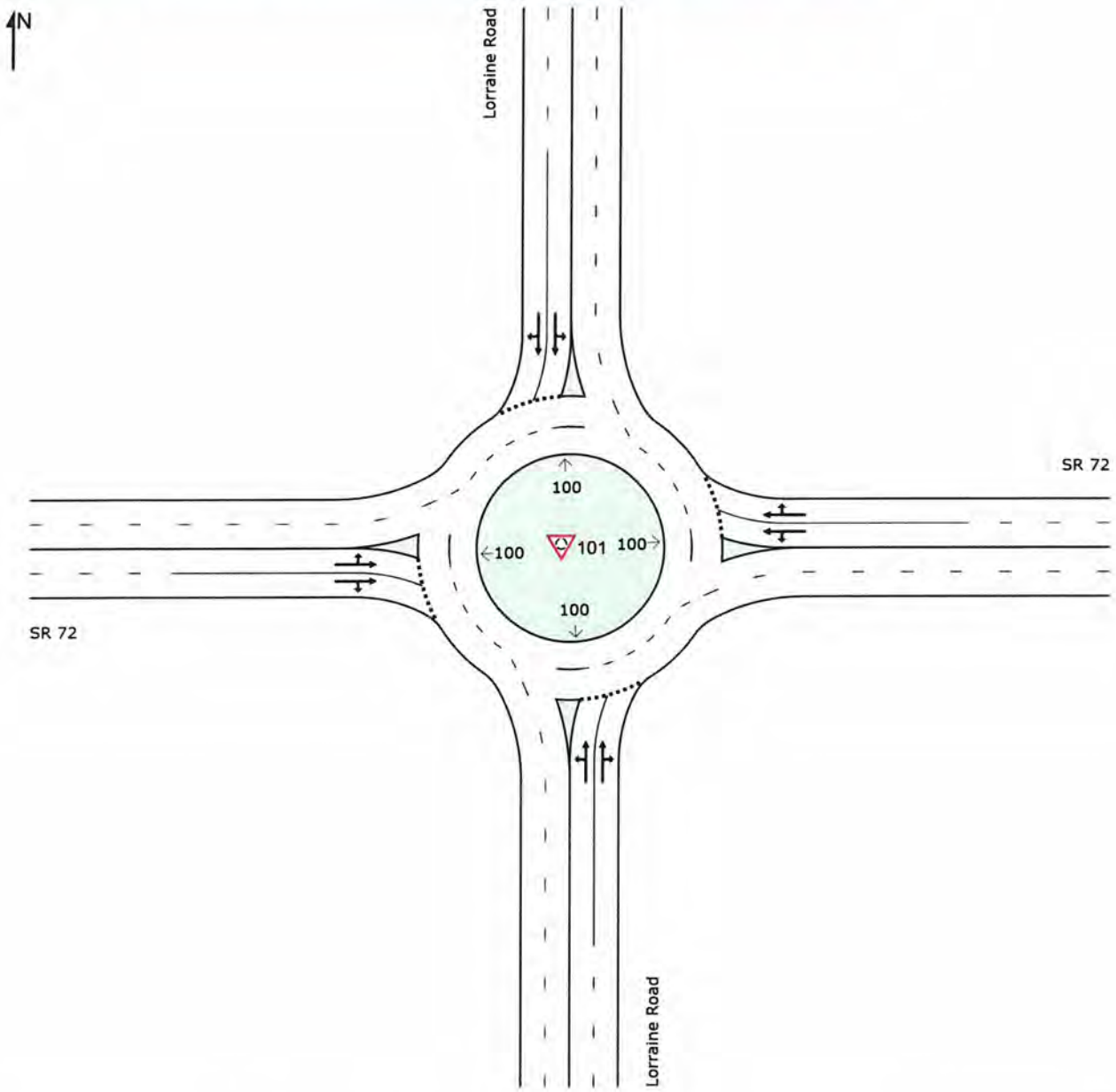
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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

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MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Lorraine Road														
3	L2	183	9.0	218	9.0	0.285	8.0	LOS A	1.1	28.3	0.57	0.57	0.57	31.2
8	T1	75	2.0	89	2.0	0.285	8.4	LOS A	1.1	28.3	0.59	0.59	0.59	33.2
18	R2	85	25.0	101	25.0	0.285	9.5	LOS A	1.0	28.1	0.59	0.59	0.59	31.7
Approach		343	11.4	408	11.4	0.285	8.5	LOS A	1.1	28.3	0.58	0.58	0.58	31.7
East: SR 72														
1	L2	112	2.0	133	2.0	0.411	9.8	LOS A	2.0	53.6	0.62	0.67	0.76	31.7
6	T1	328	11.0	390	11.0	0.411	9.9	LOS A	2.0	53.6	0.61	0.66	0.74	32.2
16	R2	100	10.0	119	10.0	0.411	9.6	LOS A	1.9	52.1	0.60	0.64	0.72	31.7
Approach		540	8.9	643	8.9	0.411	9.8	LOS A	2.0	53.6	0.61	0.66	0.74	32.0
North: Lorraine Road														
7	L2	91	18.0	108	18.0	0.384	12.4	LOS B	1.6	44.1	0.66	0.73	0.87	30.4
4	T1	100	9.0	119	9.0	0.384	11.8	LOS B	1.7	44.8	0.66	0.73	0.87	30.7
14	R2	209	6.0	249	6.0	0.384	10.5	LOS B	1.7	44.8	0.66	0.72	0.84	31.3
Approach		400	9.5	476	9.5	0.384	11.3	LOS B	1.7	44.8	0.66	0.72	0.85	30.9
West: SR 72														
5	L2	175	6.0	208	6.0	0.388	8.6	LOS A	1.7	45.4	0.55	0.49	0.55	31.8
2	T1	209	11.0	249	11.0	0.388	8.6	LOS A	1.7	45.4	0.53	0.48	0.53	32.4
12	R2	197	12.0	235	12.0	0.388	8.4	LOS A	1.6	44.1	0.52	0.46	0.52	32.2
Approach		581	9.8	692	9.8	0.388	8.5	LOS A	1.7	45.4	0.53	0.48	0.53	32.2
All Vehicles		1864	9.8	2219	9.8	0.411	9.5	LOS A	2.0	53.6	0.59	0.60	0.67	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

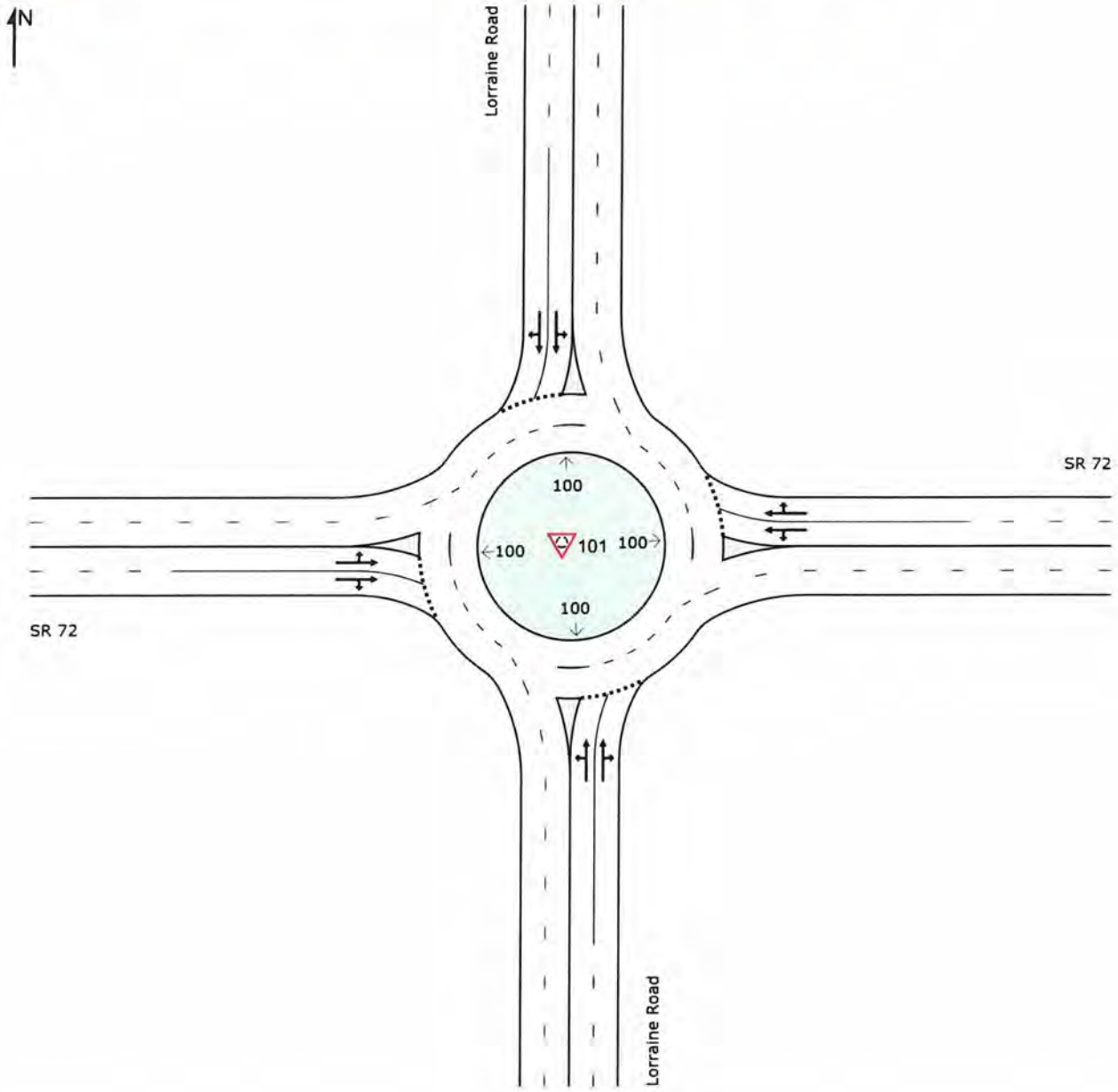
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SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

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MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Opening Year (2030) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Lorraine Road														
3	L2	170	2.0	177	2.0	0.273	8.5	LOS A	1.1	27.2	0.62	0.62	0.62	31.3
8	T1	100	2.0	104	2.0	0.273	7.9	LOS A	1.1	27.2	0.60	0.60	0.60	33.4
18	R2	113	2.0	118	2.0	0.273	7.8	LOS A	1.1	27.0	0.60	0.60	0.60	32.7
Approach		383	2.0	399	2.0	0.273	8.1	LOS A	1.1	27.2	0.60	0.60	0.60	32.2
East: SR 72														
1	L2	85	2.0	89	2.0	0.224	6.7	LOS A	0.9	22.7	0.53	0.49	0.53	33.1
6	T1	185	5.0	193	5.0	0.224	6.6	LOS A	0.9	22.7	0.52	0.48	0.52	33.7
16	R2	96	6.0	100	6.0	0.224	6.4	LOS A	0.9	22.2	0.51	0.47	0.51	33.3
Approach		366	4.6	381	4.6	0.224	6.6	LOS A	0.9	22.7	0.52	0.48	0.52	33.5
North: Lorraine Road														
7	L2	144	2.0	150	2.0	0.261	7.0	LOS A	1.1	27.4	0.53	0.50	0.53	32.5
4	T1	69	4.0	72	4.0	0.261	7.1	LOS A	1.1	27.4	0.53	0.50	0.53	32.4
14	R2	253	4.0	264	4.0	0.289	7.0	LOS A	1.2	30.4	0.52	0.48	0.52	33.0
Approach		466	3.4	485	3.4	0.289	7.0	LOS A	1.2	30.4	0.53	0.49	0.53	32.8
West: SR 72														
5	L2	194	6.0	202	6.0	0.354	7.7	LOS A	1.6	41.4	0.49	0.41	0.49	32.2
2	T1	290	11.0	302	11.0	0.354	7.6	LOS A	1.6	41.4	0.47	0.39	0.47	33.0
12	R2	163	12.0	170	12.0	0.354	7.5	LOS A	1.5	40.1	0.46	0.38	0.46	32.6
Approach		647	9.8	674	9.8	0.354	7.6	LOS A	1.6	41.4	0.48	0.39	0.48	32.7
All Vehicles		1862	5.5	1940	5.5	0.354	7.4	LOS A	1.6	41.4	0.52	0.48	0.52	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX U

2050 BUILD ALTERNATIVE INTERSECTION ANALYSIS SUMMARY SHEETS

Intersection	
Int Delay, s/veh	334.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1556	130	11	1890	205	15
Future Vol, veh/h	1556	130	11	1890	205	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	200	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	7	0	8	2	0
Mvmt Flow	1673	140	12	2032	220	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1813	0	2713	837
Stage 1	-	-	-	-	1673	-
Stage 2	-	-	-	-	1040	-
Critical Hdwy	-	-	4.1	-	6.84	6.9
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.2	-	3.52	3.3
Pot Cap-1 Maneuver	-	-	343	-	~ 17	314
Stage 1	-	-	-	-	~ 138	-
Stage 2	-	-	-	-	302	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	343	-	~ 16	314
Mov Cap-2 Maneuver	-	-	-	-	~ 16	-
Stage 1	-	-	-	-	~ 138	-
Stage 2	-	-	-	-	291	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 5790.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	314	-	-	343	-
HCM Lane V/C Ratio	13.777	0.051	-	-	0.034	-
HCM Control Delay (s)	$ 6212.8	17.1	-	-	15.9	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	28.5	0.2	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	106.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1984	143	15	1571	101	11
Future Vol, veh/h	1984	143	15	1571	101	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	200	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	4	0	3	6	0
Mvmt Flow	2024	146	15	1603	103	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2170	0	2856	1012
Stage 1	-	-	-	-	2024	-
Stage 2	-	-	-	-	832	-
Critical Hdwy	-	-	4.1	-	6.92	6.9
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	-	-	2.2	-	3.56	3.3
Pot Cap-1 Maneuver	-	-	250	-	~ 13	241
Stage 1	-	-	-	-	~ 84	-
Stage 2	-	-	-	-	378	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	250	-	~ 12	241
Mov Cap-2 Maneuver	-	-	-	-	~ 12	-
Stage 1	-	-	-	-	~ 84	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 3637.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	12	241	-	-	250	-
HCM Lane V/C Ratio	8.588	0.047	-	-	0.061	-
HCM Control Delay (s)	$ 4031	20.7	-	-	20.3	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	14.1	0.1	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	9.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1538	33	9	1871	30	6
Future Vol, veh/h	1538	33	9	1871	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	0	8	7	0
Mvmt Flow	1654	35	10	2012	32	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1689	0	2680	827
Stage 1	-	-	-	-	1654	-
Stage 2	-	-	-	-	1026	-
Critical Hdwy	-	-	4.1	-	6.94	6.9
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.2	-	3.57	3.3
Pot Cap-1 Maneuver	-	-	383	-	~ 16	319
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	296	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	383	-	~ 16	319
Mov Cap-2 Maneuver	-	-	-	-	~ 16	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 905.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	19	-	-	383	-
HCM Lane V/C Ratio	2.037	-	-	0.025	-
HCM Control Delay (s)	$ 905.6	-	-	14.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	5.2	-	-	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	47.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1887	108	12	1530	56	19
Future Vol, veh/h	1887	108	12	1530	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	2029	116	13	1645	60	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2145	0	2878	1015
Stage 1	-	-	-	-	2029	-
Stage 2	-	-	-	-	849	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	255	-	~ 13	240
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	255	-	~ 12	240
Mov Cap-2 Maneuver	-	-	-	-	~ 12	-
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	365	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 2295.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	-	-	255	-
HCM Lane V/C Ratio	5.04	-	-	0.051	-
HCM Control Delay (s)	$ 2295.3	-	-	19.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	10.9	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	902	1113	11	14	21
Future Vol, veh/h	14	902	1113	11	14	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	150	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	8	9	10	0	0
Mvmt Flow	15	970	1197	12	15	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1209	0	-	0	1712	599
Stage 1	-	-	-	-	1197	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	4.32	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.31	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	525	-	-	-	83	450
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	525	-	-	-	81	450
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	525	-	-	-	81	450
HCM Lane V/C Ratio	0.029	-	-	-	0.186	0.05
HCM Control Delay (s)	12.1	-	-	-	59.3	13.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1110	895	17	14	18
Future Vol, veh/h	18	1110	895	17	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	150	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	4	0	0	6
Mvmt Flow	19	1194	962	18	15	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	980	0	-	0	1597	481
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	4.1	-	-	-	6.8	7.02
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.36
Pot Cap-1 Maneuver	712	-	-	-	99	521
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	712	-	-	-	96	521
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	28.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	712	-	-	-	96	521
HCM Lane V/C Ratio	0.027	-	-	-	0.157	0.037
HCM Control Delay (s)	10.2	-	-	-	49.4	12.2
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	961	5	3	1183	4	8	3	3	4	3	8
Future Vol, veh/h	8	961	5	3	1183	4	8	3	3	4	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	9	25	50	9	50	13	0	50	0	0	14
Mvmt Flow	8	981	5	3	1207	4	8	3	3	4	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1211	0	0	986	0	0	1611	2217	493	1723	2217	606
Stage 1	-	-	-	-	-	-	1000	1000	-	1215	1215	-
Stage 2	-	-	-	-	-	-	611	1217	-	508	1002	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.76	6.5	7.9	7.5	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	6.76	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.7	-	-	3.63	4	3.8	3.5	4	3.44
Pot Cap-1 Maneuver	583	-	-	467	-	-	62	44	412	59	44	412
Stage 1	-	-	-	-	-	-	241	324	-	195	256	-
Stage 2	-	-	-	-	-	-	422	256	-	521	323	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	583	-	-	467	-	-	57	43	412	55	43	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	43	-	55	43	-
Stage 1	-	-	-	-	-	-	238	319	-	192	254	-
Stage 2	-	-	-	-	-	-	406	254	-	505	318	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0	76.7	51.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	64	583	-	-	467	-	-	93
HCM Lane V/C Ratio	0.223	0.014	-	-	0.007	-	-	0.165
HCM Control Delay (s)	76.7	11.3	-	-	12.8	-	-	51.2
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	2	1187	4	5	966	6	5	3	3	5	3	5
Future Vol, veh/h	2	1187	4	5	966	6	5	3	3	5	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	2	1276	4	5	1039	6	5	3	3	5	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1045	0	0	1280	0	0	1813	2337	640	1696	2336	523
Stage 1	-	-	-	-	-	-	1282	1282	-	1052	1052	-
Stage 2	-	-	-	-	-	-	531	1055	-	644	1284	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	673	-	-	549	-	-	50	37	423	61	37	504
Stage 1	-	-	-	-	-	-	178	238	-	246	306	-
Stage 2	-	-	-	-	-	-	505	305	-	433	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	673	-	-	549	-	-	46	37	423	56	37	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	37	-	56	37	-
Stage 1	-	-	-	-	-	-	177	237	-	245	303	-
Stage 2	-	-	-	-	-	-	490	302	-	423	237	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0	0.1	85.7	66.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	56	673	-	-	549	-	-	72
HCM Lane V/C Ratio	0.211	0.003	-	-	0.01	-	-	0.194
HCM Control Delay (s)	85.7	10.4	-	-	11.6	-	-	66.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	24	942	1147	6	10	43
Future Vol, veh/h	24	942	1147	6	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	9	9	25	0	3
Mvmt Flow	25	971	1182	6	10	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1188	0	-	0	1721	594
Stage 1	-	-	-	-	1185	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	4.3	-	-	-	6.8	6.96
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.3	-	-	-	3.5	3.33
Pot Cap-1 Maneuver	540	-	-	-	82	446
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	540	-	-	-	78	446
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	540	-	-	-	236
HCM Lane V/C Ratio	0.046	-	-	-	0.232
HCM Control Delay (s)	12	-	-	-	24.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	34	1158	954	10	6	23
Future Vol, veh/h	34	1158	954	10	6	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	0	0
Mvmt Flow	36	1232	1015	11	6	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1026	0	-	0	1709	513
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	688	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	685	-	-	-	84	512
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	80	512
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SW
HCM Control Delay, s	0.3	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	685	-	-	-	242
HCM Lane V/C Ratio	0.053	-	-	-	0.127
HCM Control Delay (s)	10.5	-	-	-	22
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1556	130	11	1890	205	15
Future Volume (vph)	1556	130	11	1890	205	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225	200		0	150
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3374	1509	1805	3343	1770	1615
Flt Permitted			0.071		0.950	
Satd. Flow (perm)	3374	1509	135	3343	1770	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		140				16
Link Speed (mph)	30			30	30	
Link Distance (ft)	614			888	573	
Travel Time (s)	14.0			20.2	13.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	0%	8%	2%	0%
Adj. Flow (vph)	1673	140	12	2032	220	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1673	140	12	2032	220	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	

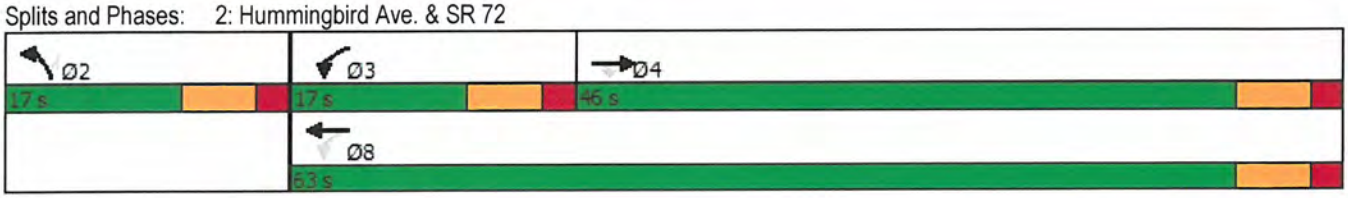
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	17.0
Total Split (s)	46.0	46.0	17.0	63.0	17.0	17.0
Total Split (%)	57.5%	57.5%	21.3%	78.8%	21.3%	21.3%
Maximum Green (s)	39.5	39.5	10.5	56.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	52.0	52.0	54.4	54.4	10.5	10.5
Actuated g/C Ratio	0.67	0.67	0.70	0.70	0.13	0.13
v/c Ratio	0.74	0.13	0.06	0.87	0.92	0.07
Control Delay	12.7	1.8	4.0	14.5	78.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	1.8	4.0	14.5	78.4	15.6
LOS	B	A	A	B	E	B
Approach Delay	11.8			14.5	74.1	
Approach LOS	B			B	E	
90th %ile Green (s)	44.0	44.0	6.0	56.5	10.5	10.5
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	56.5	56.5	0.0	56.5	10.5	10.5
70th %ile Term Code	Hold	Hold	Skip	Max	Max	Max
50th %ile Green (s)	56.5	56.5	0.0	56.5	10.5	10.5
50th %ile Term Code	Hold	Hold	Skip	Max	Max	Max
30th %ile Green (s)	56.5	56.5	0.0	56.5	10.5	10.5
30th %ile Term Code	Hold	Hold	Skip	Max	Max	Max
10th %ile Green (s)	46.3	46.3	0.0	46.3	10.5	10.5
10th %ile Term Code	Hold	Hold	Skip	Gap	Max	Max
Queue Length 50th (ft)	212	0	1	332	111	0
Queue Length 95th (ft)	#547	23	6	457	#243	17
Internal Link Dist (ft)	534			808	493	
Turn Bay Length (ft)		225	200			150
Base Capacity (vph)	2248	1052	319	2429	239	231
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.13	0.04	0.84	0.92	0.07

Intersection Summary

Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 78	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 80	
70th %ile Actuated Cycle: 80	
50th %ile Actuated Cycle: 80	
30th %ile Actuated Cycle: 80	
10th %ile Actuated Cycle: 69.8	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Hummingbird Ave. & SR 72



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1984	143	15	1571	101	11
Future Volume (vph)	1984	143	15	1571	101	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225	200		0	150
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1553	1805	3505	1703	1615
Flt Permitted			0.081		0.950	
Satd. Flow (perm)	3574	1553	154	3505	1703	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		122				11
Link Speed (mph)	30			30	30	
Link Distance (ft)	614			888	573	
Travel Time (s)	14.0			20.2	13.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	4%	0%	3%	6%	0%
Adj. Flow (vph)	2024	146	15	1603	103	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2024	146	15	1603	103	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	4		3	8	2	



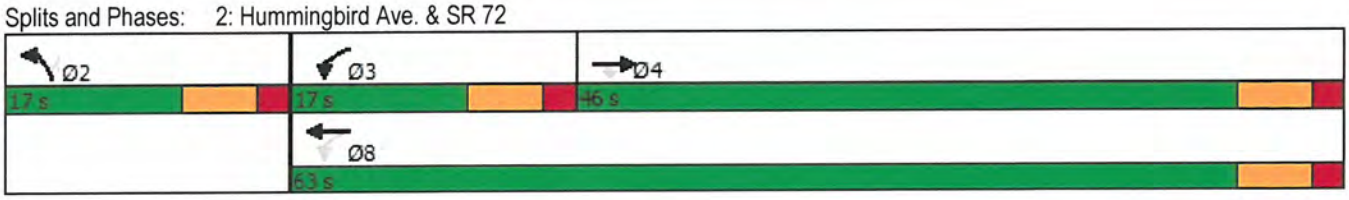
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	17.0
Total Split (s)	46.0	46.0	17.0	63.0	17.0	17.0
Total Split (%)	57.5%	57.5%	21.3%	78.8%	21.3%	21.3%
Maximum Green (s)	39.5	39.5	10.5	56.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	42.9	42.9	45.0	45.0	8.7	8.7
Actuated g/C Ratio	0.64	0.64	0.67	0.67	0.13	0.13
v/c Ratio	0.88	0.14	0.06	0.68	0.47	0.05
Control Delay	17.7	2.4	4.2	8.4	36.2	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	2.4	4.2	8.4	36.2	16.8
LOS	B	A	A	A	D	B
Approach Delay	16.7			8.4	34.4	
Approach LOS	B			A	C	
90th %ile Green (s)	43.9	43.9	6.1	56.5	10.5	10.5
90th %ile Term Code	Hold	Hold	Gap	Max	Max	Max
70th %ile Green (s)	49.2	49.2	0.0	49.2	10.5	10.5
70th %ile Term Code	Hold	Hold	Skip	Gap	Max	Max
50th %ile Green (s)	41.0	41.0	0.0	41.0	9.1	9.1
50th %ile Term Code	Hold	Hold	Skip	Gap	Gap	Gap
30th %ile Green (s)	39.5	39.5	0.0	39.5	7.7	7.7
30th %ile Term Code	Max	Max	Skip	Hold	Gap	Gap
10th %ile Green (s)	39.5	39.5	0.0	39.5	6.0	6.0
10th %ile Term Code	Max	Max	Skip	Hold	Gap	Gap
Queue Length 50th (ft)	274	3	2	174	37	0
Queue Length 95th (ft)	#715	29	7	247	97	14
Internal Link Dist (ft)	534			808	493	
Turn Bay Length (ft)		225	200			150
Base Capacity (vph)	2292	1039	366	3002	271	266
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.14	0.04	0.53	0.38	0.04

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 66.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80			
70th %ile Actuated Cycle: 72.7			
50th %ile Actuated Cycle: 63.1			
30th %ile Actuated Cycle: 60.2			
10th %ile Actuated Cycle: 58.5			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Hummingbird Ave. & SR 72



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1538	33	9	1871	30	6
Future Volume (vph)	1538	33	9	1871	30	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		325	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.979	
Flt Protected			0.950		0.960	
Satd. Flow (prot)	3374	1615	1805	3343	1686	0
Flt Permitted			0.080		0.960	
Satd. Flow (perm)	3374	1615	152	3343	1686	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		35			6	
Link Speed (mph)	30			30	30	
Link Distance (ft)	888			1382	423	
Travel Time (s)	20.2			31.4	9.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	0%	0%	8%	7%	0%
Adj. Flow (vph)	1654	35	10	2012	32	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1654	35	10	2012	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	

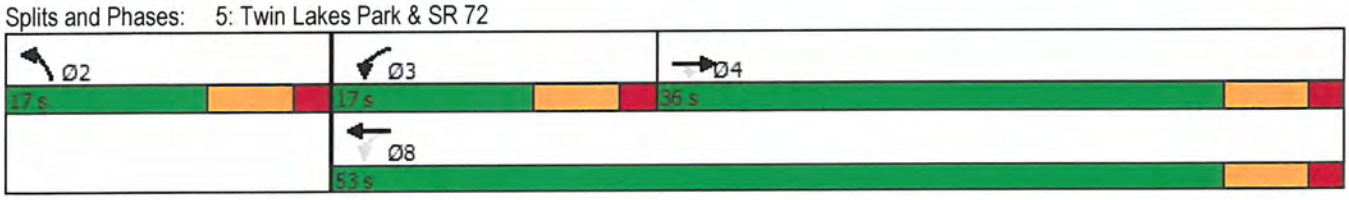


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	
Total Split (s)	36.0	36.0	17.0	53.0	17.0	
Total Split (%)	51.4%	51.4%	24.3%	75.7%	24.3%	
Maximum Green (s)	29.5	29.5	10.5	46.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Max	
Walk Time (s)	0.0	0.0		0.0	0.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	43.8	43.8	46.3	46.3	10.5	
Actuated g/C Ratio	0.63	0.63	0.66	0.66	0.15	
v/c Ratio	0.78	0.03	0.04	0.91	0.15	
Control Delay	15.0	3.2	4.3	17.9	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.0	3.2	4.3	17.9	24.5	
LOS	B	A	A	B	C	
Approach Delay	14.8			17.9	24.5	
Approach LOS	B			B	C	
90th %ile Green (s)	34.0	34.0	6.0	46.5	10.5	
90th %ile Term Code	Hold	Hold	Gap	Max	MaxR	
70th %ile Green (s)	46.5	46.5	0.0	46.5	10.5	
70th %ile Term Code	Hold	Hold	Skip	Max	MaxR	
50th %ile Green (s)	46.5	46.5	0.0	46.5	10.5	
50th %ile Term Code	Hold	Hold	Skip	Max	MaxR	
30th %ile Green (s)	46.5	46.5	0.0	46.5	10.5	
30th %ile Term Code	Hold	Hold	Skip	Max	MaxR	
10th %ile Green (s)	45.5	45.5	0.0	45.5	10.5	
10th %ile Term Code	Hold	Hold	Skip	Gap	MaxR	
Queue Length 50th (ft)	207	0	1	324	12	
Queue Length 95th (ft)	#532	13	5	#509	37	
Internal Link Dist (ft)	808			1302	343	
Turn Bay Length (ft)		325	200			
Base Capacity (vph)	2117	1026	349	2226	259	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.78	0.03	0.03	0.90	0.15	

Intersection Summary

Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 70			
70th %ile Actuated Cycle: 70			
50th %ile Actuated Cycle: 70			
30th %ile Actuated Cycle: 70			
10th %ile Actuated Cycle: 69			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Twin Lakes Park & SR 72



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1887	108	12	1530	56	19
Future Volume (vph)	1887	108	12	1530	56	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		325	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.966	
Flt Protected			0.950		0.964	
Satd. Flow (prot)	3539	1615	1805	3505	1769	0
Flt Permitted			0.080		0.964	
Satd. Flow (perm)	3539	1615	152	3505	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		116			17	
Link Speed (mph)	30			30	30	
Link Distance (ft)	888			1382	423	
Travel Time (s)	20.2			31.4	9.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Adj. Flow (vph)	2029	116	13	1645	60	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2029	116	13	1645	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	

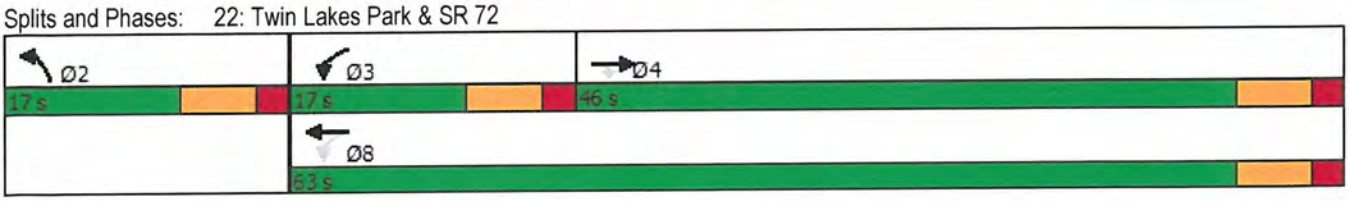
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	
Total Split (s)	46.0	46.0	17.0	63.0	17.0	
Total Split (%)	57.5%	57.5%	21.3%	78.8%	21.3%	
Maximum Green (s)	39.5	39.5	10.5	56.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	
Walk Time (s)	0.0	0.0		0.0	0.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	43.4	43.4	45.5	45.5	7.8	
Actuated g/C Ratio	0.65	0.65	0.68	0.68	0.12	
v/c Ratio	0.88	0.11	0.05	0.69	0.36	
Control Delay	17.0	1.9	3.9	8.1	29.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.0	1.9	3.9	8.1	29.0	
LOS	B	A	A	A	C	
Approach Delay	16.2			8.1	29.0	
Approach LOS	B			A	C	
90th %ile Green (s)	44.0	44.0	6.0	56.5	10.5	
90th %ile Term Code	Hold	Hold	Gap	Max	Max	
70th %ile Green (s)	51.5	51.5	0.0	51.5	9.3	
70th %ile Term Code	Hold	Hold	Skip	Gap	Gap	
50th %ile Green (s)	41.3	41.3	0.0	41.3	7.6	
50th %ile Term Code	Hold	Hold	Skip	Gap	Gap	
30th %ile Green (s)	39.5	39.5	0.0	39.5	6.5	
30th %ile Term Code	Max	Max	Skip	Hold	Gap	
10th %ile Green (s)	39.5	39.5	0.0	39.5	5.5	
10th %ile Term Code	Max	Max	Skip	Hold	Gap	
Queue Length 50th (ft)	254	0	1	166	22	
Queue Length 95th (ft)	#722	21	6	261	69	
Internal Link Dist (ft)	808			1302	343	
Turn Bay Length (ft)		325	200			
Base Capacity (vph)	2311	1095	369	3025	298	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.88	0.11	0.04	0.54	0.27	

Intersection Summary

Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 66.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 80	
70th %ile Actuated Cycle: 73.8	
50th %ile Actuated Cycle: 61.9	
30th %ile Actuated Cycle: 59	
10th %ile Actuated Cycle: 58	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: Twin Lakes Park & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	731	156	173	879	27	112	7	134	13	11	139
Future Volume (vph)	65	731	156	173	879	27	112	7	134	13	11	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.857			0.861	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3406	1599	1787	3426	0	1805	1598	0	1805	1592	0
Flt Permitted	0.169			0.148			0.388			0.650		
Satd. Flow (perm)	321	3406	1599	278	3426	0	737	1598	0	1235	1592	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		4			161			167	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	6%	1%	1%	5%	0%	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	78	881	188	208	1059	33	135	8	161	16	13	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	881	188	208	1092	0	135	169	0	16	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

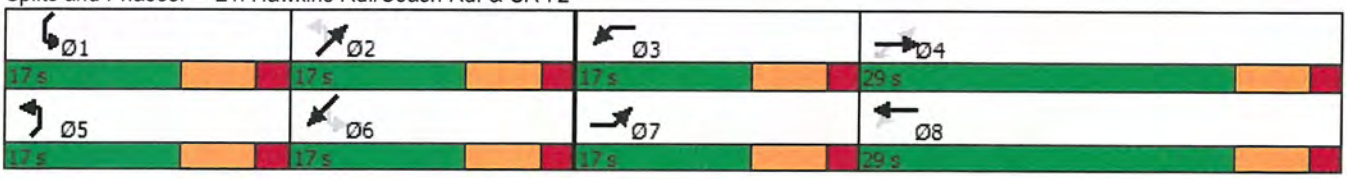
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	29.2	22.1	22.1	34.8	27.0		19.3	10.2		13.2	7.2	
Actuated g/C Ratio	0.40	0.30	0.30	0.47	0.37		0.26	0.14		0.18	0.10	
v/c Ratio	0.29	0.86	0.30	0.65	0.87		0.42	0.47		0.06	0.59	
Control Delay	13.5	36.1	3.4	23.9	33.9		23.5	10.8		19.0	15.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	36.1	3.4	23.9	33.9		23.5	10.8		19.0	15.6	
LOS	B	D	A	C	C		C	B		B	B	
Approach Delay		29.2			32.3			16.4			15.9	
Approach LOS		C			C			B			B	
90th %ile Green (s)	9.2	22.5	22.5	10.5	23.8		10.5	14.1		6.9	10.5	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Gap	Max	
70th %ile Green (s)	7.9	22.5	22.5	10.5	25.1		10.5	12.8		6.3	8.6	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Gap	Gap	
50th %ile Green (s)	7.0	22.5	22.5	10.2	25.7		10.0	10.2		5.9	6.1	
50th %ile Term Code	Gap	Max	Max	Gap	Hold		Gap	Hold		Gap	Gap	
30th %ile Green (s)	6.3	22.5	22.5	8.7	24.9		8.4	8.4		5.5	5.5	
30th %ile Term Code	Gap	Max	Max	Gap	Hold		Gap	Hold		Gap	Gap	
10th %ile Green (s)	0.0	20.2	20.2	7.0	33.7		6.4	6.4		5.5	5.5	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Hold		Gap	Gap	
Queue Length 50th (ft)	17	201	0	48	251		47	3		5	6	
Queue Length 95th (ft)	38	#291	21	107	#390		80	43		17	50	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	354	1043	645	348	1256		360	387		378	370	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.84	0.29	0.60	0.87		0.38	0.44		0.04	0.49	

Intersection Summary

Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 73.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 80	
70th %ile Actuated Cycle: 78.1	
50th %ile Actuated Cycle: 74.8	
30th %ile Actuated Cycle: 71.1	
10th %ile Actuated Cycle: 65.1	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	81	1015	58	69	824	17	53	7	64	5	5	67
Future Volume (vph)	81	1015	58	69	824	17	53	7	64	5	5	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.866			0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3574	1615	1752	3447	0	1805	1616	0	1805	1575	0
Flt Permitted	0.180			0.161			0.513			0.707		
Satd. Flow (perm)	342	3574	1615	297	3447	0	975	1616	0	1343	1575	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		2			69			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	3%	4%	25%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	87	1091	62	74	886	18	57	8	69	5	5	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1091	62	74	904	0	57	77	0	5	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

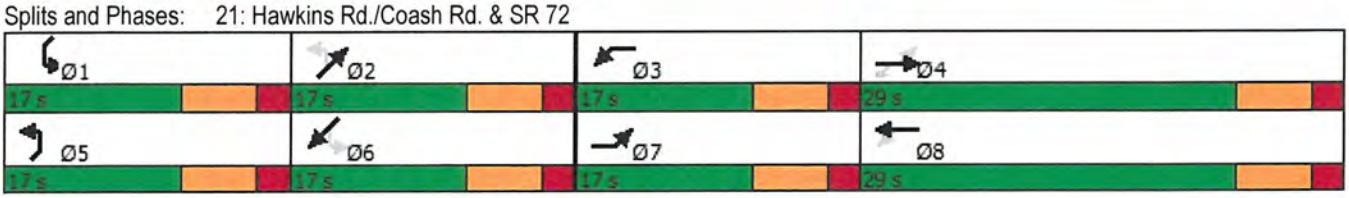
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	17.0	17.0	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)		0.0	0.0		0.0			0.0			0.0	
Flash Dont Walk (s)		0.0	0.0		0.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	30.8	26.6	26.6	28.8	23.4		14.1	12.4		9.8	6.8	
Actuated g/C Ratio	0.50	0.43	0.43	0.46	0.38		0.23	0.20		0.16	0.11	
v/c Ratio	0.25	0.71	0.08	0.24	0.70		0.18	0.20		0.02	0.33	
Control Delay	11.1	24.0	0.2	11.3	24.0		19.7	9.8		18.2	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	24.0	0.2	11.3	24.0		19.7	9.8		18.2	13.8	
LOS	B	C	A	B	C		B	A		B	B	
Approach Delay		21.9			23.1			14.0			14.1	
Approach LOS		C			C			B			B	
90th %ile Green (s)	9.4	22.9	22.9	9.0	22.5		9.4	12.7		6.1	9.4	
90th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Hold		Gap	Gap	
70th %ile Green (s)	7.9	22.7	22.7	7.7	22.5		8.6	22.2		0.0	7.1	
70th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Hold		Skip	Gap	
50th %ile Green (s)	7.1	22.7	22.7	6.9	22.5		7.5	19.7		0.0	5.7	
50th %ile Term Code	Gap	Hold	Hold	Gap	Max		Gap	Hold		Skip	Gap	
30th %ile Green (s)	6.4	33.9	33.9	0.0	21.0		0.0	5.5		0.0	5.5	
30th %ile Term Code	Gap	Hold	Hold	Skip	Gap		Skip	Gap		Skip	Gap	
10th %ile Green (s)	0.0	22.5	22.5	0.0	22.5		0.0	5.5		0.0	5.5	
10th %ile Term Code	Skip	Max	Max	Skip	Hold		Skip	Gap		Skip	Gap	
Queue Length 50th (ft)	17	230	0	14	180		18	2		2	2	
Queue Length 95th (ft)	43	#416	0	38	#326		43	38		9	39	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	437	1529	819	408	1318		411	445		403	339	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.71	0.08	0.18	0.69		0.14	0.17		0.01	0.23	

Intersection Summary

Area Type:	Other	
Cycle Length: 80		
Actuated Cycle Length: 62.2		
Natural Cycle: 80		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.71		
Intersection Signal Delay: 21.7		Intersection LOS: C
Intersection Capacity Utilization 58.1%		ICU Level of Service B
Analysis Period (min) 15		
90th %ile Actuated Cycle: 76.7		
70th %ile Actuated Cycle: 72.1		
50th %ile Actuated Cycle: 68.8		
30th %ile Actuated Cycle: 52.4		
10th %ile Actuated Cycle: 41		

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72

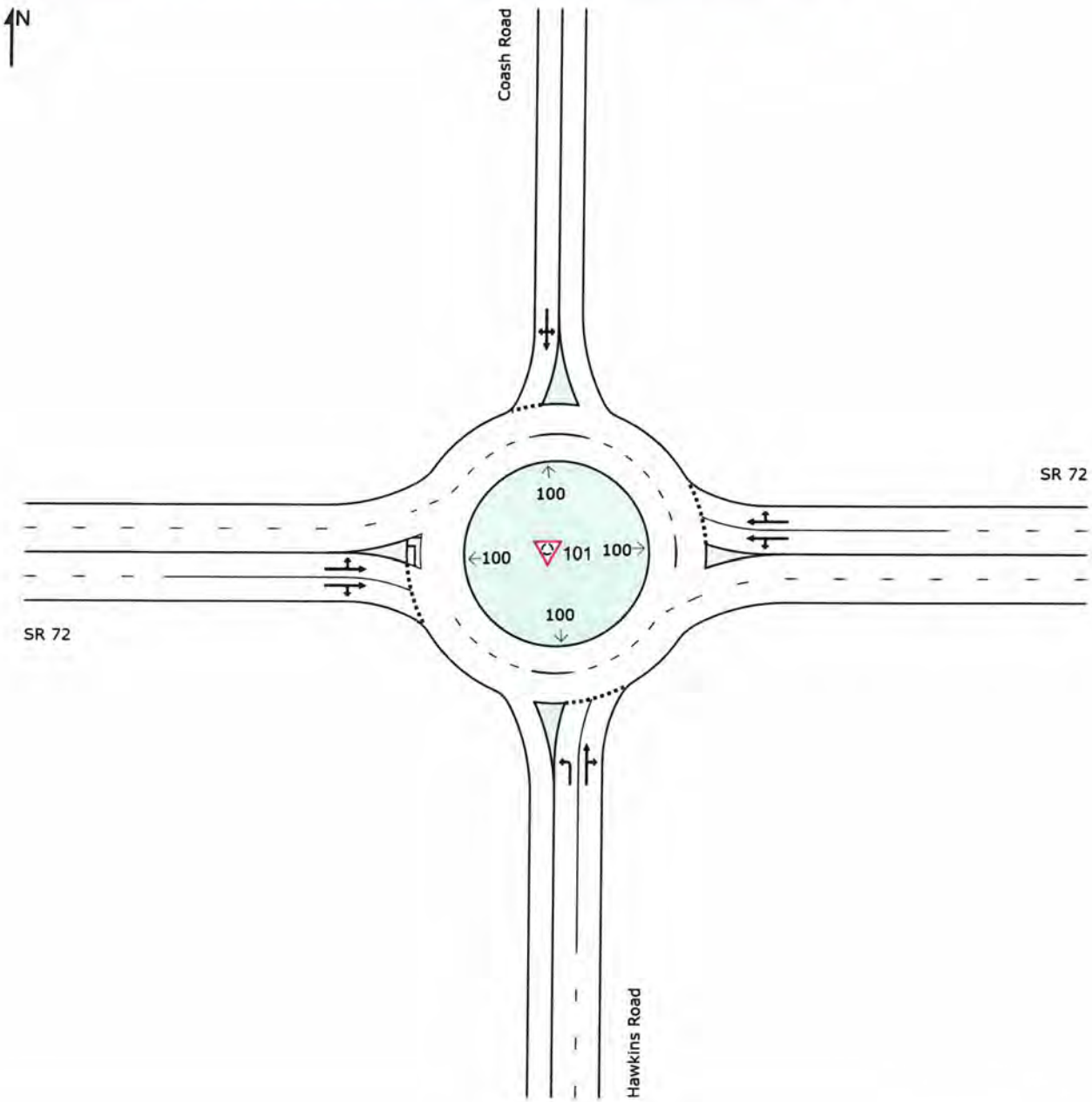


SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	112	0.0	135	0.0	0.257	10.5	LOS B	0.9	23.6	0.68	0.68	0.68	30.4
8	T1	7	0.0	8	0.0	0.292	10.1	LOS B	1.1	28.1	0.66	0.68	0.73	32.6
18	R2	134	2.0	161	2.0	0.292	10.2	LOS B	1.1	28.1	0.66	0.68	0.73	31.5
Approach		253	1.1	305	1.1	0.292	10.3	LOS B	1.1	28.1	0.67	0.68	0.71	31.0
East: SR 72														
1	L2	173	1.0	208	1.0	0.595	11.1	LOS B	4.8	124.8	0.58	0.48	0.66	31.5
6	T1	879	5.0	1059	5.0	0.595	11.0	LOS B	4.8	124.8	0.56	0.46	0.62	31.9
16	R2	27	0.0	33	0.0	0.595	10.6	LOS B	4.4	113.4	0.55	0.44	0.60	31.5
Approach		1079	4.2	1300	4.2	0.595	11.0	LOS B	4.8	124.8	0.56	0.46	0.63	31.9
North: Coash Road														
7	L2	13	0.0	16	0.0	0.490	19.5	LOS C	2.1	54.2	0.82	0.94	1.28	28.6
4	T1	11	0.0	13	0.0	0.490	19.5	LOS C	2.1	54.2	0.82	0.94	1.28	28.5
14	R2	139	3.0	167	3.0	0.490	19.8	LOS C	2.1	54.2	0.82	0.94	1.28	27.8
Approach		163	2.6	196	2.6	0.490	19.7	LOS C	2.1	54.2	0.82	0.94	1.28	27.9
West: SR 72														
5	L2	65	0.0	78	0.0	0.526	9.4	LOS A	3.1	81.8	0.54	0.41	0.54	32.8
2	T1	731	6.0	881	6.0	0.526	9.6	LOS A	3.2	82.4	0.54	0.41	0.54	32.7
12	R2	156	1.0	188	1.0	0.526	9.4	LOS A	3.2	82.4	0.54	0.41	0.54	32.0
Approach		952	4.8	1147	4.8	0.526	9.5	LOS A	3.2	82.4	0.54	0.41	0.54	32.6
All Vehicles		2447	4.0	2948	4.0	0.595	10.9	LOS B	4.8	124.8	0.58	0.50	0.64	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Hawkins Road													
Lane 1	135	0.0	525	0.257	100	10.5	LOS B	0.9	23.6	Full	1600	0.0	0.0
Lane 2[d]	170	1.9	582	0.292	100	10.2	LOS B	1.1	28.1	Full	1600	0.0	0.0
Approach	305	1.1		0.292		10.3	LOS B	1.1	28.1				
East: SR 72													
Lane 1	632	3.7	1062	0.595	100	11.2	LOS B	4.8	124.8	Full	1600	0.0	0.0
Lane 2[d]	668	4.8	1123	0.595	100	10.8	LOS B	4.4	113.4	Full	1600	0.0	0.0
Approach	1300	4.2		0.595		11.0	LOS B	4.8	124.8				
North: Coash Road													
Lane 1[d]	196	2.6	401	0.490	100	19.7	LOS C	2.1	54.2	Full	1600	0.0	0.0
Approach	196	2.6		0.490		19.7	LOS C	2.1	54.2				
West: SR 72													
Lane 1	571	5.2	1086	0.526	100	9.6	LOS A	3.1	81.8	Full	1600	0.0	0.0
Lane 2[d]	576	4.4	1094	0.526	100	9.5	LOS A	3.2	82.4	Full	1600	0.0	0.0
Approach	1147	4.8		0.526		9.5	LOS A	3.2	82.4				
Intersection	2948	4.0		0.595		10.9	LOS B	4.8	124.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Hawkins Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	135	-	-	135	0.0	525	0.257	100	NA	NA
Lane 2	-	8	161	170	1.9	582	0.292	100	NA	NA
Approach	135	8	161	305	1.1		0.292			

East: SR 72

Mov. From E	L2	T1	R2	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane

To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	208	423	-	632	3.7	1062	0.595	100	NA	NA
Lane 2	-	636	33	668	4.8	1123	0.595	100	NA	NA
Approach	208	1059	33	1300	4.2		0.595			

North: Coash Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	13	167	196	2.6	401	0.490	100	NA	NA
Approach	16	13	167	196	2.6		0.490			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	78	493	-	571	5.2	1086	0.526	100	NA	NA
Lane 2	-	388	188	576	4.4	1094	0.526	100	NA	NA
Approach	78	881	188	1147	4.8		0.526			

	Total	%HV	Deg.Satn (v/c)
Intersection	2948	4.0	0.595

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

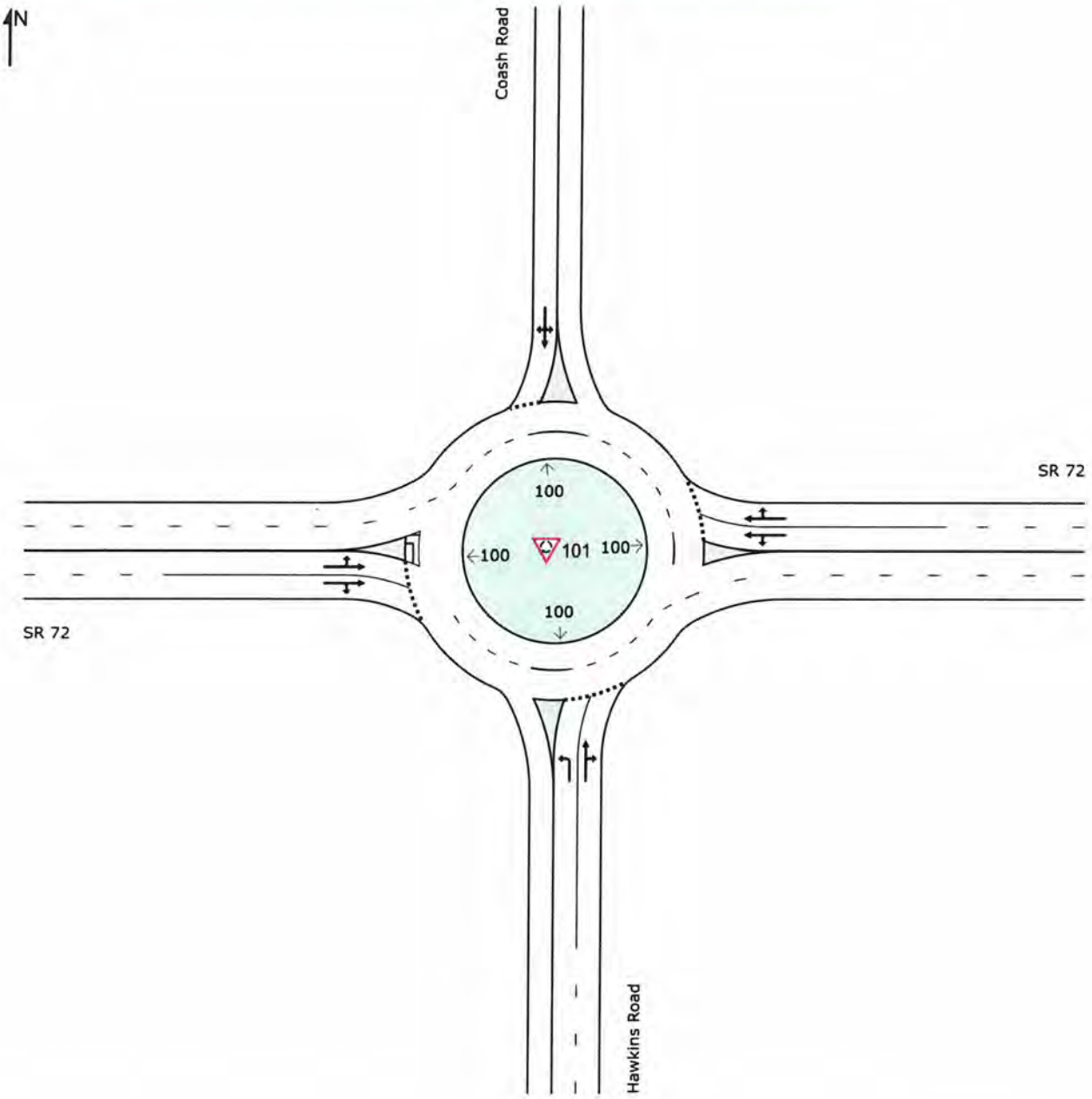
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Hawkins Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Coash Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data They are not design drawings



MOVEMENT SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	53	0.0	57	0.0	0.127	9.8	LOS A	0.4	10.7	0.70	0.70	0.70	30.7
8	T1	7	0.0	8	0.0	0.151	9.0	LOS A	0.5	12.8	0.67	0.67	0.67	33.1
18	R2	64	2.0	69	2.0	0.151	9.2	LOS A	0.5	12.8	0.67	0.67	0.67	32.0
Approach		124	1.0	133	1.0	0.151	9.4	LOS A	0.5	12.8	0.68	0.68	0.68	31.5
East: SR 72														
1	L2	69	3.0	74	3.0	0.421	7.6	LOS A	2.3	59.0	0.38	0.25	0.38	33.6
6	T1	824	4.0	886	4.0	0.421	7.4	LOS A	2.3	59.0	0.37	0.24	0.37	33.8
16	R2	17	25.0	18	25.0	0.421	7.9	LOS A	2.2	57.4	0.36	0.23	0.36	32.5
Approach		910	4.3	978	4.3	0.421	7.4	LOS A	2.3	59.0	0.37	0.24	0.37	33.7
North: Coash Road														
7	L2	5	0.0	5	0.0	0.148	8.1	LOS A	0.5	12.7	0.63	0.63	0.63	33.6
4	T1	5	0.0	5	0.0	0.148	8.1	LOS A	0.5	12.7	0.63	0.63	0.63	33.4
14	R2	67	4.0	72	4.0	0.148	8.3	LOS A	0.5	12.7	0.63	0.63	0.63	32.4
Approach		77	3.5	83	3.5	0.148	8.3	LOS A	0.5	12.7	0.63	0.63	0.63	32.5
West: SR 72														
5	L2	81	0.0	87	0.0	0.477	7.6	LOS A	3.2	80.8	0.33	0.17	0.33	33.7
2	T1	1015	1.0	1091	1.0	0.477	7.7	LOS A	3.2	80.8	0.33	0.17	0.33	33.7
12	R2	58	0.0	62	0.0	0.477	7.6	LOS A	3.2	80.7	0.33	0.17	0.33	32.9
Approach		1154	0.9	1241	0.9	0.477	7.7	LOS A	3.2	80.8	0.33	0.17	0.33	33.7
All Vehicles		2265	2.4	2435	2.4	0.477	7.7	LOS A	3.2	80.8	0.38	0.24	0.38	33.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Hawkins Road													
Lane 1	57	0.0	450	0.127	100	9.8	LOS A	0.4	10.7	Full	1600	0.0	0.0
Lane 2[d]	76	1.8	505	0.151	100	9.1	LOS A	0.5	12.8	Full	1600	0.0	0.0
Approach	133	1.0		0.151		9.4	LOS A	0.5	12.8				
East: SR 72													
Lane 1	476	3.8	1131	0.421	100	7.6	LOS A	2.3	59.0	Full	1600	0.0	0.0
Lane 2[d]	502	4.8	1191	0.421	100	7.3	LOS A	2.2	57.4	Full	1600	0.0	0.0
Approach	978	4.3		0.421		7.4	LOS A	2.3	59.0				
North: Coash Road													
Lane 1[d]	83	3.5	560	0.148	100	8.3	LOS A	0.5	12.7	Full	1600	0.0	0.0
Approach	83	3.5		0.148		8.3	LOS A	0.5	12.7				
West: SR 72													
Lane 1	621	0.9	1301	0.477	100	7.7	LOS A	3.2	80.8	Full	1600	0.0	0.0
Lane 2[d]	620	0.9	1300	0.477	100	7.7	LOS A	3.2	80.7	Full	1600	0.0	0.0
Approach	1241	0.9		0.477		7.7	LOS A	3.2	80.8				
Intersection	2435	2.4		0.477		7.7	LOS A	3.2	80.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Hawkins Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	57	-	-	57	0.0	450	0.127	100	NA	NA
Lane 2	-	8	69	76	1.8	505	0.151	100	NA	NA
Approach	57	8	69	133	1.0		0.151			

East: SR 72

Mov. From E	L2	T1	R2	Total	%HV	Cap.	Deg. Satn	Lane Util	Prob. SL Ov.	Ov. Lane

To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	74	402	-	476	3.8	1131	0.421	100	NA	NA
Lane 2	-	484	18	502	4.8	1191	0.421	100	NA	NA
Approach	74	886	18	978	4.3		0.421			

North: Coash Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	5	72	83	3.5	560	0.148	100	NA	NA
Approach	5	5	72	83	3.5		0.148			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	87	533	-	621	0.9	1301	0.477	100	NA	NA
Lane 2	-	558	62	620	0.9	1300	0.477	100	NA	NA
Approach	87	1091	62	1241	0.9		0.477			

	Total	%HV	Deg.Satn (v/c)
Intersection	2435	2.4	0.477

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Hawkins Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Coash Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	62	992	135	144	618	13	133	19	186	10	3	34
Future Volume (vph)	62	992	135	144	618	13	133	19	186	10	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		425	450		150	250		0	200		200
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.864			0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3374	1615	1736	3249	0	1787	1612	0	1203	1548	0
Flt Permitted	0.318			0.109			0.467			0.611		
Satd. Flow (perm)	587	3374	1615	199	3249	0	879	1612	0	774	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		3			216			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2173			3208			244			490	
Travel Time (s)		49.4			72.9			5.5			11.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	7%	0%	4%	11%	0%	1%	0%	2%	50%	0%	6%
Adj. Flow (vph)	72	1153	157	167	719	15	155	22	216	12	3	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1153	157	167	734	0	155	238	0	12	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	17.0	22.5	22.5	17.0	22.5		17.0	17.0		17.0	17.0	
Total Split (s)	17.0	39.0	39.0	17.0	39.0		17.0	17.0		17.0	17.0	
Total Split (%)	18.9%	43.3%	43.3%	18.9%	43.3%		18.9%	18.9%		18.9%	18.9%	
Maximum Green (s)	10.5	32.5	32.5	10.5	32.5		10.5	10.5		10.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)		0.0	0.0		0.0			0.0			0.0	
Flash Dont Walk (s)		0.0	0.0		0.0			0.0			0.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	39.0	32.0	32.0	44.1	36.6		22.1	20.1		12.6	6.4	
Actuated g/C Ratio	0.47	0.38	0.38	0.53	0.44		0.27	0.24		0.15	0.08	
v/c Ratio	0.19	0.89	0.21	0.62	0.51		0.45	0.43		0.08	0.28	
Control Delay	10.2	34.9	2.1	24.3	19.9		29.2	9.0		24.6	18.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	34.9	2.1	24.3	19.9		29.2	9.0		24.6	18.5	
LOS	B	C	A	C	B		C	A		C	B	
Approach Delay		29.9			20.7			17.0			19.8	
Approach LOS		C			C			B			B	
90th %ile Green (s)	8.8	32.5	32.5	10.5	34.2		10.5	11.5		7.6	8.6	
90th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Gap	Gap	
70th %ile Green (s)	7.7	32.5	32.5	10.5	35.3		10.5	23.8		0.0	6.8	
70th %ile Term Code	Gap	Max	Max	Max	Hold		Max	Hold		Skip	Gap	
50th %ile Green (s)	7.0	32.5	32.5	9.2	34.7		10.5	22.6		0.0	5.6	
50th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Hold		Skip	Gap	
30th %ile Green (s)	6.3	32.5	32.5	8.2	34.4		10.5	22.5		0.0	5.5	
30th %ile Term Code	Gap	Max	Max	Gap	Hold		Max	Hold		Skip	Gap	
10th %ile Green (s)	0.0	29.8	29.8	6.6	42.9		7.7	19.7		0.0	5.5	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold		Gap	Hold		Skip	Gap	
Queue Length 50th (ft)	15	290	0	38	148		65	9		5	2	
Queue Length 95th (ft)	34	#416	17	97	209		112	68		17	30	
Internal Link Dist (ft)		2093			3128			164			410	
Turn Bay Length (ft)	350		425	450			250			200		
Base Capacity (vph)	447	1319	753	301	1427		348	553		211	230	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.87	0.21	0.55	0.51		0.45	0.43		0.06	0.19	

Intersection Summary

Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 83.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 88.1			
70th %ile Actuated Cycle: 86.3			
50th %ile Actuated Cycle: 83.8			
30th %ile Actuated Cycle: 82.7			
10th %ile Actuated Cycle: 75.6			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Hawkins Rd./Coash Rd. & SR 72

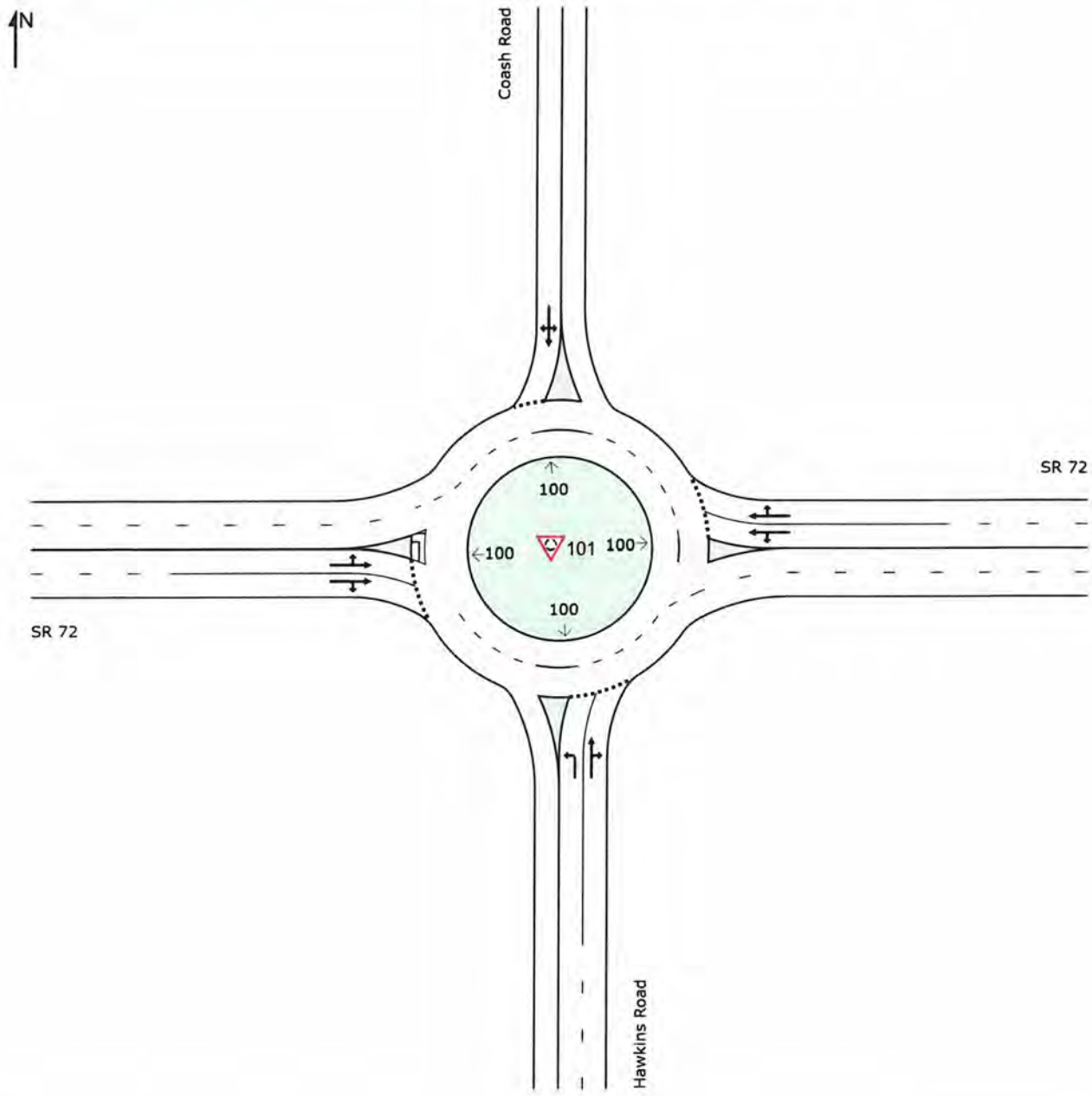


SITE LAYOUT

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - MID_DAY Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - MID_DAY Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Hawkins Road														
3	L2	133	1.0	155	1.0	0.392	16.8	LOS C	1.6	40.2	0.80	0.87	1.08	28.1
8	T1	19	0.0	22	0.0	0.528	19.0	LOS C	2.5	64.2	0.81	0.95	1.31	28.8
18	R2	186	2.0	216	2.0	0.528	19.2	LOS C	2.5	64.2	0.81	0.95	1.31	28.0
Approach		338	1.5	393	1.5	0.528	18.2	LOS C	2.5	64.2	0.81	0.92	1.22	28.1
East: SR 72														
1	L2	144	4.0	167	4.0	0.445	8.6	LOS A	2.2	58.8	0.49	0.38	0.49	32.4
6	T1	618	11.0	719	11.0	0.445	8.6	LOS A	2.2	58.8	0.47	0.36	0.47	32.9
16	R2	13	0.0	15	0.0	0.445	8.1	LOS A	2.1	57.1	0.46	0.35	0.46	32.5
Approach		775	9.5	901	9.5	0.445	8.6	LOS A	2.2	58.8	0.47	0.37	0.47	32.8
North: Coash Road														
7	L2	10	50.0	12	50.0	0.113	11.4	LOS B	0.3	9.3	0.64	0.64	0.64	31.6
4	T1	3	0.0	3	0.0	0.113	8.1	LOS A	0.3	9.3	0.64	0.64	0.64	33.0
14	R2	34	2.0	40	2.0	0.113	8.2	LOS A	0.3	9.3	0.64	0.64	0.64	32.0
Approach		47	12.1	55	12.1	0.113	8.9	LOS A	0.3	9.3	0.64	0.64	0.64	32.0
West: SR 72														
5	L2	62	3.0	72	3.0	0.616	11.2	LOS B	4.2	111.3	0.56	0.40	0.56	32.0
2	T1	992	7.0	1153	7.0	0.616	11.3	LOS B	4.3	112.7	0.56	0.40	0.56	31.9
12	R2	135	0.0	157	0.0	0.616	11.1	LOS B	4.3	112.7	0.56	0.41	0.56	31.2
Approach		1189	6.0	1383	6.0	0.616	11.3	LOS B	4.3	112.7	0.56	0.41	0.56	31.9
All Vehicles		2349	6.6	2731	6.6	0.616	11.4	LOS B	4.3	112.7	0.57	0.47	0.63	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Coash Road/Hawkins Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - MID_DAY Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Hawkins Road													
Lane 1	155	1.0	395	0.392	100	16.8	LOS C	1.6	40.2	Full	1600	0.0	0.0
Lane 2[d]	238	1.8	452	0.528	100	19.2	LOS C	2.5	64.2	Full	1600	0.0	0.0
Approach	393	1.5		0.528		18.2	LOS C	2.5	64.2				
East: SR 72													
Lane 1	440	8.3	987	0.445	100	8.8	LOS A	2.2	58.8	Full	1600	0.0	0.0
Lane 2[d]	461	10.6	1036	0.445	100	8.5	LOS A	2.1	57.1	Full	1600	0.0	0.0
Approach	901	9.5		0.445		8.6	LOS A	2.2	58.8				
North: Coash Road													
Lane 1[d]	55	12.1	486	0.113	100	8.9	LOS A	0.3	9.3	Full	1600	0.0	0.0
Approach	55	12.1		0.113		8.9	LOS A	0.3	9.3				
West: SR 72													
Lane 1	687	6.6	1116	0.616	100	11.3	LOS B	4.2	111.3	Full	1600	0.0	0.0
Lane 2[d]	695	5.4	1128	0.616	100	11.3	LOS B	4.3	112.7	Full	1600	0.0	0.0
Approach	1383	6.0		0.616		11.3	LOS B	4.3	112.7				
Intersection	2731	6.6		0.616		11.4	LOS B	4.3	112.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Hawkins Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	155	-	-	155	1.0	395	0.392	100	NA	NA
Lane 2	-	22	216	238	1.8	452	0.528	100	NA	NA
Approach	155	22	216	393	1.5		0.528			

East: SR 72

Mov. From E	L2	T1	R2	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane

To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	167	272	-	440	8.3	987	0.445	100	NA	NA
Lane 2	-	446	15	461	10.6	1036	0.445	100	NA	NA
Approach	167	719	15	901	9.5		0.445			

North: Coash Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	12	3	40	55	12.1	486	0.113	100	NA	NA
Approach	12	3	40	55	12.1		0.113			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	72	615	-	687	6.6	1116	0.616	100	NA	NA
Lane 2	-	538	157	695	5.4	1128	0.616	100	NA	NA
Approach	72	1153	157	1383	6.0		0.616			

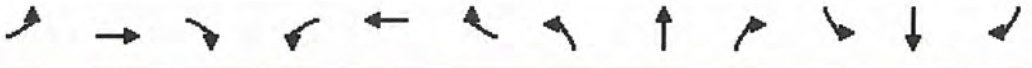
	Total	%HV	Deg.Satn (v/c)
Intersection	2731	6.6	0.616

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Hawkins Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Coash Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	814	697	125	995	8	846	6	105	10	6	39
Future Volume (vph)	33	814	697	125	995	8	846	6	105	10	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.858				0.850
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1805	3343	1553	1719	3281	0	3433	1502	0	0	1841	1568
Flt Permitted	0.112			0.129			0.950				0.969	
Satd. Flow (perm)	213	3343	1553	233	3281	0	3433	1502	0	0	1841	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			749		1			113				164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	4%	5%	10%	0%	2%	0%	9%	0%	0%	3%
Adj. Flow (vph)	35	875	749	134	1070	9	910	6	113	11	6	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	875	749	134	1079	0	910	119	0	0	17	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



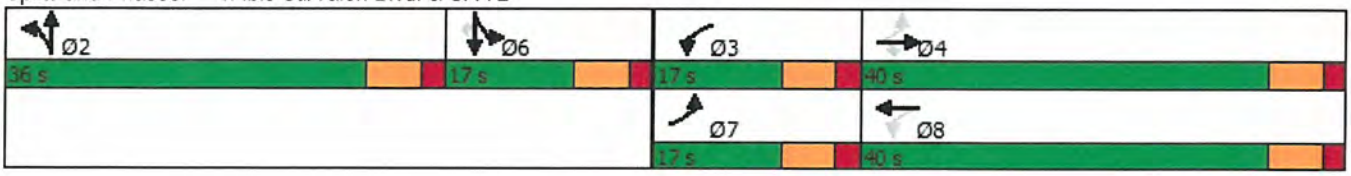
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	40.0	40.0	17.0	40.0		36.0	36.0		17.0	17.0	17.0
Total Split (%)	15.5%	36.4%	36.4%	15.5%	36.4%		32.7%	32.7%		15.5%	15.5%	15.5%
Maximum Green (s)	10.5	33.5	33.5	10.5	33.5		29.5	29.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	39.8	33.2	33.2	47.2	41.0		29.5	29.5			10.5	10.5
Actuated g/C Ratio	0.37	0.31	0.31	0.43	0.38		0.27	0.27			0.10	0.10
v/c Ratio	0.20	0.86	0.75	0.58	0.87		0.98	0.24			0.10	0.14
Control Delay	19.7	45.5	7.8	28.8	41.9		64.5	8.0			46.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	19.7	45.5	7.8	28.8	41.9		64.5	8.0			46.9	1.0
LOS	B	D	A	C	D		E	A			D	A
Approach Delay		28.0			40.4			58.0			14.2	
Approach LOS		C			D			E			B	
90th %ile Green (s)	8.1	33.5	33.5	10.5	35.9		29.5	29.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	7.2	33.5	33.5	10.5	36.8		29.5	29.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.6	33.5	33.5	10.5	37.4		29.5	29.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	33.5	33.5	9.1	49.1		29.5	29.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	31.8	31.8	7.2	45.5		29.5	29.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	13	305	0	54	391		330	3			11	0
Queue Length 95th (ft)	32	#410	110	96	#555		#466	48			33	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	239	1030	996	245	1238		931	490			177	299
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.15	0.85	0.75	0.55	0.87		0.98	0.24			0.10	0.14

Intersection Summary

Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 108.7		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.98		
Intersection Signal Delay: 39.4		Intersection LOS: D
Intersection Capacity Utilization 79.0%		ICU Level of Service D
Analysis Period (min) 15		
90th %ile Actuated Cycle: 110		
70th %ile Actuated Cycle: 110		
50th %ile Actuated Cycle: 110		
30th %ile Actuated Cycle: 108.6		
10th %ile Actuated Cycle: 105		

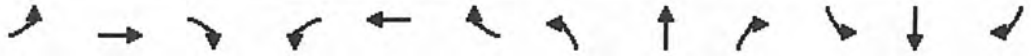
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1011	846	110	783	26	715	4	120	8	7	44
Future Volume (vph)	49	1011	846	110	783	26	715	4	120	8	7	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.855				0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1805	3539	1583	1770	3458	0	3433	1624	0	0	1851	1615
Flt Permitted	0.211			0.095			0.950				0.974	
Satd. Flow (perm)	401	3539	1583	177	3458	0	3433	1624	0	0	1851	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			895		3			129				164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	2%	2%	4%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	53	1087	910	118	842	28	769	4	129	9	8	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	1087	910	118	870	0	769	133	0	0	17	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	11.5	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	44.0	44.0	17.0	44.0		32.0	32.0		17.0	17.0	17.0
Total Split (%)	15.5%	40.0%	40.0%	15.5%	40.0%		29.1%	29.1%		15.5%	15.5%	15.5%
Maximum Green (s)	10.5	37.5	37.5	10.5	37.5		25.5	25.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	44.7	37.5	37.5	49.5	41.9		25.5	25.5			10.5	10.5
Actuated g/C Ratio	0.41	0.35	0.35	0.46	0.39		0.23	0.23			0.10	0.10
v/c Ratio	0.21	0.89	0.80	0.55	0.65		0.95	0.28			0.09	0.15
Control Delay	16.9	44.2	8.7	28.1	31.0		64.1	8.2			46.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	16.9	44.2	8.7	28.1	31.0		64.1	8.2			46.8	1.1
LOS	B	D	A	C	C		E	A			D	A
Approach Delay		27.7			30.7			55.8			13.2	
Approach LOS		C			C			E			B	
90th %ile Green (s)	8.9	37.5	37.5	10.5	39.1		25.5	25.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	7.9	37.5	37.5	10.5	40.1		25.5	25.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Max	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	7.1	37.5	37.5	9.4	39.8		25.5	25.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	6.4	37.5	37.5	8.2	39.3		25.5	25.5		10.5	10.5	10.5
30th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	37.5	37.5	6.7	50.7		25.5	25.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	19	374	7	44	267		274	2			11	0
Queue Length 95th (ft)	40	#506	144	91	348		#401	51			33	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	313	1222	1132	236	1335		806	480			179	304
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.17	0.89	0.80	0.50	0.65		0.95	0.28			0.09	0.15

Intersection Summary

Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 108.6		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.95		
Intersection Signal Delay: 34.6		Intersection LOS: C
Intersection Capacity Utilization 78.9%		ICU Level of Service D
Analysis Period (min) 15		
90th %ile Actuated Cycle: 110		
70th %ile Actuated Cycle: 110		
50th %ile Actuated Cycle: 108.9		
30th %ile Actuated Cycle: 107.7		
10th %ile Actuated Cycle: 106.2		

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72

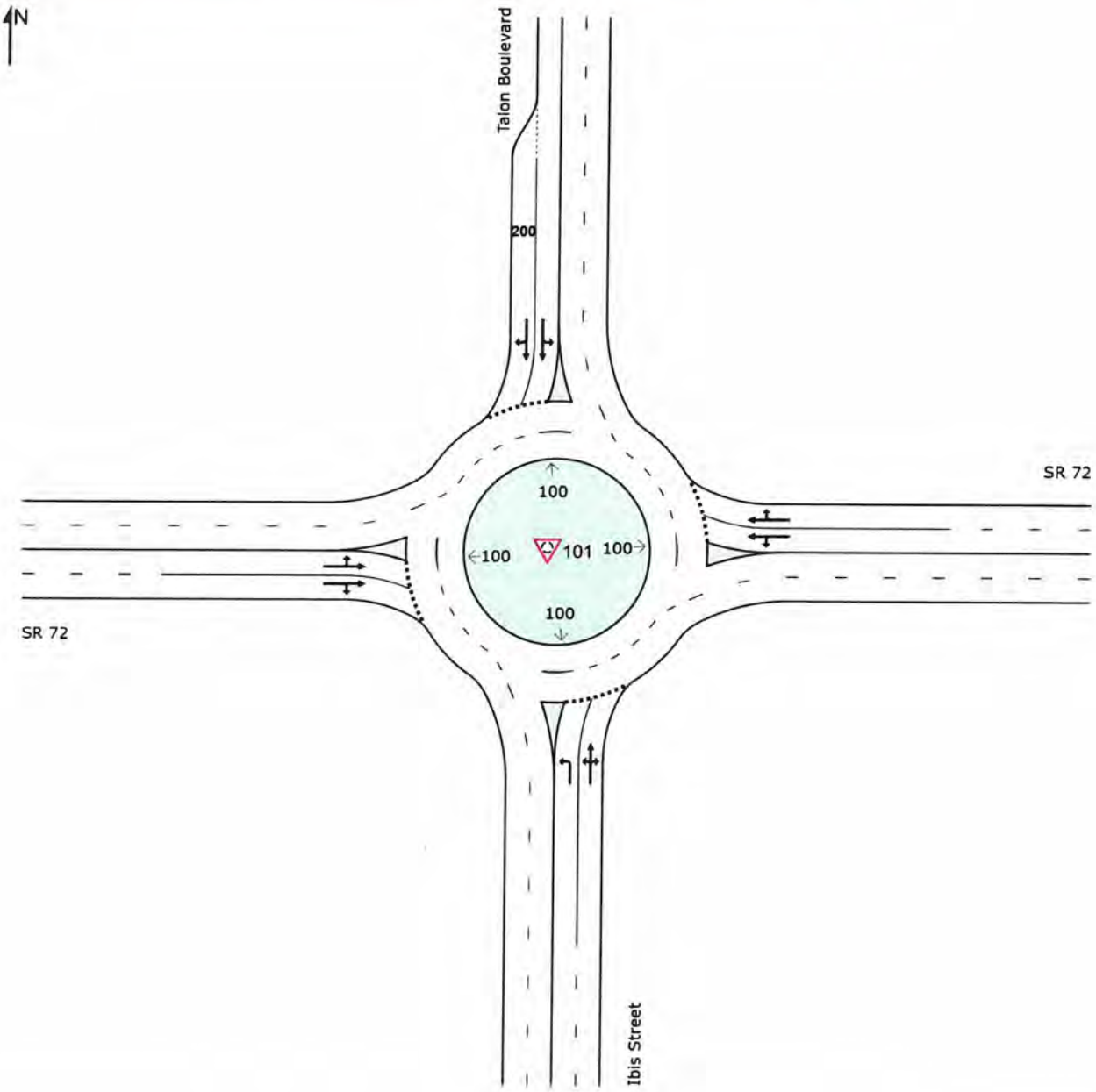


SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver Speed mph
South: Ibis Street														
3	L2	846	2.0	910	2.0	0.917	47.1	LOS E	13.2	339.5	0.94	1.62	3.25	20.6
8	T1	6	0.0	6	0.0	0.917	45.2	LOS E	13.2	339.5	0.93	1.64	3.28	21.0
18	R2	105	9.0	113	9.0	0.917	45.8	LOS E	13.2	339.5	0.93	1.64	3.28	20.5
Approach		957	2.8	1029	2.8	0.917	47.0	LOS E	13.2	339.5	0.94	1.62	3.25	20.6
East: SR 72														
1	L2	125	5.0	134	5.0	1.128	107.2	LOS F	34.3	919.4	1.00	2.85	7.10	13.6
6	T1	995	10.0	1070	10.0	1.128	105.4	LOS F	37.5	1011.9	1.00	2.95	7.34	13.8
16	R2	8	0.0	9	0.0	1.128	103.3	LOS F	37.5	1011.9	1.00	3.01	7.50	13.8
Approach		1128	9.4	1213	9.4	1.128	105.6	LOS F	37.5	1011.9	1.00	2.94	7.31	13.8
North: Talon Boulevard														
7	L2	10	0.0	11	0.0	0.088	20.6	LOS C	0.3	6.5	0.87	0.87	0.87	27.5
4	T1	6	0.0	6	0.0	0.088	20.6	LOS C	0.3	6.5	0.87	0.87	0.87	27.4
14	R2	39	3.0	42	3.0	0.182	19.9	LOS C	0.5	13.5	0.86	0.86	0.86	27.7
Approach		55	2.1	59	2.1	0.182	20.1	LOS C	0.5	13.5	0.86	0.86	0.86	27.6
West: SR 72														
5	L2	33	0.0	35	0.0	0.721	14.6	LOS B	6.3	167.2	0.58	0.40	0.60	30.7
2	T1	814	8.0	875	8.0	0.721	14.7	LOS B	6.3	163.4	0.58	0.39	0.60	30.5
12	R2	697	4.0	749	4.0	0.721	13.9	LOS B	6.3	163.4	0.58	0.38	0.58	29.9
Approach		1544	6.0	1660	6.0	0.721	14.4	LOS B	6.3	167.2	0.58	0.39	0.59	30.2
All Vehicles		3684	6.1	3961	6.1	1.128	50.9	LOS F	37.5	1011.9	0.81	1.50	3.34	20.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Ibis Street													
Lane 1	487	2.0	532	0.917	100	48.7	LOS E	12.6	319.1	Full	1600	0.0	0.0
Lane 2[d]	542	3.4	591	0.917	100	45.4	LOS E	13.2	339.5	Full	1600	0.0	0.0
Approach	1029	2.8		0.917		47.0	LOS E	13.2	339.5				
East: SR 72													
Lane 1	573	8.8	508	1.128	100	107.5	LOS F	34.3	919.4	Full	1600	0.0	0.0
Lane 2[d]	639	9.9	567	1.128	100	103.9	LOS F	37.5	1011.9	Full	1600	0.0	0.0
Approach	1213	9.4		1.128		105.6	LOS F	37.5	1011.9				
North: Talon Boulevard													
Lane 1	17	0.0	195	0.088	49[5]	20.6	LOS C	0.3	6.5	Full	1600	0.0	0.0
Lane 2[d]	42	3.0	230	0.182	100	19.9	LOS C	0.5	13.5	Short	200	0.0	NA
Approach	59	2.1		0.182		20.1	LOS C	0.5	13.5				
West: SR 72													
Lane 1	793	7.6	1099	0.721	100	14.8	LOS B	6.3	167.2	Full	1600	0.0	0.0
Lane 2[d]	867	4.5	1203	0.721	100	13.9	LOS B	6.3	163.4	Full	1600	0.0	0.0
Approach	1660	6.0		0.721		14.4	LOS B	6.3	167.2				
Intersection	3961	6.1		1.128		50.9	LOS F	37.5	1011.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ibis Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	487	-	-	487	2.0	532	0.917	100	NA	NA
Lane 2	422	6	113	542	3.4	591	0.917	100	NA	NA
Approach	910	6	113	1029	2.8		0.917			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	134	439	-	573	8.8	508	1.128	100	NA	NA
Lane 2	-	631	9	639	9.9	567	1.128	100	NA	NA
Approach	134	1070	9	1213	9.4		1.128			

North: Talon Boulevard

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	6	-	17	0.0	195	0.088	49[5]	NA	NA
Lane 2	-	-	42	42	3.0	230	0.182	100	0.0	1
Approach	11	6	42	59	2.1		0.182			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	35	757	-	793	7.6	1099	0.721	100	NA	NA
Lane 2	-	118	749	867	4.5	1203	0.721	100	NA	NA
Approach	35	875	749	1660	6.0		0.721			

	Total	%HV	Deg.Satn (v/c)
Intersection	3961	6.1	1.128

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

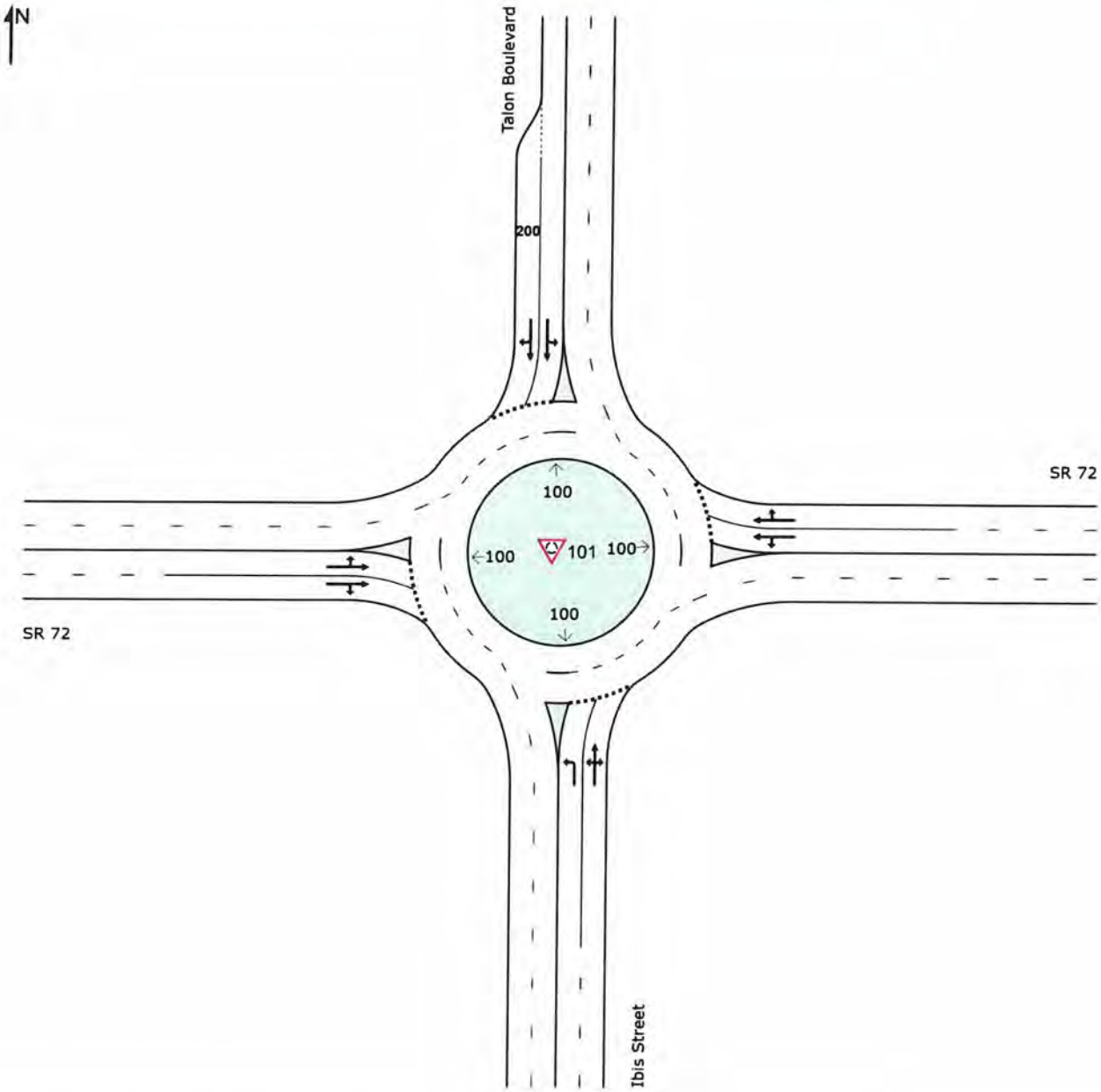
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Ibis Street Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Talon Boulevard Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Ibis Street														
3	L2	715	2.0	769	2.0	0.931	54.9	LOS F	12.4	313.7	0.96	1.65	3.41	19.3
8	T1	4	0.0	4	0.0	0.931	52.2	LOS F	12.4	313.7	0.95	1.66	3.45	19.8
18	R2	120	0.0	129	0.0	0.931	52.2	LOS F	12.4	313.7	0.95	1.66	3.45	19.5
Approach		839	1.7	902	1.7	0.931	54.5	LOS F	12.4	313.7	0.96	1.65	3.42	19.4
East: SR 72														
1	L2	110	0.0	118	0.0	0.763	26.0	LOS D	7.4	186.8	0.87	1.21	1.97	26.3
6	T1	783	2.0	842	2.0	0.763	24.9	LOS C	7.7	194.6	0.86	1.21	1.97	26.8
16	R2	26	2.0	28	2.0	0.763	24.1	LOS C	7.7	194.6	0.86	1.21	1.97	26.6
Approach		919	1.8	988	1.8	0.763	25.0	LOS D	7.7	194.6	0.86	1.21	1.97	26.8
North: Talon Boulevard														
7	L2	8	0.0	9	0.0	0.060	14.6	LOS B	0.2	4.6	0.81	0.81	0.81	29.7
4	T1	7	0.0	8	0.0	0.060	14.6	LOS B	0.2	4.6	0.81	0.81	0.81	29.6
14	R2	44	0.0	47	0.0	0.149	14.0	LOS B	0.5	11.6	0.80	0.80	0.80	29.9
Approach		59	0.0	63	0.0	0.149	14.2	LOS B	0.5	11.6	0.81	0.81	0.81	29.9
West: SR 72														
5	L2	49	0.0	53	0.0	0.849	21.6	LOS C	25.4	645.3	0.88	0.84	1.31	28.1
2	T1	1011	2.0	1087	2.0	0.849	21.5	LOS C	25.4	645.3	0.88	0.83	1.30	28.0
12	R2	846	2.0	910	2.0	0.849	20.8	LOS C	23.9	606.2	0.86	0.76	1.21	27.4
Approach		1906	1.9	2049	1.9	0.849	21.2	LOS C	25.4	645.3	0.87	0.80	1.26	27.8
All Vehicles		3723	1.8	4003	1.8	0.931	29.5	LOS D	25.4	645.3	0.89	1.09	1.91	25.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Ibis Street													
Lane 1	420	2.0	451	0.931	100	57.0	LOS F	11.5	292.5	Full	1600	0.0	0.0
Lane 2[d]	482	1.4	518	0.931	100	52.3	LOS F	12.4	313.7	Full	1600	0.0	0.0
Approach	902	1.7		0.931		54.5	LOS F	12.4	313.7				
East: SR 72													
Lane 1	468	1.5	613	0.763	100	26.1	LOS D	7.4	186.8	Full	1600	0.0	0.0
Lane 2[d]	520	2.0	681	0.763	100	24.1	LOS C	7.7	194.6	Full	1600	0.0	0.0
Approach	988	1.8		0.763		25.0	LOS D	7.7	194.6				
North: Talon Boulevard													
Lane 1	16	0.0	267	0.060	41[5]	14.6	LOS B	0.2	4.6	Full	1600	0.0	0.0
Lane 2[d]	47	0.0	318	0.149	100	14.0	LOS B	0.5	11.6	Short	200	0.0	NA
Approach	63	0.0		0.149		14.2	LOS B	0.5	11.6				
West: SR 72													
Lane 1	995	1.9	1171	0.849	100	21.6	LOS C	25.4	645.3	Full	1600	0.0	0.0
Lane 2[d]	1055	2.0	1242	0.849	100	20.8	LOS C	23.9	606.2	Full	1600	0.0	0.0
Approach	2049	1.9		0.849		21.2	LOS C	25.4	645.3				
Intersection	4003	1.8		0.931		29.5	LOS D	25.4	645.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ibis Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	420	-	-	420	2.0	451	0.931	100	NA	NA
Lane 2	349	4	129	482	1.4	518	0.931	100	NA	NA
Approach	769	4	129	902	1.7		0.931			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	118	350	-	468	1.5	613	0.763	100	NA	NA
Lane 2	-	492	28	520	2.0	681	0.763	100	NA	NA
Approach	118	842	28	988	1.8		0.763			

North: Talon Boulevard

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	8	-	16	0.0	267	0.060	41[5]	NA	NA
Lane 2	-	-	47	47	0.0	318	0.149	100	0.0	1
Approach	9	8	47	63	0.0		0.149			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	53	942	-	995	1.9	1171	0.849	100	NA	NA
Lane 2	-	145	910	1055	2.0	1242	0.849	100	NA	NA
Approach	53	1087	910	2049	1.9		0.849			

	Total	%HV	Deg.Satn (v/c)
Intersection	4003	1.8	0.931

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

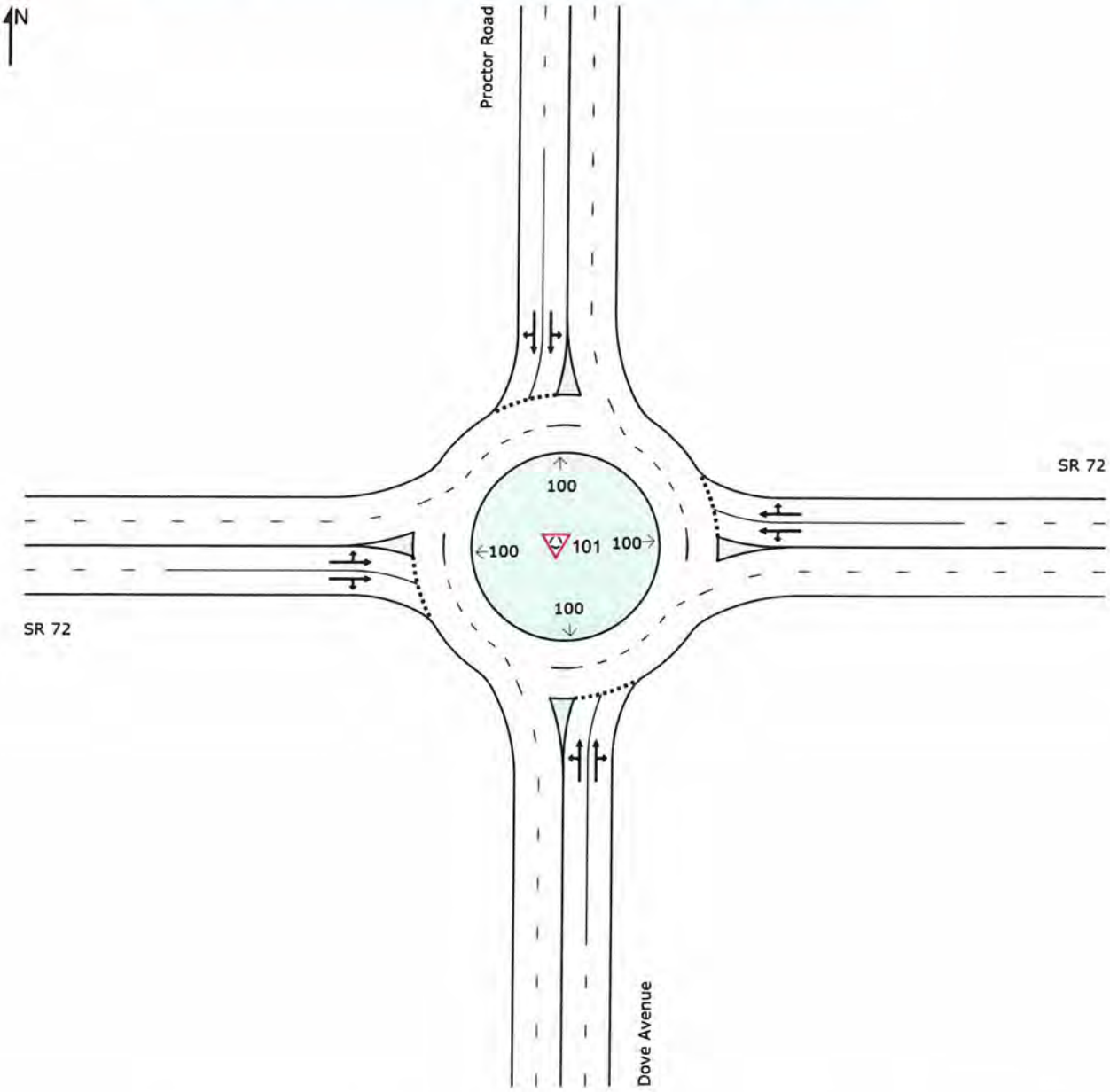
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Ibis Street Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Talon Boulevard Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	240	0.0	258	0.0	0.621	21.9	LOS C	3.7	93.6	0.82	1.01	1.49	26.7
8	T1	103	3.0	111	3.0	0.621	21.0	LOS C	3.7	93.6	0.80	1.00	1.49	27.6
18	R2	244	5.0	262	5.0	0.621	20.4	LOS C	3.7	95.6	0.79	0.99	1.48	27.5
Approach		587	2.6	631	2.6	0.621	21.1	LOS C	3.7	95.6	0.81	1.00	1.49	27.2
East: SR 72														
1	L2	186	5.0	200	5.0	0.877	34.9	LOS D	14.4	387.8	0.92	1.58	2.81	23.7
6	T1	708	12.0	761	12.0	0.877	33.9	LOS D	15.5	411.0	0.92	1.59	2.81	24.1
16	R2	303	2.0	326	2.0	0.877	32.1	LOS D	15.5	411.0	0.93	1.60	2.80	24.1
Approach		1197	8.4	1287	8.4	0.877	33.6	LOS D	15.5	411.0	0.92	1.59	2.80	24.0
North: Proctor Road														
7	L2	180	4.0	194	4.0	0.569	23.8	LOS C	2.8	71.1	0.84	1.00	1.43	26.0
4	T1	87	2.0	94	2.0	0.569	21.6	LOS C	2.9	73.2	0.83	0.99	1.41	27.5
14	R2	177	2.0	190	2.0	0.569	20.8	LOS C	2.9	73.2	0.82	0.98	1.40	27.5
Approach		444	2.8	477	2.8	0.569	22.1	LOS C	2.9	73.2	0.83	0.99	1.42	26.9
West: SR 72														
5	L2	229	4.0	246	4.0	0.602	14.0	LOS B	5.0	132.3	0.71	0.90	1.21	29.8
2	T1	548	10.0	589	10.0	0.602	13.8	LOS B	5.0	132.3	0.70	0.89	1.19	30.5
12	R2	142	5.0	153	5.0	0.602	13.3	LOS B	5.0	133.7	0.69	0.88	1.18	30.2
Approach		919	7.7	988	7.7	0.602	13.8	LOS B	5.0	133.7	0.70	0.89	1.20	30.3
All Vehicles		3147	6.3	3384	6.3	0.877	23.9	LOS C	15.5	411.0	0.82	1.19	1.89	26.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dove Avenue													
Lane 1	302	0.4	486	0.621	100	21.9	LOS C	3.7	93.6	Full	1600	0.0	0.0
Lane 2[d]	329	4.6	530	0.621	100	20.4	LOS C	3.7	95.6	Full	1600	0.0	0.0
Approach	631	2.6		0.621		21.1	LOS C	3.7	95.6				
East: SR 72													
Lane 1	605	9.7	690	0.877	100	35.1	LOS E	14.4	387.8	Full	1600	0.0	0.0
Lane 2[d]	682	7.2	777	0.877	100	32.3	LOS D	15.5	411.0	Full	1600	0.0	0.0
Approach	1287	8.4		0.877		33.6	LOS D	15.5	411.0				
North: Proctor Road													
Lane 1	220	3.8	386	0.569	100	23.8	LOS C	2.8	71.1	Full	1600	0.0	0.0
Lane 2[d]	258	2.0	453	0.569	100	20.8	LOS C	2.9	73.2	Full	1600	0.0	0.0
Approach	477	2.8		0.569		22.1	LOS C	2.9	73.2				
West: SR 72													
Lane 1	476	6.9	792	0.602	100	14.2	LOS B	5.0	132.3	Full	1600	0.0	0.0
Lane 2[d]	512	8.5	851	0.602	100	13.4	LOS B	5.0	133.7	Full	1600	0.0	0.0
Approach	988	7.7		0.602		13.8	LOS B	5.0	133.7				
Intersection	3384	6.3		0.877		23.9	LOS C	15.5	411.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dove Avenue

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	258	44	-	302	0.4	486	0.621	100	NA	NA
Lane 2	-	67	262	329	4.6	530	0.621	100	NA	NA
Approach	258	111	262	631	2.6		0.621			

East: SR 72

Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.

From E To Exit:	S	W	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	200	405	-	605	9.7	690	0.877	100	NA	NA
Lane 2	-	356	326	682	7.2	777	0.877	100	NA	NA
Approach	200	761	326	1287	8.4		0.877			

North: Proctor Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	194	26	-	220	3.8	386	0.569	100	NA	NA
Lane 2	-	67	190	258	2.0	453	0.569	100	NA	NA
Approach	194	94	190	477	2.8		0.569			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	246	230	-	476	6.9	792	0.602	100	NA	NA
Lane 2	-	359	153	512	8.5	851	0.602	100	NA	NA
Approach	246	589	153	988	7.7		0.602			

	Total	%HV	Deg.Satn (v/c)
Intersection	3384	6.3	0.877

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

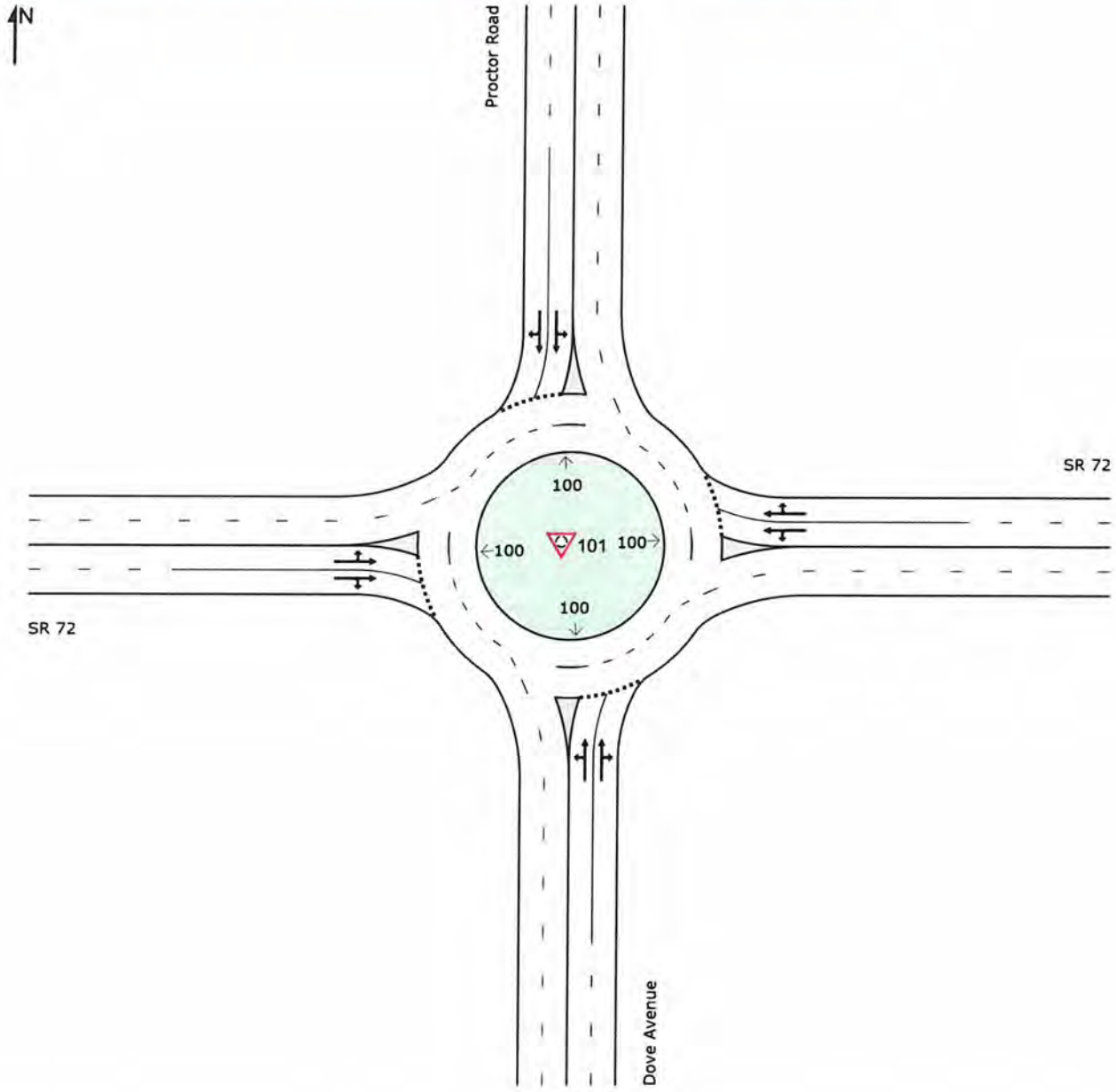
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dove Avenue Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Proctor Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Dove Avenue														
3	L2	164	2.0	176	2.0	0.549	22.0	LOS C	2.7	67.9	0.83	0.98	1.37	26.7
8	T1	63	2.0	68	2.0	0.549	21.2	LOS C	2.7	69.6	0.82	0.97	1.37	27.3
18	R2	216	2.0	232	2.0	0.549	19.5	LOS C	2.7	69.6	0.81	0.96	1.35	27.9
Approach		443	2.0	476	2.0	0.549	20.7	LOS C	2.7	69.6	0.82	0.97	1.36	27.3
East: SR 72														
1	L2	220	2.0	237	2.0	0.595	13.2	LOS B	5.2	133.5	0.71	0.88	1.16	30.3
6	T1	547	5.0	588	5.0	0.595	12.9	LOS B	5.3	135.2	0.70	0.87	1.14	30.9
16	R2	209	1.0	225	1.0	0.595	12.4	LOS B	5.3	135.2	0.69	0.85	1.12	30.7
Approach		976	3.5	1049	3.5	0.595	12.9	LOS B	5.3	135.2	0.70	0.87	1.14	30.7
North: Proctor Road														
7	L2	270	2.0	290	2.0	0.570	18.9	LOS C	3.2	82.2	0.78	0.95	1.34	27.4
4	T1	83	2.0	89	2.0	0.540	16.0	LOS C	3.0	75.9	0.75	0.90	1.25	30.0
14	R2	206	2.0	222	2.0	0.540	16.0	LOS C	3.0	75.9	0.75	0.90	1.25	29.2
Approach		559	2.0	601	2.0	0.570	17.4	LOS C	3.2	82.2	0.77	0.92	1.29	28.4
West: SR 72														
5	L2	203	2.0	218	2.0	0.776	23.4	LOS C	9.7	245.7	0.88	1.26	1.99	27.0
2	T1	704	2.0	757	2.0	0.776	22.5	LOS C	10.1	255.6	0.88	1.26	1.98	27.4
12	R2	217	2.0	233	2.0	0.776	21.7	LOS C	10.1	255.6	0.87	1.26	1.98	27.2
Approach		1124	2.0	1209	2.0	0.776	22.5	LOS C	10.1	255.6	0.88	1.26	1.98	27.3
All Vehicles		3102	2.5	3335	2.5	0.776	18.3	LOS C	10.1	255.6	0.79	1.03	1.50	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dove Avenue													
Lane 1	221	2.0	404	0.549	100	22.0	LOS C	2.7	67.9	Full	1600	0.0	0.0
Lane 2[d]	255	2.0	465	0.549	100	19.5	LOS C	2.7	69.6	Full	1600	0.0	0.0
Approach	476	2.0		0.549		20.7	LOS C	2.7	69.6				
East: SR 72													
Lane 1	502	3.6	844	0.595	100	13.3	LOS B	5.2	133.5	Full	1600	0.0	0.0
Lane 2[d]	547	3.4	920	0.595	100	12.5	LOS B	5.3	135.2	Full	1600	0.0	0.0
Approach	1049	3.5		0.595		12.9	LOS B	5.3	135.2				
North: Proctor Road													
Lane 1	290	2.0	509	0.570	100	18.9	LOS C	3.2	82.2	Full	1600	0.0	0.0
Lane 2[d]	311	2.0	576	0.540	95[5]	16.0	LOS C	3.0	75.9	Full	1600	0.0	0.0
Approach	601	2.0		0.570		17.4	LOS C	3.2	82.2				
West: SR 72													
Lane 1	576	2.0	742	0.776	100	23.4	LOS C	9.7	245.7	Full	1600	0.0	0.0
Lane 2[d]	633	2.0	816	0.776	100	21.7	LOS C	10.1	255.6	Full	1600	0.0	0.0
Approach	1209	2.0		0.776		22.5	LOS C	10.1	255.6				
Intersection	3335	2.5		0.776		18.3	LOS C	10.1	255.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dove Avenue

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov Lane No.
Lane 1	176	45	-	221	2.0	404	0.549	100	NA	NA
Lane 2	-	23	232	255	2.0	465	0.549	100	NA	NA
Approach	176	68	232	476	2.0		0.549			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	237	266	-	502	3.6	844	0.595	100	NA	NA
Lane 2	-	323	225	547	3.4	920	0.595	100	NA	NA
Approach	237	588	225	1049	3.5		0.595			

North: Proctor Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	290	-	-	290	2.0	509	0.570	100	NA	NA
Lane 2	-	89	222	311	2.0	576	0.540	95[5]	NA	NA
Approach	290	89	222	601	2.0		0.570			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	218	357	-	576	2.0	742	0.776	100	NA	NA
Lane 2	-	400	233	633	2.0	816	0.776	100	NA	NA
Approach	218	757	233	1209	2.0		0.776			

	Total	%HV	Deg.Satn (v/c)
Intersection	3335	2.5	0.776

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

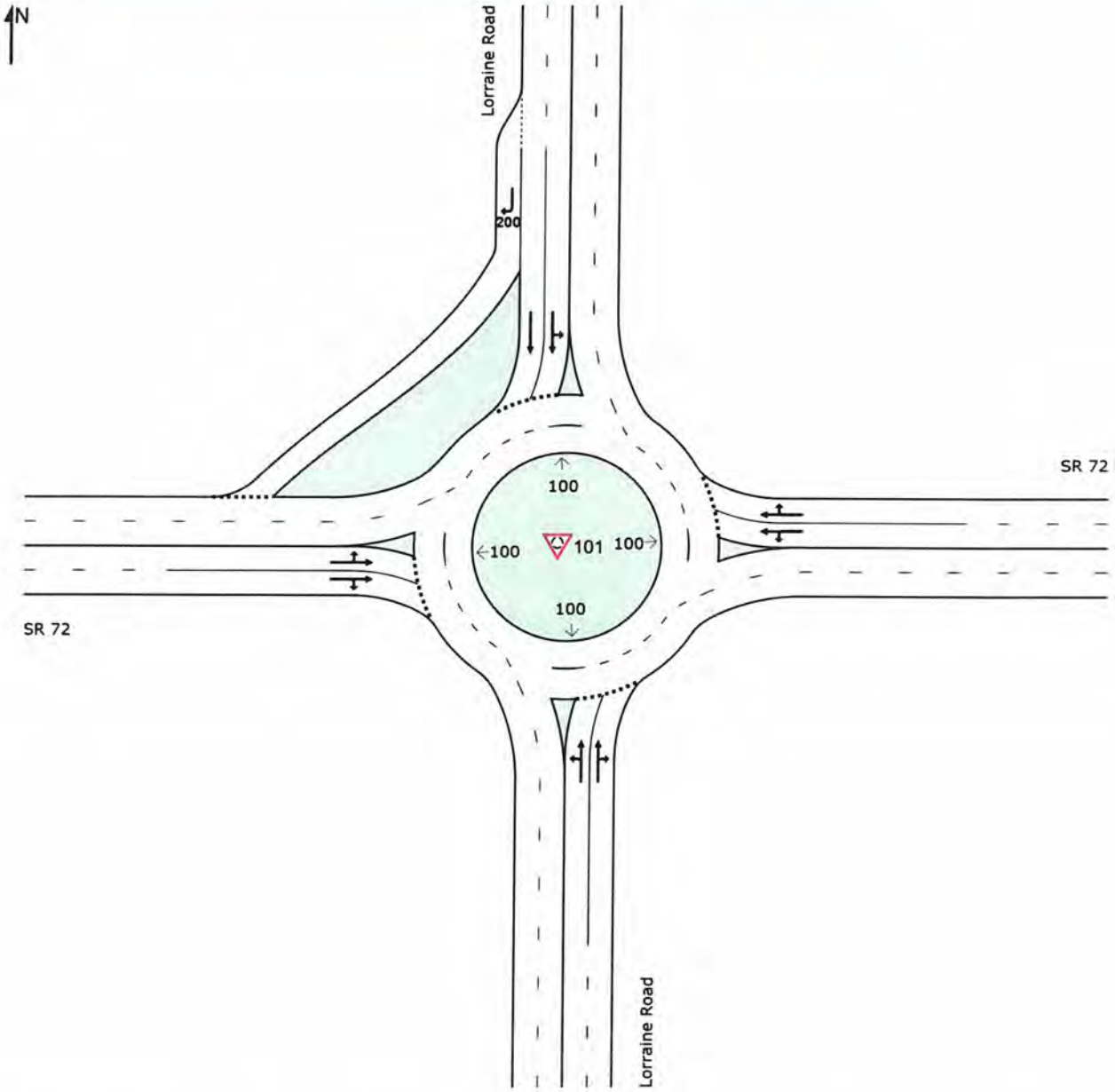
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dove Avenue Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Proctor Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Lorraine Road														
3	L2	399	9.0	429	9.0	0.816	32.1	LOS D	8.7	232.7	0.87	1.34	2.34	23.7
8	T1	214	2.0	230	2.0	0.816	30.7	LOS D	8.7	232.7	0.84	1.35	2.38	24.7
18	R2	286	25.0	308	25.0	0.816	31.7	LOS D	8.5	241.2	0.83	1.35	2.40	24.1
Approach		899	12.4	967	12.4	0.816	31.6	LOS D	8.7	241.2	0.85	1.34	2.37	24.1
East: SR 72														
1	L2	387	2.0	416	2.0	0.932	50.6	LOS F	14.0	360.0	0.95	1.69	3.43	20.1
6	T1	379	11.0	408	11.0	0.932	49.5	LOS E	14.1	382.0	0.92	1.73	3.54	20.6
16	R2	206	10.0	222	10.0	0.932	49.0	LOS E	14.1	382.0	0.91	1.74	3.57	20.4
Approach		972	7.2	1045	7.2	0.932	49.8	LOS E	14.1	382.0	0.93	1.72	3.50	20.4
North: Lorraine Road														
7	L2	208	18.0	224	18.0	0.722	37.9	LOS E	3.9	110.7	0.86	1.18	1.99	22.3
4	T1	296	9.0	318	9.0	0.722	32.0	LOS D	4.3	115.6	0.86	1.16	1.92	24.8
14	R2	288	6.0	310	6.0	0.505	14.2	LOS B	2.7	70.5	0.72	0.85	1.15	29.8
Approach		792	10.3	852	10.3	0.722	27.1	LOS D	4.3	115.6	0.81	1.05	1.66	25.5
West: SR 72														
5	L2	212	6.0	228	6.0	0.941	56.7	LOS F	12.9	345.0	0.92	1.72	3.61	19.2
2	T1	271	11.0	291	11.0	0.941	56.3	LOS F	13.5	368.8	0.92	1.73	3.63	19.3
12	R2	398	12.0	428	12.0	0.941	53.8	LOS F	13.5	368.8	0.90	1.76	3.72	19.4
Approach		881	10.2	947	10.2	0.941	55.3	LOS F	13.5	368.8	0.91	1.74	3.66	19.4
All Vehicles		3544	10.0	3811	10.0	0.941	41.5	LOS E	14.1	382.0	0.88	1.48	2.84	21.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - AM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Lorraine Road													
Lane 1	475	8.3	582	0.816	100	32.1	LOS D	8.7	232.7	Full	1600	0.0	0.0
Lane 2[d]	492	16.4	602	0.816	100	31.2	LOS D	8.5	241.2	Full	1600	0.0	0.0
Approach	967	12.4		0.816		31.6	LOS D	8.7	241.2				
East: SR 72													
Lane 1	509	3.6	546	0.932	100	50.7	LOS F	14.0	360.0	Full	1600	0.0	0.0
Lane 2[d]	536	10.6	576	0.932	100	49.0	LOS E	14.1	382.0	Full	1600	0.0	0.0
Approach	1045	7.2		0.932		49.8	LOS E	14.1	382.0				
North: Lorraine Road													
Lane 1	242	17.3	335	0.722	100	37.8	LOS E	3.9	110.7	Full	1600	0.0	0.0
Lane 2[d]	300	9.0	415	0.722	100	31.7	LOS D	4.3	115.6	Full	1600	0.0	0.0
Lane 3	310	6.0	613	0.505	100	14.2	LOS B	2.7	70.5	Short	200	0.0	NA
Approach	852	10.3		0.722		27.1	LOS D	4.3	115.6				
West: SR 72													
Lane 1	452	8.5	480	0.941	100	56.9	LOS F	12.9	345.0	Full	1600	0.0	0.0
Lane 2[d]	496	11.9	526	0.941	100	53.8	LOS F	13.5	368.8	Full	1600	0.0	0.0
Approach	947	10.2		0.941		55.3	LOS F	13.5	368.8				
Intersection	3811	10.0		0.941		41.5	LOS E	14.1	382.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Lorraine Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	429	46	-	475	8.3	582	0.816	100	NA	NA
Lane 2	-	184	308	492	16.4	602	0.816	100	NA	NA
Approach	429	230	308	967	12.4		0.816			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	416	93	-	509	3.6	546	0.932	100	NA	NA
Lane 2	-	315	222	536	10.6	576	0.932	100	NA	NA
Approach	416	408	222	1045	7.2		0.932			

North: Lorraine Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	224	18	-	242	17.3	335	0.722	100	NA	NA
Lane 2	-	300	-	300	9.0	415	0.722	100	NA	NA
Lane 3	-	-	310	310	6.0	613	0.505	100	0.0	2
Approach	224	318	310	852	10.3		0.722			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	228	224	-	452	8.5	480	0.941	100	NA	NA
Lane 2	-	68	428	496	11.9	526	0.941	100	NA	NA
Approach	228	291	428	947	10.2		0.941			

	Total	%HV	Deg.Satn (v/c)
Intersection	3811	10.0	0.941

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

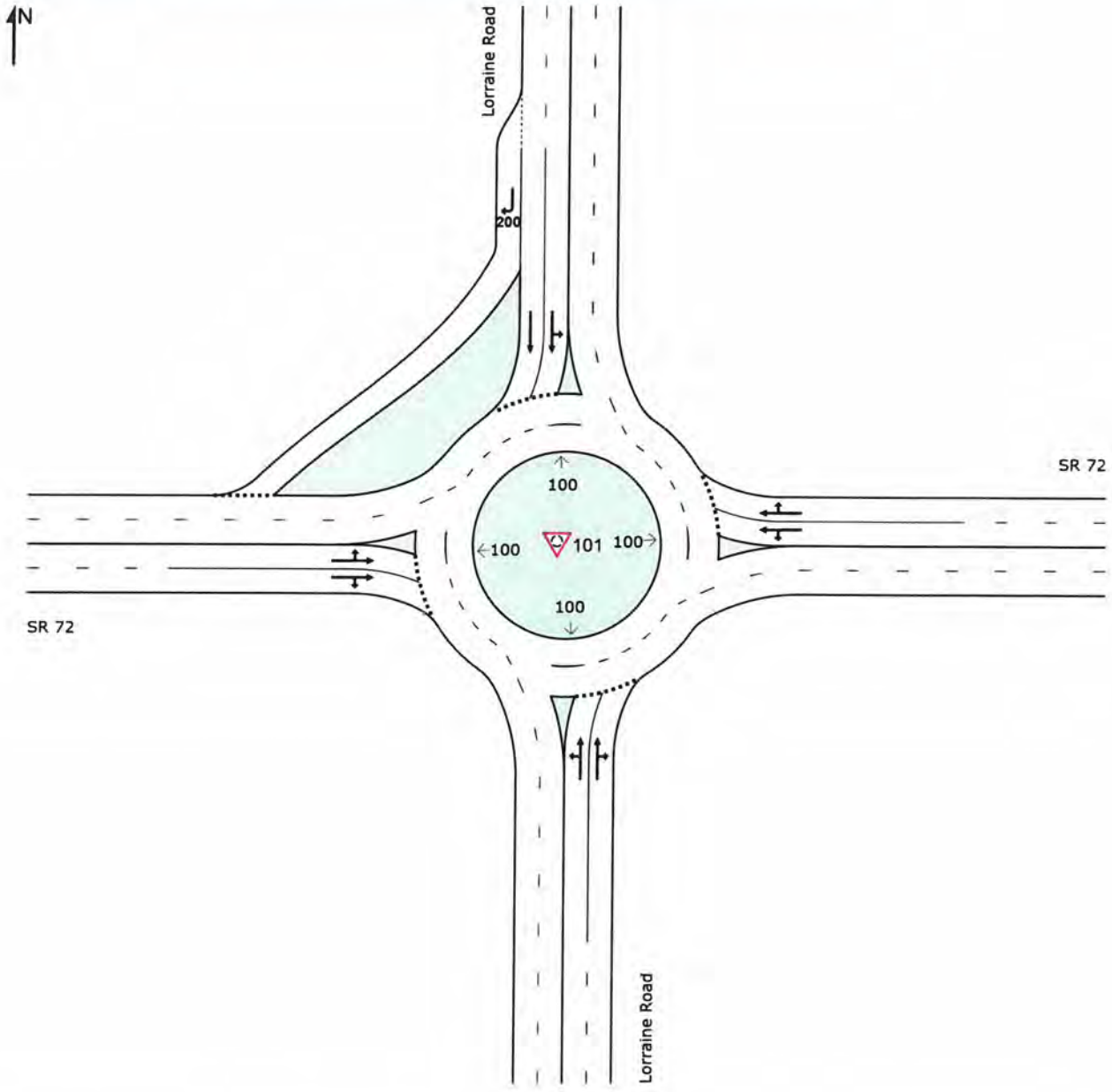
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Lorraine Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Lorraine Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: T:\PROJECTS\2 - DISTRICT 1\D1_SR 72_PD&E\Traffic\Roundabout Analysis\Design Year\Updated Analyses\Lorraine_2050_Build Alt 1_PM Pk Hr.sip9

MOVEMENT SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% BACK OF QUEUE [Veh veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No Cycles	Aver Speed mph
South: Lorraine Road														
3	L2	364	2.0	379	2.0	0.968	59.1	LOS F	16.4	417.3	0.97	1.84	3.92	18.8
8	T1	306	2.0	319	2.0	0.968	56.9	LOS F	17.7	449.1	0.97	1.87	3.98	19.3
18	R2	382	2.0	398	2.0	0.968	55.2	LOS F	17.7	449.1	0.98	1.89	4.03	19.3
Approach		1052	2.0	1096	2.0	0.968	57.0	LOS F	17.7	449.1	0.97	1.87	3.98	19.1
East: SR 72														
1	L2	291	2.0	303	2.0	0.780	31.8	LOS D	6.6	167.4	0.87	1.22	2.09	24.0
6	T1	289	5.0	301	5.0	0.780	30.3	LOS D	6.7	174.4	0.85	1.22	2.10	25.0
16	R2	214	6.0	223	6.0	0.780	29.6	LOS D	6.7	174.4	0.85	1.22	2.10	24.8
Approach		794	4.2	827	4.2	0.780	30.7	LOS D	6.7	174.4	0.86	1.22	2.10	24.6
North: Lorraine Road														
7	L2	201	2.0	209	2.0	0.365	11.4	LOS B	1.6	39.7	0.69	0.74	0.88	30.0
4	T1	185	4.0	193	4.0	0.365	12.8	LOS B	1.6	39.7	0.70	0.76	0.91	31.4
14	R2	257	4.0	268	4.0	0.356	9.2	LOS A	1.6	40.0	0.63	0.66	0.72	32.0
Approach		643	3.4	670	3.4	0.365	10.9	LOS B	1.6	40.0	0.67	0.71	0.82	31.2
West: SR 72														
5	L2	297	6.0	309	6.0	0.854	33.8	LOS D	11.6	308.6	0.90	1.47	2.61	23.7
2	T1	388	11.0	404	11.0	0.854	33.3	LOS D	11.8	323.1	0.89	1.47	2.62	24.0
12	R2	404	12.0	421	12.0	0.854	32.3	LOS D	11.8	323.1	0.88	1.48	2.64	24.0
Approach		1089	10.0	1134	10.0	0.854	33.0	LOS D	11.8	323.1	0.89	1.48	2.63	23.9
All Vehicles		3578	5.2	3727	5.2	0.968	35.6	LOS E	17.7	449.1	0.87	1.40	2.58	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Lorraine Road (Site Folder: General)]

Design Year (2050) Build Alternative 1 - PM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Lorraine Road													
Lane 1	515	2.0	532	0.968	100	59.1	LOS F	16.4	417.3	Full	1600	0.0	0.0
Lane 2[d]	581	2.0	600	0.968	100	55.2	LOS F	17.7	449.1	Full	1600	0.0	0.0
Approach	1096	2.0		0.968		57.0	LOS F	17.7	449.1				
East: SR 72													
Lane 1	394	2.7	505	0.780	100	31.9	LOS D	6.6	167.4	Full	1600	0.0	0.0
Lane 2[d]	434	5.5	556	0.780	100	29.6	LOS D	6.7	174.4	Full	1600	0.0	0.0
Approach	827	4.2		0.780		30.7	LOS D	6.7	174.4				
North: Lorraine Road													
Lane 1[d]	215	2.1	589	0.365	100	11.4	LOS B	1.6	39.7	Full	1600	0.0	0.0
Lane 2	187	4.0	512	0.365	100	12.9	LOS B	1.5	39.4	Full	1600	0.0	0.0
Lane 3	268	4.0	751	0.356	100	9.2	LOS A	1.6	40.0	Short	200	0.0	NA
Approach	670	3.4		0.365		10.9	LOS B	1.6	40.0				
West: SR 72													
Lane 1	548	8.2	641	0.854	100	33.9	LOS D	11.6	308.6	Full	1600	0.0	0.0
Lane 2[d]	587	11.7	687	0.854	100	32.2	LOS D	11.8	323.1	Full	1600	0.0	0.0
Approach	1134	10.0		0.854		33.0	LOS D	11.8	323.1				
Intersection	3727	5.2		0.968		35.6	LOS E	17.7	449.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Lorraine Road

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	379	136	-	515	2.0	532	0.968	100	NA	NA
Lane 2	-	183	398	581	2.0	600	0.968	100	NA	NA
Approach	379	319	398	1096	2.0		0.968			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	303	90	-	394	2.7	505	0.780	100	NA	NA
Lane 2	-	211	223	434	5.5	556	0.780	100	NA	NA
Approach	303	301	223	827	4.2		0.780			

North: Lorraine Road

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	209	6	-	215	2.1	589	0.365	100	NA	NA
Lane 2	-	187	-	187	4.0	512	0.365	100	NA	NA
Lane 3	-	-	268	268	4.0	751	0.356	100	0.0	2
Approach	209	193	268	670	3.4		0.365			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	309	238	-	548	8.2	641	0.854	100	NA	NA
Lane 2	-	166	421	587	11.7	687	0.854	100	NA	NA
Approach	309	404	421	1134	10.0		0.854			

	Total	%HV	Deg.Satn (v/c)
Intersection	3727	5.2	0.968

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Lorraine Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Lorraine Road Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

Intersection	
Int Delay, s/veh	10.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1227	193	10	1316	64	7
Future Vol, veh/h	1227	193	10	1316	64	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	1319	208	11	1415	69	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1527	0	2049	660
Stage 1	-	-	-	-	1319	-
Stage 2	-	-	-	-	730	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	442	-	~ 49	410
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	442	-	~ 48	410
Mov Cap-2 Maneuver	-	-	-	-	~ 48	-
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 404.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	442	-
HCM Lane V/C Ratio	1.44	-	-	0.024	-
HCM Control Delay (s)	$ 404.1	-	-	13.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	7	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1127	212	32	970	42	15
Future Vol, veh/h	1127	212	32	970	42	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	325	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	0	1	6	0
Mvmt Flow	1174	221	33	1010	44	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1395	0	1745	587
Stage 1	-	-	-	-	1174	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.1	-	6.92	6.9
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.92	-
Follow-up Hdwy	-	-	2.2	-	3.56	3.3
Pot Cap-1 Maneuver	-	-	497	-	74	458
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	497	-	69	458
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	103.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	89	-	-	497	-
HCM Lane V/C Ratio	0.667	-	-	0.067	-
HCM Control Delay (s)	103.8	-	-	12.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.2	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1227	193	10	1316	64	7
Future Volume (vph)	1227	193	10	1316	64	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		325	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.986	
Flt Protected			0.950		0.957	
Satd. Flow (prot)	3505	1615	1805	3539	1793	0
Flt Permitted			0.118		0.957	
Satd. Flow (perm)	3505	1615	224	3539	1793	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		208			8	
Link Speed (mph)	30			30	30	
Link Distance (ft)	888			1382	423	
Travel Time (s)	20.2			31.4	9.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1319	208	11	1415	69	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1319	208	11	1415	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	
Total Split (s)	26.0	26.0	17.0	43.0	17.0	
Total Split (%)	43.3%	43.3%	28.3%	71.7%	28.3%	
Maximum Green (s)	19.5	19.5	10.5	36.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	
Walk Time (s)	0.0	0.0		0.0	0.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	27.3	27.3	29.4	29.4	7.6	
Actuated g/C Ratio	0.54	0.54	0.58	0.58	0.15	
v/c Ratio	0.69	0.21	0.04	0.68	0.28	
Control Delay	13.3	2.5	4.6	9.2	22.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.3	2.5	4.6	9.2	22.1	
LOS	B	A	A	A	C	
Approach Delay	11.9			9.2	22.1	
Approach LOS	B			A	C	
90th %ile Green (s)	24.0	24.0	6.0	36.5	10.4	
90th %ile Term Code	Hold	Hold	Gap	Max	Gap	
70th %ile Green (s)	36.5	36.5	0.0	36.5	8.7	
70th %ile Term Code	Hold	Hold	Skip	Max	Gap	
50th %ile Green (s)	30.8	30.8	0.0	30.8	7.4	
50th %ile Term Code	Hold	Hold	Skip	Gap	Gap	
30th %ile Green (s)	25.6	25.6	0.0	25.6	6.3	
30th %ile Term Code	Hold	Hold	Skip	Gap	Gap	
10th %ile Green (s)	19.5	19.5	0.0	19.5	5.5	
10th %ile Term Code	Max	Max	Skip	Hold	Gap	
Queue Length 50th (ft)	111	0	1	124	19	
Queue Length 95th (ft)	#368	33	6	210	54	
Internal Link Dist (ft)	808			1302	343	
Turn Bay Length (ft)		325	200			
Base Capacity (vph)	1901	971	469	2634	390	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.69	0.21	0.02	0.54	0.20	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 59.9			
70th %ile Actuated Cycle: 58.2			
50th %ile Actuated Cycle: 51.2			
30th %ile Actuated Cycle: 44.9			
10th %ile Actuated Cycle: 38			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Twin Lakes Park & SR 72



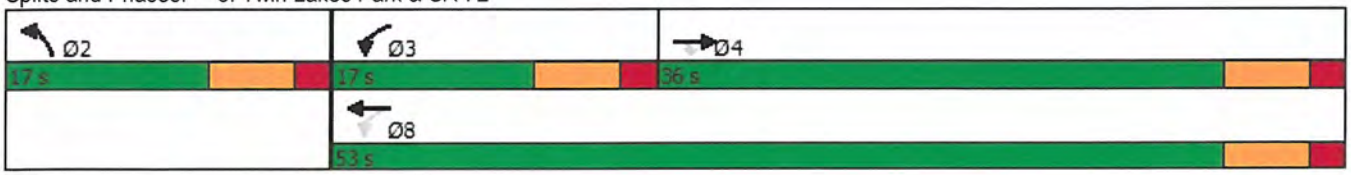
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1127	212	32	970	42	15
Future Volume (vph)	1127	212	32	970	42	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		325	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.964	
Flt Protected			0.950		0.965	
Satd. Flow (prot)	3574	1615	1805	3574	1693	0
Flt Permitted			0.128		0.965	
Satd. Flow (perm)	3574	1615	243	3574	1693	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		221			16	
Link Speed (mph)	30			30	30	
Link Distance (ft)	888			1382	423	
Travel Time (s)	20.2			31.4	9.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	1%	6%	0%
Adj. Flow (vph)	1174	221	33	1010	44	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1174	221	33	1010	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	4		3	8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		4	8			
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	17.0	22.5	17.0	
Total Split (s)	36.0	36.0	17.0	53.0	17.0	
Total Split (%)	51.4%	51.4%	24.3%	75.7%	24.3%	
Maximum Green (s)	29.5	29.5	10.5	46.5	10.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	
Walk Time (s)	0.0	0.0		0.0	0.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	24.8	24.8	28.8	28.8	7.3	
Actuated g/C Ratio	0.50	0.50	0.58	0.58	0.15	
v/c Ratio	0.66	0.24	0.10	0.49	0.23	
Control Delay	12.8	2.6	4.6	6.6	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.8	2.6	4.6	6.6	20.8	
LOS	B	A	A	A	C	
Approach Delay	11.2			6.6	20.8	
Approach LOS	B			A	C	
90th %ile Green (s)	29.5	29.5	6.6	42.6	9.7	
90th %ile Term Code	Max	Max	Gap	Hold	Gap	
70th %ile Green (s)	29.5	29.5	6.1	42.1	8.1	
70th %ile Term Code	Max	Max	Gap	Hold	Gap	
50th %ile Green (s)	26.5	26.5	0.0	26.5	6.7	
50th %ile Term Code	Gap	Gap	Skip	Hold	Gap	
30th %ile Green (s)	21.3	21.3	0.0	21.3	5.9	
30th %ile Term Code	Gap	Gap	Skip	Hold	Gap	
10th %ile Green (s)	16.1	16.1	0.0	16.1	5.5	
10th %ile Term Code	Gap	Gap	Skip	Hold	Gap	
Queue Length 50th (ft)	87	0	3	70	11	
Queue Length 95th (ft)	260	32	11	118	46	
Internal Link Dist (ft)	808			1302	343	
Turn Bay Length (ft)		325	200			
Base Capacity (vph)	2247	1097	489	3179	391	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.20	0.07	0.32	0.15	

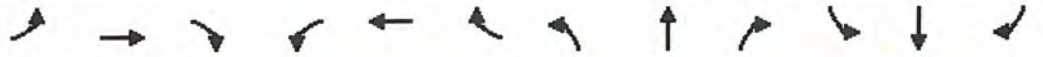
Intersection Summary

Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 49.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 65.3			
70th %ile Actuated Cycle: 63.2			
50th %ile Actuated Cycle: 46.2			
30th %ile Actuated Cycle: 40.2			
10th %ile Actuated Cycle: 34.6			

Splits and Phases: 5: Twin Lakes Park & SR 72



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	936	273	69	942	2	349	1	46	4	1	35
Future Volume (vph)	25	936	273	69	942	2	349	1	46	4	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.853				0.850
Flt Protected	0.950			0.950			0.950				0.962	
Satd. Flow (prot)	1805	3539	1553	1736	3539	0	3467	1531	0	0	1828	1615
Flt Permitted	0.162			0.140			0.950				0.962	
Satd. Flow (perm)	308	3539	1553	256	3539	0	3467	1531	0	0	1828	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			290					49				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	4%	4%	2%	0%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	27	996	290	73	1002	2	371	1	49	4	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	996	290	73	1004	0	371	50	0	0	5	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	



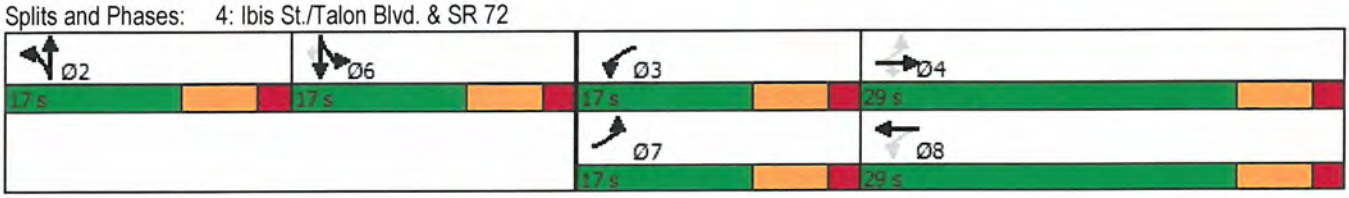
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	27.5	22.7	22.7	31.8	28.5		10.6	10.6			10.6	10.6
Actuated g/C Ratio	0.37	0.31	0.31	0.43	0.38		0.14	0.14			0.14	0.14
v/c Ratio	0.11	0.92	0.43	0.29	0.74		0.75	0.19			0.02	0.09
Control Delay	12.3	42.1	5.2	14.3	25.7		43.1	12.1			29.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.3	42.1	5.2	14.3	25.7		43.1	12.1			29.6	0.4
LOS	B	D	A	B	C		D	B			C	A
Approach Delay		33.3			24.9			39.4			3.9	
Approach LOS		C			C			D			A	
90th %ile Green (s)	7.1	22.5	22.5	9.2	24.6		10.5	10.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	6.5	22.5	22.5	8.0	24.0		10.5	10.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	0.0	22.5	22.5	7.2	36.2		10.5	10.5		10.5	10.5	10.5
50th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	22.5	22.5	6.5	35.5		10.5	10.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	22.5	22.5	0.0	22.5		10.5	10.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Max	Max	Skip	Max		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	7	244	0	18	176		89	0			2	0
Queue Length 95th (ft)	19	#385	54	40	#364		#158	30			12	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	339	1077	674	322	1357		492	259			259	422
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.08	0.92	0.43	0.23	0.74		0.75	0.19			0.02	0.09

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 74.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78.7			
70th %ile Actuated Cycle: 77.5			
50th %ile Actuated Cycle: 76.7			
30th %ile Actuated Cycle: 76			
10th %ile Actuated Cycle: 63			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72



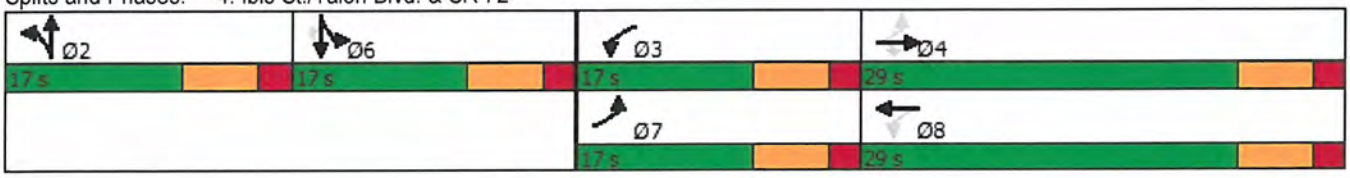
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	807	296	46	815	3	158	1	20	2	1	29
Future Volume (vph)	39	807	296	46	815	3	158	1	20	2	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		390	400		150	200		0	0		100
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.857				0.850
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1805	3574	1615	1805	3571	0	3502	1628	0	0	1839	1615
Flt Permitted	0.191			0.190			0.950				0.968	
Satd. Flow (perm)	363	3574	1615	361	3571	0	3502	1628	0	0	1839	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			302					20				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1382			2290			752			323	
Travel Time (s)		31.4			52.0			17.1			7.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	40	823	302	47	832	3	161	1	20	2	1	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	823	302	47	835	0	161	21	0	0	3	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								6
Detector Phase	7	4	4	3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	17.0	24.5	24.5	17.0	24.5		17.0	17.0		17.0	17.0	17.0
Total Split (s)	17.0	29.0	29.0	17.0	29.0		17.0	17.0		17.0	17.0	17.0
Total Split (%)	21.3%	36.3%	36.3%	21.3%	36.3%		21.3%	21.3%		21.3%	21.3%	21.3%
Maximum Green (s)	10.5	22.5	22.5	10.5	22.5		10.5	10.5		10.5	10.5	10.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5			6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Max	Max		Max	Max	Max
Walk Time (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Flash Dont Walk (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	24.7	20.9	20.9	25.0	21.0		10.7	10.7			10.7	10.7
Actuated g/C Ratio	0.35	0.30	0.30	0.36	0.30		0.15	0.15			0.15	0.15
v/c Ratio	0.15	0.77	0.43	0.18	0.77		0.30	0.08			0.01	0.07
Control Delay	12.8	28.7	5.1	13.1	28.9		30.3	14.8			29.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.8	28.7	5.1	13.1	28.9		30.3	14.8			29.0	0.3
LOS	B	C	A	B	C		C	B			C	A
Approach Delay		22.1			28.1			28.5			2.9	
Approach LOS		C			C			C			A	
90th %ile Green (s)	7.7	22.5	22.5	8.0	22.8		10.5	10.5		10.5	10.5	10.5
90th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	6.9	22.5	22.5	7.1	22.7		10.5	10.5		10.5	10.5	10.5
70th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	6.4	22.5	22.5	6.5	22.6		10.5	10.5		10.5	10.5	10.5
50th %ile Term Code	Gap	Max	Max	Gap	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	0.0	20.8	20.8	0.0	20.8		10.5	10.5		10.5	10.5	10.5
30th %ile Term Code	Skip	Gap	Gap	Skip	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	16.1	16.1	0.0	16.1		10.5	10.5		10.5	10.5	10.5
10th %ile Term Code	Skip	Gap	Gap	Skip	Hold		MaxR	MaxR		MaxR	MaxR	MaxR
Queue Length 50th (ft)	10	185	0	12	188		36	0			1	0
Queue Length 95th (ft)	25	259	54	29	262		64	20			9	0
Internal Link Dist (ft)		1302			2210			672			243	
Turn Bay Length (ft)	390		390	400			200					100
Base Capacity (vph)	360	1175	733	360	1180		537	266			282	438
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.11	0.70	0.41	0.13	0.71		0.30	0.08			0.01	0.07

Intersection Summary

Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 69.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.5			
70th %ile Actuated Cycle: 76.6			
50th %ile Actuated Cycle: 76			
30th %ile Actuated Cycle: 61.3			
10th %ile Actuated Cycle: 56.6			

Splits and Phases: 4: Ibis St./Talon Blvd. & SR 72

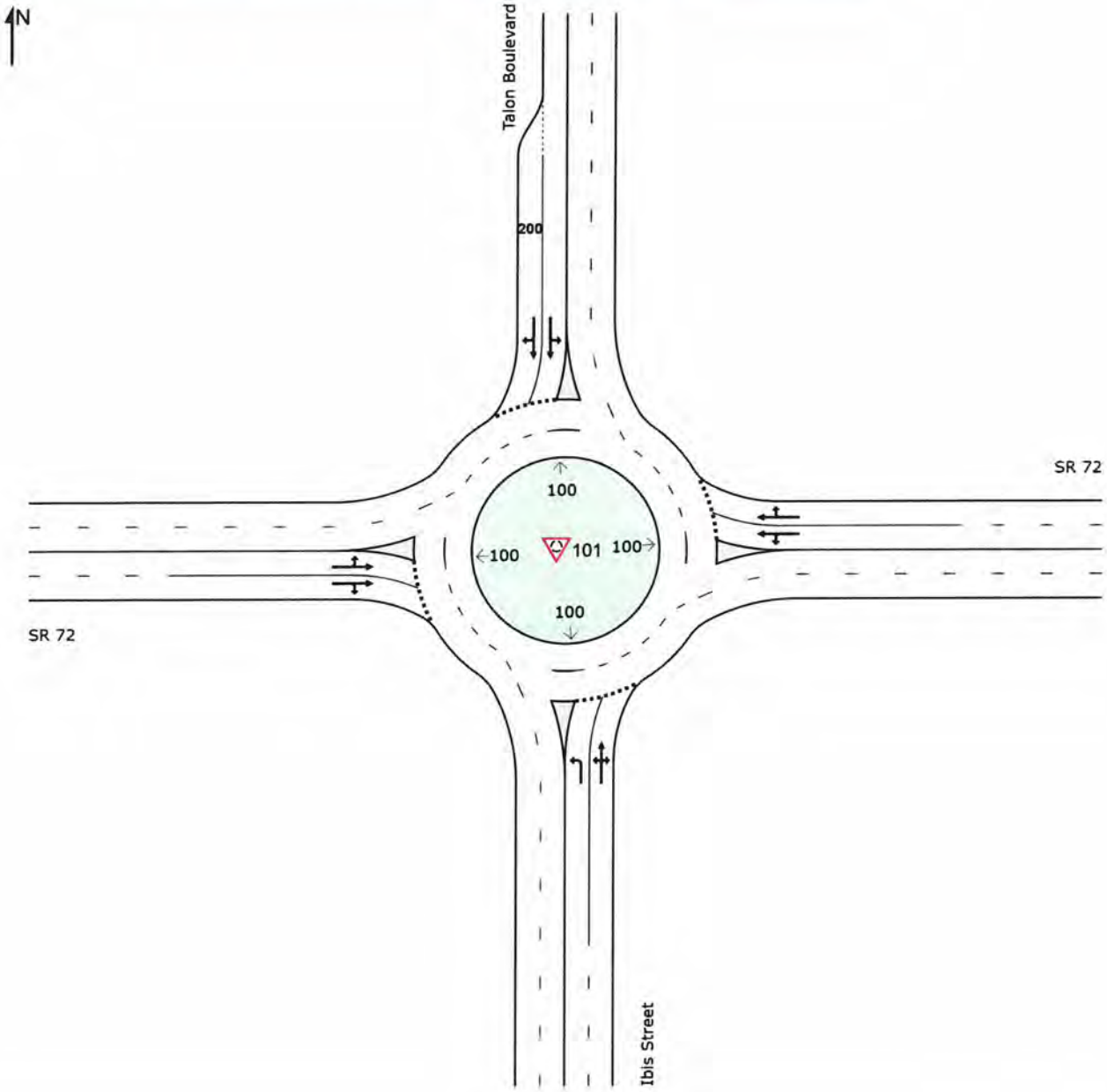


SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend AM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend AM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No. Cycles	Aver. Speed mph
South: Ibis Street														
3	L2	349	1.0	371	1.0	0.389	12.8	LOS B	1.7	43.4	0.71	0.78	0.96	29.6
8	T1	1	0.0	1	0.0	0.389	12.1	LOS B	1.7	43.5	0.70	0.77	0.94	30.0
18	R2	46	6.0	49	6.0	0.389	12.5	LOS B	1.7	43.5	0.70	0.77	0.94	29.1
Approach		396	1.6	421	1.6	0.389	12.8	LOS B	1.7	43.5	0.71	0.78	0.96	29.6
East: SR 72														
1	L2	69	4.0	73	4.0	0.567	11.9	LOS B	4.9	123.7	0.67	0.77	1.00	31.6
6	T1	942	2.0	1002	2.0	0.567	11.4	LOS B	4.9	123.7	0.66	0.75	0.98	32.0
16	R2	2	0.0	2	0.0	0.567	11.1	LOS B	4.9	123.7	0.65	0.73	0.96	31.3
Approach		1013	2.1	1078	2.1	0.567	11.5	LOS B	4.9	123.7	0.66	0.75	0.98	31.9
North: Talon Boulevard														
7	L2	4	0.0	4	0.0	0.015	10.6	LOS B	0.0	1.2	0.75	0.73	0.75	30.8
4	T1	1	0.0	1	0.0	0.015	10.6	LOS B	0.0	1.2	0.75	0.73	0.75	30.7
14	R2	35	3.0	37	3.0	0.095	10.6	LOS B	0.3	7.5	0.73	0.73	0.73	31.3
Approach		40	2.6	43	2.6	0.095	10.6	LOS B	0.3	7.5	0.73	0.73	0.73	31.3
West: SR 72														
5	L2	25	0.0	27	0.0	0.522	8.6	LOS A	3.6	90.9	0.33	0.17	0.33	33.5
2	T1	936	2.0	996	2.0	0.522	8.6	LOS A	3.6	90.9	0.33	0.17	0.33	33.4
12	R2	273	4.0	290	4.0	0.522	8.4	LOS A	3.4	88.0	0.31	0.16	0.31	32.4
Approach		1234	2.4	1313	2.4	0.522	8.5	LOS A	3.6	90.9	0.32	0.17	0.32	33.1
All Vehicles		2683	2.2	2854	2.2	0.567	10.3	LOS B	4.9	123.7	0.51	0.49	0.67	32.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend AM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Ibis Street													
Lane 1	199	1.0	510	0.389	100	13.4	LOS B	1.7	43.4	Full	1600	0.0	0.0
Lane 2[d]	222	2.1	571	0.389	100	12.2	LOS B	1.7	43.5	Full	1600	0.0	0.0
Approach	421	1.6		0.389		12.8	LOS B	1.7	43.5				
East: SR 72													
Lane 1	517	2.3	911	0.567	100	11.8	LOS B	4.9	123.7	Full	1600	0.0	0.0
Lane 2[d]	561	2.0	989	0.567	100	11.1	LOS B	4.9	123.7	Full	1600	0.0	0.0
Approach	1078	2.1		0.567		11.5	LOS B	4.9	123.7				
North: Talon Boulevard													
Lane 1	5	0.0	348	0.015	16[5]	10.6	LOS B	0.0	1.2	Full	1600	0.0	0.0
Lane 2[d]	37	3.0	394	0.095	100	10.6	LOS B	0.3	7.5	Short	200	0.0	NA
Approach	43	2.6		0.095		10.6	LOS B	0.3	7.5				
West: SR 72													
Lane 1	641	1.9	1229	0.522	100	8.7	LOS A	3.6	90.9	Full	1600	0.0	0.0
Lane 2[d]	672	2.9	1288	0.522	100	8.4	LOS A	3.4	88.0	Full	1600	0.0	0.0
Approach	1313	2.4		0.522		8.5	LOS A	3.6	90.9				
Intersection	2854	2.2		0.567		10.3	LOS B	4.9	123.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ibis Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	199	-	-	199	1.0	510	0.389	100	NA	NA
Lane 2	172	1	49	222	2.1	571	0.389	100	NA	NA
Approach	371	1	49	421	1.6		0.389			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	73	443	-	517	2.3	911	0.567	100	NA	NA
Lane 2	-	559	2	561	2.0	989	0.567	100	NA	NA
Approach	73	1002	2	1078	2.1		0.567			

North: Talon Boulevard

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	1	-	5	0.0	348	0.015	16[5]	NA	NA
Lane 2	-	-	37	37	3.0	394	0.095	100	0.0	1
Approach	4	1	37	43	2.6		0.095			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	27	614	-	641	1.9	1229	0.522	100	NA	NA
Lane 2	-	381	290	672	2.9	1288	0.522	100	NA	NA
Approach	27	996	290	1313	2.4		0.522			

	Total	%HV	Deg.Satn (v/c)
Intersection	2854	2.2	0.567

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Ibis Street Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Talon Boulevard Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

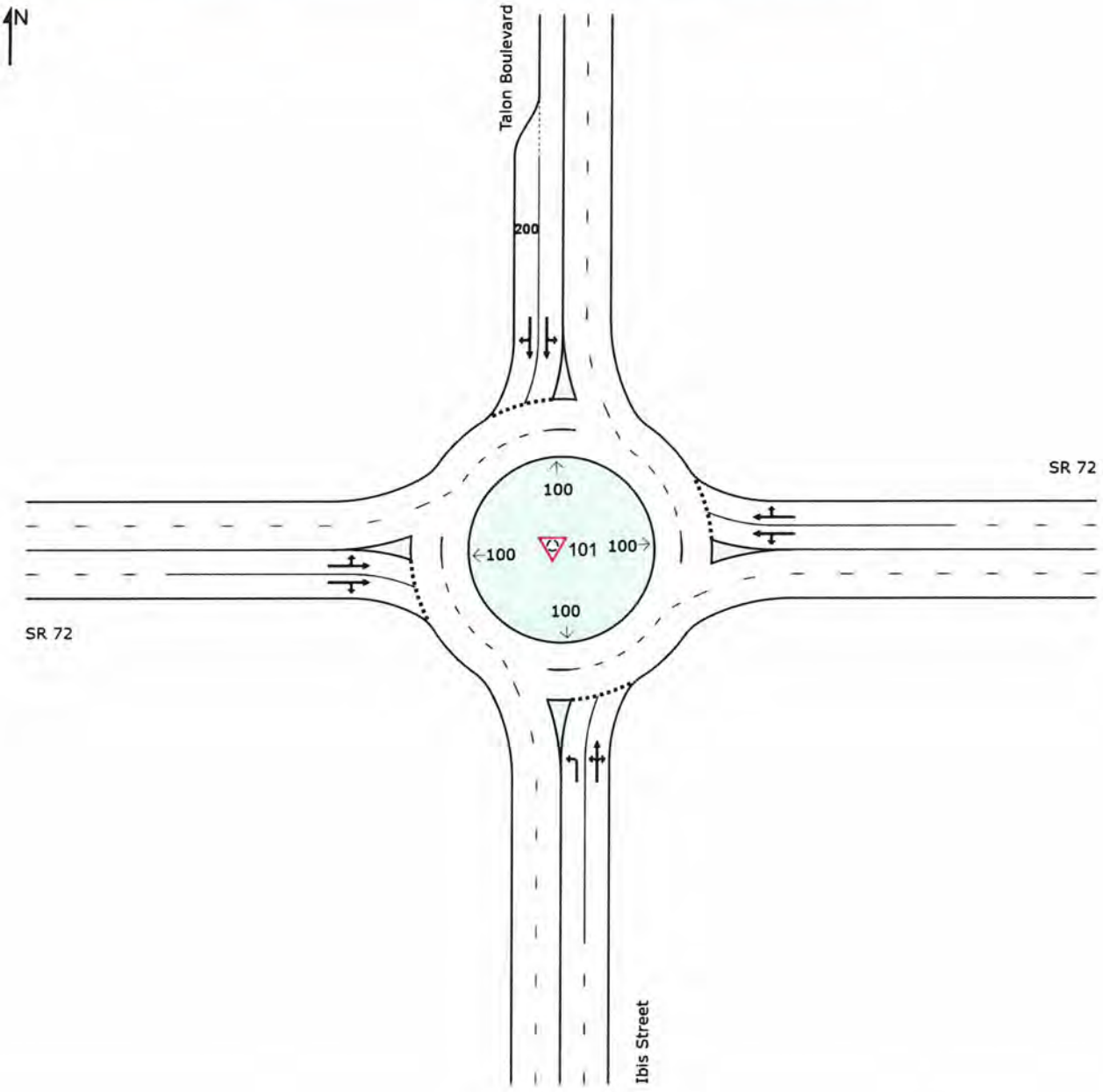
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SITE LAYOUT

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop Que	Effective Stop Rate	Aver No Cycles	Aver. Speed mph
South: Ibis Street														
3	L2	158	0.0	161	0.0	0.143	7.3	LOS A	0.5	12.8	0.60	0.60	0.60	31.9
8	T1	1	0.0	1	0.0	0.143	6.9	LOS A	0.5	12.7	0.59	0.59	0.59	32.2
18	R2	20	0.0	20	0.0	0.143	6.9	LOS A	0.5	12.7	0.59	0.59	0.59	31.3
Approach		179	0.0	183	0.0	0.143	7.3	LOS A	0.5	12.8	0.60	0.60	0.60	31.9
East: SR 72														
1	L2	46	0.0	47	0.0	0.384	7.1	LOS A	2.0	50.9	0.43	0.30	0.43	34.0
6	T1	815	1.0	832	1.0	0.384	7.0	LOS A	2.0	50.9	0.42	0.29	0.42	34.1
16	R2	3	0.0	3	0.0	0.384	6.8	LOS A	2.0	50.0	0.41	0.28	0.41	33.3
Approach		864	0.9	882	0.9	0.384	7.0	LOS A	2.0	50.9	0.42	0.29	0.42	34.1
North: Talon Boulevard														
7	L2	2	0.0	2	0.0	0.006	7.1	LOS A	0.0	0.5	0.62	0.51	0.62	32.6
4	T1	1	0.0	1	0.0	0.006	7.1	LOS A	0.0	0.5	0.62	0.51	0.62	32.5
14	R2	29	0.0	30	0.0	0.051	6.8	LOS A	0.2	4.2	0.60	0.60	0.60	33.2
Approach		32	0.0	33	0.0	0.051	6.8	LOS A	0.2	4.2	0.60	0.59	0.60	33.1
West: SR 72														
5	L2	39	0.0	40	0.0	0.443	7.2	LOS A	2.8	70.1	0.23	0.10	0.23	34.1
2	T1	807	1.0	823	1.0	0.443	7.2	LOS A	2.8	70.1	0.22	0.09	0.22	34.0
12	R2	296	0.0	302	0.0	0.443	7.0	LOS A	2.7	68.7	0.22	0.09	0.22	33.2
Approach		1142	0.7	1165	0.7	0.443	7.1	LOS A	2.8	70.1	0.22	0.09	0.22	33.8
All Vehicles		2217	0.7	2262	0.7	0.443	7.1	LOS A	2.8	70.1	0.33	0.22	0.33	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

Site: 101 [Talon Blvd/Ibis Street (Site Folder: General)]

Design Year (2050) Build Alternative 1 - Weekend PM Peak Hour
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Ibis Street													
Lane 1	86	0.0	604	0.143	100	7.7	LOS A	0.5	12.8	Full	1600	0.0	0.0
Lane 2[d]	96	0.0	676	0.143	100	6.9	LOS A	0.5	12.7	Full	1600	0.0	0.0
Approach	183	0.0		0.143		7.3	LOS A	0.5	12.8				
East: SR 72													
Lane 1	427	0.9	1111	0.384	100	7.2	LOS A	2.0	50.9	Full	1600	0.0	0.0
Lane 2[d]	455	1.0	1184	0.384	100	6.8	LOS A	2.0	50.0	Full	1600	0.0	0.0
Approach	882	0.9		0.384		7.0	LOS A	2.0	50.9				
North: Talon Boulevard													
Lane 1	3	0.0	515	0.006	12[5]	7.1	LOS A	0.0	0.5	Full	1600	0.0	0.0
Lane 2[d]	30	0.0	583	0.051	100	6.8	LOS A	0.2	4.2	Short	200	0.0	NA
Approach	33	0.0		0.051		6.8	LOS A	0.2	4.2				
West: SR 72													
Lane 1	566	0.9	1277	0.443	100	7.3	LOS A	2.8	70.1	Full	1600	0.0	0.0
Lane 2[d]	600	0.5	1354	0.443	100	7.0	LOS A	2.7	68.7	Full	1600	0.0	0.0
Approach	1165	0.7		0.443		7.1	LOS A	2.8	70.1				
Intersection	2262	0.7		0.443		7.1	LOS A	2.8	70.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ibis Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	86	-	-	86	0.0	604	0.143	100	NA	NA
Lane 2	75	1	20	96	0.0	676	0.143	100	NA	NA
Approach	161	1	20	183	0.0		0.143			

East: SR 72

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	47	380	-	427	0.9	1111	0.384	100	NA	NA
Lane 2	-	452	3	455	1.0	1184	0.384	100	NA	NA
Approach	47	832	3	882	0.9		0.384			

North: Talon Boulevard

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	1	-	3	0.0	515	0.006	12[5]	NA	NA
Lane 2	-	-	30	30	0.0	583	0.051	100	0.0	1
Approach	2	1	30	33	0.0		0.051			

West: SR 72

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	40	526	-	566	0.9	1277	0.443	100	NA	NA
Lane 2	-	298	302	600	0.5	1354	0.443	100	NA	NA
Approach	40	823	302	1165	0.7		0.443			

	Total	%HV	Deg.Satn (v/c)
Intersection	2262	0.7	0.443

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Ibis Street Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
East Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Talon Boulevard Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 72 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

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APPENDIX V

2050 BUILD ALTERNATIVE QUEUE LENGTH ESTIMATES

Design Year (2050) Build Alternative Peak Hour
Queue Length Summary - Unsignalized Intersections

Hummingbird Avenue

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
WB LT	<25	<25
NB LT	713	353
NB RT	<25	<25

Twin Lakes Park Entrance/Exit

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
WB LT	<25	<25
NB LT/RT	130	273

Great Egret Boulevard

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	<25	<25
SB LT	<25	<25
SB RT	<25	<25

Sandhill Lake Drive/Preservation Drive

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	<25	<25
WB LT	<25	<25
NB LT/TH/RT	<25	<25
SB LT/TH/RT	<25	<25

Aventura Drive

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	<25	<25
SB LT/RT	<25	<25

Design Year (2050) Build Alternative Peak Hour
Queue Length Summary - Signalized Intersections

Hummingbird Avenue

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB TH	547	715
EB RT	<25	29
WB LT	<25	<25
WB TH	457	247
NB LT	243	97
NB RT	<25	<25

Twin Lakes Park Entrance/Exit

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB TH	532	722
EB RT	<25	<25
WB LT	<25	<25
WB TH	509	261
NB LT/RT	37	69

Talon Boulevard/Ibis Street

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	32	40
EB TH	410	506
EB RT	110	144
WB LT	96	91
WB TH/RT	555	348
NB LT	466	401
NB TH/RT	48	51
SB LT/TH	33	33
SB RT	<25	<25

Coash Road/Hawkins Road

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	38	43 (34)
EB TH	291	416 (416)
EB RT	<25	<25 (<25)
WB LT	107	38 (97)
WB TH/RT	390	326 (209)
NB LT	80	43 (112)
NB TH/RT	43	38 (68)
SB LT	<25	<25 (<25)
SB TH/RT	50	39 (30)

Values in parentheses are for the 2:45 p.m. to 3:45 p.m. time period.

Design Year (2050) Build Alternative Peak Hour
Queue Length Summary - Roundabouts
Talon Boulevard/Ibis Street

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT/TH	167	645
EB TH/RT	163	606
WB LT/TH	919	187
WB TH/RT	1,012	195
NB LT	319	293
NB LT/TH/RT	340	314
SB LT/TH	<25	<25
SB TH/RT	<25	<25

Proctor Road/Dove Avenue

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT/TH	132	246
EB TH/RT	134	256
WB LT/TH	388	134
WB TH/RT	411	135
NB LT/TH	94	68
NB TH/RT	96	70
SB LT/TH	71	82
SB TH/RT	73	76

Coash Road/Hawkins Road

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB TH/LT	82	81 (111)
EB TH/RT	82	81 (113)
WB TH/LT	125	59 (59)
WB TH/RT	113	57 (57)
NB LT	24	<25 (40)
NB TH/RT	28	<25 (64)
SB LT/TH/RT	54	<25 (<25)

Lorraine Road

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT/TH	345	309
EB TH/RT	369	323
WB LT/TH	360	167
WB TH/RT	382	174
NB LT/TH	233	417
NB TH/RT	241	449
SB LT/TH	111	40
SB TH	116	40
SB RT	71	40

Values in parentheses are for the 2:45 p.m. to 3:45 p.m. time period.

Design Year (2050) Build Alternative Peak Hour
Queue Length Summary (Weekend)

Twin Lakes Park Entrance/Exit - Unsignalized Intersection

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
WB LT	<25	<25
NB LT/RT	175	80

Twin Lakes Park Entrance/Exit - Signalized Intersection

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB TH	368	260
EB RT	33	32
WB LT	<25	<25
WB TH	210	118
NB LT/RT	54	46

Talon Boulevard/Ibis Street - Signalized Intersection

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT	<25	25
EB TH	385	259
EB RT	54	54
WB LT	40	29
WB TH/RT	364	262
NB LT	158	64
NB TH/RT	30	<20
SB LT/TH	<25	<25
SB RT	<25	<25

Talon Boulevard/Ibis Street - Roundabout

Movement	95th-Percentile Queue Length (Feet)	
	AM Peak Hour	PM Peak Hour
EB LT/TH	91	70
EB TH/RT	88	69
WB LT/TH	124	51
WB TH/RT	124	50
NB LT	43	<25
NB LT/TH/RT	44	<25
SB LT/TH	<25	<25
SB TH/RT	<25	<25

APPENDIX W

PRESENT VALUE CRASH COSTS

Table 122.6.2 FDOT KABCO Crash Costs

Crash Severity	Comprehensive Crash Cost
Fatal (K)	$10,890,000
Severe Injury (A)	$888,030
Moderate Injury (B)	$180,180
Minor Injury (C)	$103,950
Property Damage Only (O)	$7,700

Note:

(1) Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

122.6.2 Roadside Safety Analysis Program (RSAP)

This method complements the ***AASHTO Roadside Design Guide***, dated June 2011. When hazards cannot be removed or relocated, designers need to determine if a safety device, such as a guardrail or a crash cushion, is warranted to protect motorists from the roadside obstacle. This method can be used to perform a benefit/cost analysis comparing a potential safety treatment with the existing or baseline conditions (i.e., the do-nothing option) or alternative safety treatments. Based on the input of information available to the user (e.g., offsets, traffic, slopes, crash history, traffic accident severity levels), the program will offer results which can be used in comparing design alternatives.

122.6.3 Highway Safety Manual

The ***AASHTO Highway Safety Manual (HSM)*** provides analytical tools and techniques for quantifying the potential effects on crashes as a result of decisions made in planning, design, operations, and maintenance. The new techniques and knowledge in the HSM reflect the evolution in safety analysis from descriptive (historical) methods to quantitative, predictive analyses. In the ***HSM***, crash frequency is the fundamental basis for safety analysis and is used to reduce crashes and severities through the selection of alternative treatments.

The ***HSM*** includes Safety Performance Functions (SPFs) for many roadway segment and intersection applications. SPFs are equations used to estimate or predict the expected

Table 122.6.4 HSM Crash Distribution for Florida

Type Facility		Abbreviation	K	A	B	C	O
Rural Roadways	2-lane Undivided	R2U	0.028	0.094	0.181	0.187	0.509
	4-lane Undivided	R4U	0.033	0.093	0.164	0.186	0.524
	4-lane Divided	R4D	0.028	0.090	0.187	0.196	0.499
Urban & Suburban Arterials	2-lane Undivided	U2U	0.009	0.050	0.150	0.224	0.567
	3-lane TWLTL	U32LT	N/A				
	4-lane Undivided	U4U	0.004	0.031	0.110	0.204	0.650
	4-lane Divided	U4D	0.008	0.046	0.142	0.234	0.571
	5-lane TWLTL	U52LT	N/A				
Freeways	Rural		0.017	0.065	0.143	0.163	0.612
	Urban		0.006	0.035	0.113	0.206	0.641
	Ramps		0.004	0.032	0.107	0.210	0.647
All	All Roadways and Ramps		0.007	0.041	0.124	0.217	0.611

Notes: K – Fatality; A - Incapacitating Injury; B - Non-incapacitating Injury; C - Possible (or minor) Injury; O - Property Damage Only

Data Source: Florida Department of Transportation, State Safety Office's Crash Analysis Reporting (CAR) database, analysis years 2014 through 2018. Publishing by FDOT State Safety Office on 11/5/2020.

Tools and spreadsheets for use with these analytical methods have been developed and are available on the following websites:

https://safety.fhwa.dot.gov/rsdp/hsm.aspx

https://www.fdot.gov/roadway/QA/Tools.shtm

PRESENT VALUE CRASH COSTS – NO-BUILD ALTERNATIVE

Collision Type /Site Type	2030 $N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
Multiple-vehicle non-driveway															
1 - Hummingbird to Twin Lakes	0.824	0.007	0.041	0.124	0.185	0.467	$80,760	$36,587	$22,270	$19,187	$3,598	$162,402	$138,608	0.868	0.008
2 - Twin Lakes to Talon/Ibis	1.198	0.011	0.060	0.180	0.268	0.679	$117,416	$53,193	$32,378	$27,895	$5,230	$236,113	$201,520	1.245	0.011
3 - Talon/Ibis to Great Egret	1.058	0.010	0.053	0.159	0.237	0.600	$103,695	$46,977	$28,595	$24,635	$4,619	$208,520	$177,970	1.095	0.010
4 - Great Egret to Proctor/Dove	0.885	0.008	0.044	0.133	0.198	0.502	$86,739	$39,295	$23,919	$20,607	$3,864	$174,424	$148,869	0.916	0.008
5 - Proctor/Dove to Sandhill Lake	0.700	0.006	0.035	0.105	0.157	0.397	$68,607	$31,081	$18,919	$16,299	$3,056	$137,962	$117,750	0.732	0.007
6 - Sandhill Lake to Aventura	0.407	0.004	0.020	0.061	0.091	0.231	$39,890	$18,071	$11,000	$9,477	$1,777	$80,215	$68,463	0.426	0.004
7 - Aventura to Coash/Hawkins	1.031	0.009	0.052	0.155	0.231	0.585	$101,048	$45,778	$27,865	$24,007	$4,501	$203,199	$173,428	1.078	0.010
8 - Coash/Hawkins to Lorraine	1.255	0.011	0.063	0.188	0.281	0.712	$123,003	$55,724	$33,919	$29,222	$5,479	$247,347	$211,108	1.320	0.012
Single vehicle															
1 - Hummingbird to Twin Lakes	0.193	0.002	0.010	0.029	0.043	0.109	$18,916	$8,569	$5,216	$4,494	$843	$38,038	$32,465	0.197	0.002
2 - Twin Lakes to Talon/Ibis	0.289	0.003	0.014	0.043	0.065	0.164	$28,325	$12,832	$7,811	$6,729	$1,262	$56,959	$48,614	0.292	0.003
3 - Talon/Ibis to Great Egret	0.396	0.004	0.020	0.059	0.089	0.225	$38,812	$17,583	$10,703	$9,221	$1,729	$78,047	$66,613	0.401	0.004
4 - Great Egret to Proctor/Dove	0.332	0.003	0.017	0.050	0.074	0.188	$32,539	$14,741	$8,973	$7,731	$1,449	$65,434	$55,847	0.335	0.003
5 - Proctor/Dove to Sandhill Lake	0.253	0.002	0.013	0.038	0.057	0.143	$24,797	$11,234	$6,838	$5,891	$1,105	$49,864	$42,558	0.256	0.002
6 - Sandhill Lake to Aventura	0.147	0.001	0.007	0.022	0.033	0.083	$14,407	$6,527	$3,973	$3,423	$642	$28,972	$24,727	0.149	0.001
7 - Aventura to Coash/Hawkins	0.372	0.003	0.019	0.056	0.083	0.211	$36,460	$16,517	$10,054	$8,662	$1,624	$73,317	$62,576	0.377	0.003
8 - Coash/Hawkins to Lorraine	0.522	0.005	0.026	0.078	0.117	0.296	$51,161	$23,178	$14,108	$12,155	$2,279	$102,881	$87,808	0.531	0.005
Multiple-vehicle driveway-related															
1 - Hummingbird to Twin Lakes	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
2 - Twin Lakes to Talon/Ibis	0.023	0.000	0.001	0.003	0.005	0.013	$2,254	$1,021	$622	$536	$100	$4,533	$3,869	0.023	0.000
3 - Talon/Ibis to Great Egret	0.172	0.002	0.009	0.026	0.039	0.098	$16,858	$7,637	$4,649	$4,005	$751	$33,899	$28,933	0.176	0.002
4 - Great Egret to Proctor/Dove	0.157	0.001	0.008	0.024	0.035	0.089	$15,388	$6,971	$4,243	$3,656	$685	$30,943	$26,410	0.160	0.001
5 - Proctor/Dove to Sandhill Lake	0.112	0.001	0.006	0.017	0.025	0.064	$10,977	$4,973	$3,027	$2,608	$489	$22,074	$18,840	0.115	0.001
6 - Sandhill Lake to Aventura	0.158	0.001	0.008	0.024	0.035	0.090	$15,486	$7,015	$4,270	$3,679	$690	$31,140	$26,578	0.162	0.001
7 - Aventura to Coash/Hawkins	0.357	0.003	0.018	0.054	0.080	0.202	$34,990	$15,851	$9,649	$8,313	$1,559	$70,361	$60,052	0.367	0.003
8 - Coash/Hawkins to Lorraine	0.087	0.001	0.004	0.013	0.019	0.049	$8,527	$3,863	$2,351	$2,026	$380	$17,147	$14,635	0.090	0.001
Pedestrian and Bicycle															
1 - Hummingbird to Twin Lakes	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$3,419	0.009	0.000
2 - Twin Lakes to Talon/Ibis	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$5,318	0.014	0.000
3 - Talon/Ibis to Great Egret	0.015	0.000	0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676	$5,698	0.015	0.000
4 - Great Egret to Proctor/Dove	0.012	0.000	0.001	0.004	0.006	0.000	$2,716	$1,231	$749	$645	$0	$5,341	$4,559	0.013	0.000
5 - Proctor/Dove to Sandhill Lake	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$3,419	0.010	0.000
6 - Sandhill Lake to Aventura	0.007	0.000	0.001	0.002	0.004	0.000	$1,584	$718	$437	$376	$0	$3,116	$2,659	0.007	0.000
7 - Aventura to Coash/Hawkins	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$6,078	0.016	0.000
8 - Coash/Hawkins to Lorraine	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$6,078	0.018	0.000
SEGMENT TOTALS															
1 - Hummingbird to Twin Lakes													$174,492		
2 - Twin Lakes to Talon/Ibis													$259,321		
3 - Talon/Ibis to Great Egret													$279,214		
4 - Great Egret to Proctor/Dove													$235,684		
5 - Proctor/Dove to Sandhill Lake													$182,567		
6 - Sandhill Lake to Aventura													$122,427		
7 - Aventura to Coash/Hawkins													$302,134		
8 - Coash/Hawkins to Lorraine													$319,628		
Multiple-vehicle															
1 - Twin Lakes Entr	1.503	0.014	0.075	0.225	0.337	0.852	$147,309	$66,735	$40,622	$34,997	$6,562	$296,225	$252,825	1.549	0.014
2 - Talon Blvd/Ibis St	3.097	0.028	0.155	0.465	0.694	1.756	$303,537	$137,511	$83,703	$72,113	$13,521	$610,385	$520,958	3.223	0.029
3 - Great Egret Blvd	0.746	0.007	0.037	0.112	0.167	0.423	$73,115	$33,124	$20,162	$17,370	$3,257	$147,029	$125,487	0.764	0.007
4 - Proctor Rd/Dove Ave	2.057	0.019	0.103	0.309	0.461	1.167	$201,646	$91,352	$55,605	$47,906	$8,982	$405,491	$346,083	2.138	0.019
5 - Sandhill Lake Dr/Preservation	1.297	0.012	0.065	0.195	0.291	0.735	$127,119	$57,589	$35,054	$30,200	$5,663	$255,625	$218,173	1.325	0.012
6 - Aventura Dr	0.670	0.006	0.034	0.101	0.150	0.380	$65,667	$29,749	$18,108	$15,601	$2,925	$132,050	$112,703	0.690	0.006
7 - Coash Rd/Hawkins Rd	1.008	0.009	0.050	0.151	0.226	0.572	$98,794	$44,757	$27,243	$23,471	$4,401	$198,666	$169,559	1.032	0.009
8 - Lorraine Rd	0.834	0.008	0.042	0.125	0.187	0.473	$81,697	$37,011	$22,529	$19,409	$3,639	$164,286	$140,216	0.867	0.008
9 - Hummingbird Ave	2.103	0.019	0.105	0.315	0.471	1.192	$206,115	$93,376	$56,838	$48,968	$9,181	$414,479	$353,753	2.177	0.020
Single vehicle															
1 - Twin Lakes Entr	0.159	0.001	0.008	0.024	0.036	0.090	$15,584	$7,060	$4,297	$3,702	$694	$31,337	$26,746	0.160	0.001
2 - Talon Blvd/Ibis St	0.212	0.002	0.011	0.032	0.047	0.120	$20,778	$9,413	$5,730	$4,936	$926	$41,783	$35,661	0.220	0.002
3 - Great Egret Blvd	0.116	0.001	0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701	$506	$22,862	$19,513	0.116	0.001
4 - Proctor Rd/Dove Ave	0.149	0.001	0.007	0.022	0.033	0.085	$14,607	$6,618	$4,028	$3,470	$651	$29,374	$25,071	0.154	0.001
5 - Sandhill Lake Dr/Preservation	0.197	0.002	0.010	0.030	0.044	0.112	$19,308	$8,747	$5,324	$4,587	$860	$38,827	$33,138	0.199	0.002
6 - Aventura Dr	0.097	0.001	0.005	0.015	0.022	0.055	$9,507	$4,307	$2,622	$2,259	$423	$19,118	$16,317	0.098	0.001
7 - Coash Rd/Hawkins Rd	0.126	0.001	0.006	0.019	0.028	0.071	$12,349	$5,595	$3,405	$2,934	$550	$24,833	$21,195	0.127	0.001
8 - Lorraine Rd	0.090	0.001	0.005	0.014	0.020	0.051	$8,864	$4,016	$2,444	$2,106	$395	$17,825	$15,213	0.092	0.001
9 - Hummingbird Ave	0.238	0.002	0.012	0.036	0.053	0.135	$23,326	$10,568	$6,432	$5,542	$1,039	$46,907	$40,035	0.239	0.002
Pedestrian and Bicycle															
1 - Twin Lakes Entr	0.062	0.001	0.003	0.009	0.014	0.035	$6,077	$2,753	$1,676	$1,444	$271	$12,220	$10,429	0.063	0.001
2 - Talon Blvd/Ibis St	0.061	0.001	0.003	0.009	0.014	0.035	$5,979	$2,708	$1,649	$1,420	$266	$12,022	$10,261	0.064	0.001
3 - Great Egret Blvd	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307	$5,383	0.032	0.000
4 - Proctor Rd/Dove Ave	0.041	0.000	0.002	0.006	0.009	0.023	$4,049	$1,834	$1,116	$962	$180	$8,142	$6,949	0.042	0.000
5 - Sandhill Lake Dr/Preservation	0.060	0.001	0.003	0.009	0.013	0.034	$5,881	$2,664	$1,622	$1,397	$262	$11,825	$10,093	0.061	0.001
6 - Aventura Dr	0.028	0.000	0.001	0.004	0.006	0.016	$2,744	$1,243	$757	$652	$122	$5,518	$4,710	0.030	0.000
7 - Coash Rd/Hawkins Rd	0.045	0.000	0.002	0.007	0.010	0.026	$4,410	$1,998	$1,216	$1,048	$196	$8,869	$7,570	0.046	0.000
8 - Lorraine Rd	0.037	0.000	0.002	0.006	0.008	0.021	$3,622	$1,641	$999	$861	$161	$7,284	$6,217	0.038	0.000
9 - Hummingbird Ave	0.086	0.001	0.004	0.013	0.019	0.049	$8,429	$3,819	$2,324	$2,002	$375	$16,950	$14,466	0.090	0.001
INTERSECTION TOTALS															
1 - Twin Lakes Entr													$290,000		
2 - Talon Blvd/Ibis St													$566,880		
3 - Great Egret Blvd													$150,383		
4 - Proctor Rd/Dove Ave													$378,102		
5 - Sandhill Lake Dr/Preservation													$261,404		
6 - Aventura Dr													$133,730		
7 - Coash Rd/Hawkins Rd													$198,324		
8 - Lorraine Rd													$161,647		
9 - Hummingbird Ave													$408,255		

Note : A CMF = 0.81 was applied to the Proctor Road/Dove Avenue intersection crashes and a CMF = 0.28 was applied to the Lorraine Road intersection crashes

2031											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.043	0.130	0.194	0.492	$85,073	$38,541	$23,459	$20,211	$3,790	$171,073	$143,147	0.914	0.008	0.046	0.137	0.205	0.518	$89,581
0.062	0.187	0.279	0.706	$122,022	$55,280	$33,649	$28,990	$5,436	$245,376	$205,320	1.322	0.012	0.066	0.198	0.296	0.750	$129,569
0.055	0.164	0.245	0.621	$107,321	$48,620	$29,595	$25,497	$4,781	$215,813	$180,582	1.113	0.010	0.056	0.167	0.249	0.631	$109,085
0.046	0.137	0.205	0.519	$89,777	$40,672	$24,757	$21,329	$3,999	$180,534	$151,063	0.947	0.009	0.047	0.142	0.212	0.537	$92,815
0.037	0.110	0.164	0.415	$71,743	$32,502	$19,784	$17,044	$3,196	$144,269	$120,718	0.756	0.007	0.038	0.113	0.169	0.429	$74,096
0.021	0.064	0.095	0.242	$41,752	$18,915	$11,514	$9,919	$1,860	$83,960	$70,254	0.440	0.004	0.022	0.066	0.099	0.249	$43,124
0.054	0.162	0.241	0.611	$105,655	$47,865	$29,135	$25,101	$4,706	$212,462	$177,779	1.113	0.010	0.056	0.167	0.249	0.631	$109,085
0.066	0.198	0.296	0.748	$129,373	$58,610	$35,676	$30,736	$5,763	$260,158	$217,688	1.369	0.012	0.068	0.205	0.307	0.776	$134,176
0.010	0.030	0.044	0.112	$19,308	$8,747	$5,324	$4,587	$860	$38,827	32,488	0.200	0.002	0.010	0.030	0.045	0.113	$19,602
0.015	0.044	0.065	0.166	$28,619	$12,965	$7,892	$6,799	$1,275	$57,550	48,155	0.298	0.003	0.015	0.045	0.067	0.169	$29,207
0.020	0.060	0.090	0.227	$39,302	$17,805	$10,838	$9,337	$1,751	$79,033	66,131	0.406	0.004	0.020	0.061	0.091	0.230	$39,792
0.017	0.050	0.075	0.190	$32,833	$14,875	$9,054	$7,800	$1,463	$66,025	55,247	0.339	0.003	0.017	0.051	0.076	0.192	$33,225
0.013	0.038	0.057	0.145	$25,091	$11,367	$6,919	$5,961	$1,118	$50,455	42,218	0.259	0.002	0.013	0.039	0.058	0.147	$25,385
0.007	0.022	0.033	0.084	$14,603	$6,616	$4,027	$3,469	$651	$29,366	24,572	0.151	0.001	0.008	0.023	0.034	0.086	$14,800
0.019	0.057	0.084	0.214	$36,950	$16,739	$10,189	$8,778	$1,646	$74,303	62,173	0.382	0.003	0.019	0.057	0.086	0.217	$37,440
0.027	0.080	0.119	0.301	$52,043	$23,577	$14,351	$12,364	$2,318	$104,654	87,570	0.538	0.005	0.027	0.081	0.121	0.305	$52,729
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.001	0.003	0.005	0.013	$2,254	$1,021	$622	$536	$100	$4,533	$3,793	0.024	0.000	0.001	0.004	0.005	0.014	$2,352
0.009	0.026	0.039	0.100	$17,250	$7,815	$4,757	$4,098	$768	$34,688	$29,025	0.179	0.002	0.009	0.027	0.040	0.101	$17,544
0.008	0.024	0.036	0.091	$15,682	$7,104	$4,324	$3,726	$699	$31,534	$26,386	0.163	0.001	0.008	0.024	0.037	0.092	$15,976
0.006	0.017	0.026	0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$18,965	0.117	0.001	0.006	0.018	0.026	0.066	$11,467
0.008	0.024	0.036	0.092	$15,878	$7,193	$4,378	$3,772	$707	$31,928	$26,716	0.165	0.001	0.008	0.025	0.037	0.094	$16,172
0.018	0.055	0.082	0.208	$35,970	$16,295	$9,919	$8,546	$1,602	$72,332	$60,524	0.374	0.003	0.019	0.056	0.084	0.212	$36,656
0.005	0.014	0.020	0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738	$14,842	0.092	0.001	0.005	0.014	0.021	0.052	$9,017
0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$3,352	0.010	0.000	0.001	0.003	0.005	0.000	$2,264
0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$5,214	0.015	0.000	0.002	0.005	0.008	0.000	$3,395
0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676	$5,586	0.016	0.000	0.002	0.006	0.008	0.000	$3,622
0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786	$4,842	0.013	0.000	0.002	0.005	0.007	0.000	$2,943
0.001	0.003	0.005	0.000	$2,264	$1,025	$624	$538	$0	$4,451	$3,724	0.011	0.000	0.001	0.004	0.006	0.000	$2,490
0.001	0.002	0.004	0.000	$1,584	$718	$437	$376	$0	$3,116	$2,607	0.007	0.000	0.001	0.002	0.004	0.000	$1,584
0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$5,959	0.016	0.000	0.002	0.006	0.008	0.000	$3,622
0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$6,704	0.018	0.000	0.002	0.006	0.009	0.000	$4,074
										$178,987							
										$262,482							
										$281,325							
										$237,537							
										$185,626							
										$124,150							
										$306,435							
										$326,805							
0.077	0.232	0.347	0.878	$151,817	$68,778	$41,865	$36,068	$6,763	$305,291	$255,454	1.607	0.014	0.080	0.241	0.360	0.911	$157,502
0.161	0.483	0.722	1.827	$315,886	$143,106	$87,108	$75,047	$14,071	$635,218	$531,522	3.369	0.030	0.168	0.505	0.755	1.910	$330,196
0.038	0.115	0.171	0.433	$74,880	$33,923	$20,649	$17,790	$3,336	$150,576	$125,995	0.781	0.007	0.039	0.117	0.175	0.443	$76,546
0.107	0.321	0.479	1.212	$209,505	$94,912	$57,773	$49,773	$9,333	$421,296	$352,522	2.210	0.020	0.110	0.331	0.495	1.253	$216,571
0.066	0.199	0.297	0.751	$129,863	$58,832	$35,811	$30,852	$5,785	$261,143	$218,513	1.346	0.012	0.067	0.202	0.302	0.763	$131,921
0.035	0.104	0.155	0.391	$67,627	$30,637	$18,649	$16,067	$3,012	$135,992	$113,792	0.704	0.006	0.035	0.106	0.158	0.399	$68,999
0.052	0.155	0.231	0.585	$101,146	$45,822	$27,892	$24,030	$4,506	$203,396	$170,193	1.064	0.010	0.053	0.160	0.238	0.603	$104,283
0.043	0.130	0.194	0.492	$85,018	$38,516	$23,444	$20,198	$3,787	$170,963	$143,054	0.899	0.008	0.045	0.135	0.201	0.510	$88,119
0.109	0.327	0.488	1.234	$213,368	$96,662	$58,838	$50,691	$9,505	$429,063	$359,021	2.293	0.021	0.115	0.344	0.514	1.300	$224,737
0.008	0.024	0.036	0.091	$15,682	$7,104	$4,324	$3,726	$699	$31,534	$26,386	0.160	0.001	0.008	0.024	0.036	0.091	$15,682
0.011	0.033	0.049	0.125	$21,562	$9,768	$5,946	$5,123	$960	$43,360	$36,281	0.227	0.002	0.011	0.034	0.051	0.129	$22,248
0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701	$506	$22,862	$19,130	0.117	0.001	0.006	0.018	0.026	0.066	$11,467
0.008	0.023	0.034	0.087	$15,084	$6,833	$4,159	$3,584	$672	$30,332	$25,380	0.159	0.001	0.008	0.024	0.036	0.090	$15,560
0.010	0.030	0.045	0.113	$19,504	$8,836	$5,378	$4,634	$869	$39,221	$32,818	0.200	0.002	0.010	0.030	0.045	0.113	$19,602
0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282	$428	$19,315	$16,162	0.098	0.001	0.005	0.015	0.022	0.056	$9,605
0.006	0.019	0.028	0.072	$12,447	$5,639	$3,432	$2,957	$554	$25,030	$20,944	0.129	0.001	0.006	0.019	0.029	0.073	$12,643
0.005	0.014	0.021	0.052	$9,001	$4,078	$2,482	$2,138	$401	$18,101	$15,146	0.093	0.001	0.005	0.014	0.021	0.053	$9,138
0.012	0.036	0.054	0.136	$23,424	$10,612	$6,459	$5,565	$1,043	$47,104	$39,415	0.246	0.002	0.012	0.037	0.055	0.139	$24,110
0.003	0.009	0.014	0.036	$6,175	$2,797	$1,703	$1,467	$275	$12,417	$10,390	0.065	0.001	0.003	0.010	0.015	0.037	$6,371
0.003	0.010	0.014	0.036	$6,273	$2,842	$1,730	$1,490	$279	$12,614	$10,555	0.066	0.001	0.003	0.010	0.015	0.037	$6,469
0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307	$5,277	0.033	0.000	0.002	0.005	0.007	0.019	$3,234
0.002	0.006	0.009	0.024	$4,128	$1,870	$1,138	$981	$184	$8,301	$6,946	0.044	0.000	0.002	0.007	0.010	0.025	$4,287
0.003	0.009	0.014	0.035	$5,979	$2,708	$1,649	$1,420	$266	$12,022	$10,060	0.062	0.001	0.003	0.009	0.014	0.035	$6,077
0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913	$4,947	0.030	0.000	0.002	0.005	0.007	0.017	$2,940
0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066	$7,586	0.047	0.000	0.002	0.007	0.011	0.027	$4,606
0.002	0.006	0.009	0.022	$3,760	$1,703	$1,037	$893	$167	$7,560	$6,326	0.040	0.000	0.002	0.006	0.009	0.023	$3,897
0.005	0.014	0.020	0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738	$14,842	0.094	0.001	0.005	0.014	0.021	0.053	$9,213
										$292,230							
										$578,358							
										$150,403							
										$384,848							
										$261,391							
										$134,901							
										$198,723							
										$164,526							
										$413,278							

)32						2033											
Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)
$40,583	$24,703	$21,282	$3,990	$180,140	$147,777	0.953	0.009	0.048	0.143	0.213	0.540	$93,404	$42,315	$25,757	$22,190	$4,161	$187,826
$58,699	$35,730	$30,783	$5,772	$260,552	$213,743	1.391	0.013	0.070	0.209	0.312	0.789	$136,332	$61,762	$37,595	$32,389	$6,073	$274,151
$49,419	$30,081	$25,916	$4,859	$219,360	$179,952	1.158	0.010	0.058	0.174	0.259	0.657	$113,496	$51,417	$31,297	$26,964	$5,056	$228,229
$42,048	$25,595	$22,051	$4,135	$186,643	$153,113	0.969	0.009	0.048	0.145	0.217	0.549	$94,972	$43,025	$26,189	$22,563	$4,231	$190,979
$33,568	$20,432	$17,603	$3,301	$148,999	$122,231	0.789	0.007	0.039	0.118	0.177	0.447	$77,330	$35,033	$21,324	$18,372	$3,445	$155,503
$19,537	$11,892	$10,245	$1,921	$86,719	$71,140	0.459	0.004	0.023	0.069	0.103	0.260	$44,987	$20,380	$12,405	$10,688	$2,004	$90,464
$49,419	$30,081	$25,916	$4,859	$219,360	$179,952	1.161	0.010	0.058	0.174	0.260	0.658	$113,790	$51,550	$31,378	$27,034	$5,069	$228,821
$60,786	$37,000	$31,877	$5,977	$269,815	$221,342	1.436	0.013	0.072	0.215	0.322	0.814	$140,742	$63,761	$38,811	$33,437	$6,269	$283,020
$8,880	$5,405	$4,657	$873	$39,418	$32,336	0.203	0.002	0.010	0.030	0.045	0.115	$19,896	$9,014	$5,486	$4,727	$886	$40,009
$13,232	$8,054	$6,939	$1,301	$58,733	$48,181	0.303	0.003	0.015	0.045	0.068	0.172	$29,697	$13,454	$8,189	$7,055	$1,323	$59,718
$18,027	$10,973	$9,454	$1,773	$80,018	$65,643	0.409	0.004	0.020	0.061	0.092	0.232	$40,086	$18,160	$11,054	$9,523	$1,786	$80,609
$15,052	$9,162	$7,894	$1,480	$66,813	$54,810	0.342	0.003	0.017	0.051	0.077	0.194	$33,519	$15,185	$9,243	$7,963	$1,493	$67,405
$11,500	$7,000	$6,031	$1,131	$51,046	$41,876	0.263	0.002	0.013	0.039	0.059	0.149	$25,777	$11,678	$7,108	$6,124	$1,148	$51,834
$6,705	$4,081	$3,516	$659	$29,760	$24,414	0.153	0.001	0.008	0.023	0.034	0.087	$14,996	$6,793	$4,135	$3,563	$668	$30,155
$16,961	$10,324	$8,895	$1,668	$75,288	$61,762	0.387	0.003	0.019	0.058	0.087	0.219	$37,930	$17,183	$10,459	$9,011	$1,690	$76,274
$23,888	$14,541	$12,527	$2,349	$106,034	$86,985	0.546	0.005	0.027	0.082	0.122	0.310	$53,513	$24,243	$14,757	$12,714	$2,384	$107,611
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$1,066	$649	$559	$105	$4,730	$3,880	0.025	0.000	0.001	0.004	0.006	0.014	$2,450	$1,110	$676	$582	$109	$4,927
$7,948	$4,838	$4,168	$781	$35,279	$28,941	0.182	0.002	0.009	0.027	0.041	0.103	$17,838	$8,081	$4,919	$4,238	$795	$35,870
$7,237	$4,405	$3,795	$712	$32,126	$26,354	0.165	0.001	0.008	0.025	0.037	0.094	$16,172	$7,326	$4,459	$3,842	$720	$32,520
$5,195	$3,162	$2,724	$511	$23,059	$18,917	0.120	0.001	0.006	0.018	0.027	0.068	$11,761	$5,328	$3,243	$2,794	$524	$23,651
$7,326	$4,459	$3,842	$720	$32,520	$26,677	0.170	0.002	0.009	0.026	0.038	0.096	$16,662	$7,548	$4,595	$3,958	$742	$33,505
$16,606	$10,108	$8,709	$1,633	$73,711	$60,469	0.383	0.003	0.019	0.057	0.086	0.217	$37,538	$17,006	$10,351	$8,918	$1,672	$75,485
$4,085	$2,486	$2,142	$402	$18,132	$14,875	0.094	0.001	0.005	0.014	0.021	0.053	$9,213	$4,174	$2,541	$2,189	$410	$18,526
$1,025	$624	$538	$0	$4,451	$3,651	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896
$1,538	$936	$807	$0	$6,676	$5,477	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121
$1,641	$999	$860	$0	$7,121	$5,842	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121
$1,333	$811	$699	$0	$5,786	$4,747	0.013	0.000	0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786
$1,128	$687	$592	$0	$4,896	$4,016	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896
$718	$437	$376	$0	$3,116	$2,556	0.007	0.000	0.001	0.002	0.004	0.000	$1,584	$718	$437	$376	$0	$3,116
$1,641	$999	$860	$0	$7,121	$5,842	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
$1,846	$1,124	$968	$0	$8,012	$6,572	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
					$183,765												
					$271,282												
					$280,378												
					$239,024												
					$187,040												
					$124,787												
					$308,025												
					$329,774												
$71,353	$43,432	$37,419	$7,016	$316,722	$259,823	1.723	0.016	0.086	0.258	0.386	0.977	$168,871	$76,504	$46,568	$40,120	$7,522	$339,585
$149,589	$91,054	$78,446	$14,709	$663,994	$544,706	3.504	0.032	0.175	0.526	0.785	1.987	$343,427	$155,583	$94,703	$81,590	$15,298	$690,601
$34,678	$21,108	$18,185	$3,410	$153,927	$126,273	0.792	0.007	0.040	0.119	0.177	0.449	$77,624	$35,166	$21,405	$18,442	$3,458	$156,095
$98,113	$59,721	$51,452	$9,647	$435,504	$357,265	2.283	0.021	0.114	0.342	0.511	1.294	$223,716	$101,350	$61,691	$53,149	$9,966	$449,872
$59,764	$36,378	$31,341	$5,877	$265,282	$217,624	1.375	0.012	0.069	0.206	0.308	0.780	$134,764	$61,052	$37,162	$32,017	$6,003	$270,998
$31,259	$19,027	$16,392	$3,074	$138,751	$113,824	0.724	0.007	0.036	0.109	0.162	0.411	$70,959	$32,147	$19,568	$16,858	$3,161	$142,693
$47,243	$28,757	$24,775	$4,645	$209,703	$172,029	1.088	0.010	0.054	0.163	0.244	0.617	$106,635	$48,309	$29,405	$25,334	$4,750	$214,433
$39,921	$24,299	$20,935	$3,925	$177,199	$145,365	0.933	0.008	0.047	0.140	0.209	0.529	$91,439	$41,425	$25,215	$21,724	$4,073	$183,876
$101,813	$61,973	$53,392	$10,011	$451,926	$370,736	2.359	0.021	0.118	0.354	0.528	1.338	$231,206	$104,743	$63,757	$54,929	$10,299	$464,933
$7,104	$4,324	$3,726	$699	$31,534	$25,869	0.169	0.002	0.008	0.025	0.038	0.096	$16,564	$7,504	$4,568	$3,935	$738	$33,308
$10,079	$6,135	$5,286	$991	$44,739	$36,702	0.235	0.002	0.012	0.035	0.053	0.133	$23,032	$10,434	$6,351	$5,472	$1,026	$46,316
$5,195	$3,162	$2,724	$511	$23,059	$18,917	0.117	0.001	0.006	0.018	0.026	0.066	$11,467	$5,195	$3,162	$2,724	$511	$23,059
$7,049	$4,291	$3,697	$693	$31,290	$25,669	0.163	0.001	0.008	0.024	0.036	0.092	$15,957	$7,229	$4,400	$3,791	$711	$32,088
$8,880	$5,405	$4,657	$873	$39,418	$32,336	0.202	0.002	0.010	0.030	0.045	0.115	$19,798	$8,969	$5,459	$4,704	$882	$39,812
$4,351	$2,649	$2,282	$428	$19,315	$15,845	0.098	0.001	0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282	$428	$19,315
$5,728	$3,486	$3,004	$563	$25,425	$20,857	0.130	0.001	0.007	0.020	0.029	0.074	$12,741	$5,772	$3,514	$3,027	$568	$25,622
$4,140	$2,520	$2,171	$407	$18,377	$15,075	0.095	0.001	0.005	0.014	0.021	0.054	$9,276	$4,202	$2,558	$2,204	$413	$18,653
$10,923	$6,649	$5,728	$1,074	$48,484	$39,774	0.247	0.002	0.012	0.037	0.055	0.140	$24,208	$10,967	$6,676	$5,751	$1,078	$48,681
$2,886	$1,757	$1,514	$284	$12,811	$10,509	0.070	0.001	0.004	0.011	0.016	0.040	$6,861	$3,108	$1,892	$1,630	$306	$13,796
$2,930	$1,784	$1,537	$288	$13,008	$10,671	0.068	0.001	0.003	0.010	0.015	0.039	$6,665	$3,019	$1,838	$1,583	$297	$13,402
$1,465	$892	$768	$144	$6,504	$5,335	0.034	0.000	0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701
$1,942	$1,182	$1,018	$191	$8,621	$7,072	0.045	0.000	0.002	0.007	0.010	0.025	$4,366	$1,978	$1,204	$1,037	$195	$8,780
$2,753	$1,676	$1,444	$271	$12,220	$10,024	0.063	0.001	0.003	0.009	0.014	0.036	$6,175	$2,797	$1,703	$1,467	$275	$12,417
$1,332	$811	$699	$131	$5,913	$4,850	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913
$2,087	$1,270	$1,094	$205	$9,263	$7,599	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657
$1,765	$1,075	$926	$174	$7,836	$6,428	0.041	0.000	0.002	0.006	0.009	0.023	$4,034	$1,828	$1,112	$958	$180	$8,112
$4,174	$2,541	$2,189	$410	$18,526	$15,198	0.097	0.001	0.005	0.015	0.022	0.055	$9,507	$4,307	$2,622	$2,259	$423	$19,118
					$296,201												
					$592,079												
					$150,526												
					$390,006												
					$259,984												
					$134,519												
					$200,485												
					$166,869												
					$425,708												

	2034																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$151,062	1.001	0.009	0.050	0.150	0.224	0.568	$98,108	$44,446	$27,054	$23,308	$4,370	$197,286	$155,559	1.049	0.009	0.052	0.157	0.235
$220,490	1.451	0.013	0.073	0.218	0.325	0.823	$142,213	$64,427	$39,216	$33,786	$6,335	$285,976	$225,490	1.523	0.014	0.076	0.228	0.341
$183,556	1.197	0.011	0.060	0.180	0.268	0.679	$117,318	$53,149	$32,351	$27,872	$5,226	$235,916	$186,018	1.235	0.011	0.062	0.185	0.277
$153,598	1.001	0.009	0.050	0.150	0.224	0.568	$98,108	$44,446	$27,054	$23,308	$4,370	$197,286	$155,559	1.033	0.009	0.052	0.155	0.231
$125,066	0.813	0.007	0.041	0.122	0.182	0.461	$79,682	$36,098	$21,973	$18,931	$3,549	$160,234	$126,343	0.847	0.008	0.042	0.127	0.190
$72,757	0.473	0.004	0.024	0.071	0.106	0.268	$46,359	$21,002	$12,784	$11,014	$2,065	$93,223	$73,506	0.493	0.004	0.025	0.074	0.110
$184,032	1.198	0.011	0.060	0.180	0.268	0.679	$117,416	$53,193	$32,378	$27,895	$5,230	$236,113	$186,173	1.247	0.011	0.062	0.187	0.279
$227,623	1.487	0.013	0.074	0.223	0.333	0.843	$145,741	$66,025	$40,189	$34,624	$6,492	$293,072	$231,085	1.556	0.014	0.078	0.233	0.349
$32,178	0.206	0.002	0.010	0.031	0.046	0.117	$20,190	$9,147	$5,568	$4,797	$899	$40,600	$32,013	0.210	0.002	0.011	0.032	0.047
$48,029	0.308	0.003	0.015	0.046	0.069	0.175	$30,187	$13,676	$8,324	$7,172	$1,345	$60,703	$47,864	0.313	0.003	0.016	0.047	0.070
$64,831	0.413	0.004	0.021	0.062	0.093	0.234	$40,478	$18,338	$11,162	$9,617	$1,803	$81,398	$64,182	0.417	0.004	0.021	0.063	0.093
$54,211	0.345	0.003	0.017	0.052	0.077	0.196	$33,813	$15,319	$9,324	$8,033	$1,506	$67,996	$53,614	0.349	0.003	0.017	0.052	0.078
$41,689	0.265	0.002	0.013	0.040	0.059	0.150	$25,973	$11,766	$7,162	$6,170	$1,157	$52,229	$41,182	0.269	0.002	0.013	0.040	0.060
$24,252	0.154	0.001	0.008	0.023	0.034	0.087	$15,094	$6,838	$4,162	$3,586	$672	$30,352	$23,932	0.157	0.001	0.008	0.024	0.035
$61,344	0.391	0.004	0.020	0.059	0.088	0.222	$38,322	$17,361	$10,568	$9,104	$1,707	$77,062	$60,763	0.396	0.004	0.020	0.059	0.089
$86,547	0.553	0.005	0.028	0.083	0.124	0.314	$54,200	$24,554	$14,946	$12,876	$2,414	$108,990	$85,938	0.561	0.005	0.028	0.084	0.126
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$3,963	0.026	0.000	0.001	0.004	0.006	0.015	$2,548	$1,154	$703	$605	$114	$5,124	$4,040	0.026	0.000	0.001	0.004	0.006
$28,849	0.185	0.002	0.009	0.028	0.041	0.105	$18,132	$8,214	$5,000	$4,308	$808	$36,462	$28,750	0.189	0.002	0.009	0.028	0.042
$26,154	0.168	0.002	0.008	0.025	0.038	0.095	$16,466	$7,459	$4,541	$3,912	$733	$33,111	$26,108	0.172	0.002	0.009	0.026	0.039
$19,021	0.122	0.001	0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$18,959	0.125	0.001	0.006	0.019	0.028
$26,947	0.173	0.002	0.009	0.026	0.039	0.098	$16,956	$7,681	$4,676	$4,028	$755	$34,096	$26,885	0.177	0.002	0.009	0.027	0.040
$60,710	0.390	0.004	0.020	0.059	0.087	0.221	$38,224	$17,317	$10,541	$9,081	$1,703	$76,865	$60,607	0.400	0.004	0.020	0.060	0.090
$14,900	0.096	0.001	0.005	0.014	0.022	0.054	$9,409	$4,263	$2,595	$2,235	$419	$18,921	$14,919	0.099	0.001	0.005	0.015	0.022
$3,938	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896	$3,860	0.011	0.000	0.001	0.004	0.006
$5,727	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$5,615	0.016	0.000	0.002	0.006	0.008
$5,727	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$5,615	0.016	0.000	0.002	0.006	0.008
$4,654	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,913	0.014	0.000	0.002	0.005	0.007
$3,938	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896	$3,860	0.011	0.000	0.001	0.004	0.006
$2,506	0.007	0.000	0.001	0.002	0.004	0.000	$1,584	$718	$437	$376	$0	$3,116	$2,457	0.007	0.000	0.001	0.002	0.004
$6,443	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$6,317	0.018	0.000	0.002	0.006	0.009
$6,443	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$7,019	0.020	0.000	0.002	0.007	0.010
$187,177													$191,432					
$278,209													$283,010					
$282,964													$284,564					
$238,617													$240,194					
$189,713													$190,345					
$126,462													$126,779					
$312,529													$313,861					
$335,513													$338,961					
$273,115	1.775	0.016	0.089	0.266	0.398	1.006	$173,968	$78,813	$47,973	$41,331	$7,749	$349,833	$275,841	1.832	0.016	0.092	0.275	0.410
$555,425	3.632	0.033	0.182	0.545	0.814	2.059	$355,972	$161,266	$98,162	$84,570	$15,857	$715,828	$564,425	3.779	0.034	0.189	0.567	0.846
$125,541	0.810	0.007	0.041	0.122	0.181	0.459	$79,388	$35,965	$21,892	$18,861	$3,536	$159,642	$125,877	0.827	0.007	0.041	0.124	0.185
$361,815	2.355	0.021	0.118	0.353	0.528	1.336	$230,861	$104,587	$63,662	$54,847	$10,284	$464,240	$366,050	2.437	0.022	0.122	0.366	0.546
$217,953	1.395	0.013	0.070	0.209	0.312	0.791	$136,724	$61,940	$37,703	$32,482	$6,090	$274,939	$216,788	1.423	0.013	0.071	0.213	0.319
$114,762	0.739	0.007	0.037	0.111	0.166	0.419	$72,429	$32,813	$19,973	$17,207	$3,226	$145,649	$114,843	0.759	0.007	0.038	0.114	0.170
$172,461	1.105	0.010	0.055	0.166	0.248	0.627	$108,301	$49,064	$29,865	$25,730	$4,824	$217,784	$171,721	1.129	0.010	0.056	0.169	0.253
$147,885	0.964	0.009	0.048	0.145	0.216	0.546	$94,458	$42,792	$26,048	$22,441	$4,208	$189,947	$149,772	1.001	0.009	0.050	0.150	0.224
$373,929	2.478	0.022	0.124	0.372	0.555	1.405	$242,869	$110,027	$66,973	$57,700	$10,819	$488,387	$385,090	2.556	0.023	0.128	0.383	0.573
$26,788	0.170	0.002	0.009	0.026	0.038	0.096	$16,662	$7,548	$4,595	$3,958	$742	$33,505	$26,419	0.171	0.002	0.009	0.026	0.038
$37,250	0.242	0.002	0.012	0.036	0.054	0.137	$23,718	$10,745	$6,541	$5,635	$1,057	$47,696	$37,608	0.250	0.002	0.013	0.038	0.056
$18,546	0.117	0.001	0.006	0.018	0.026	0.066	$11,467	$5,195	$3,162	$2,724	$511	$23,059	$18,182	0.118	0.001	0.006	0.018	0.026
$25,807	0.167	0.002	0.008	0.025	0.037	0.095	$16,354	$7,409	$4,510	$3,885	$728	$32,886	$25,931	0.172	0.002	0.009	0.026	0.038
$32,019	0.203	0.002	0.010	0.030	0.045	0.115	$19,896	$9,014	$5,486	$4,727	$886	$40,009	$31,547	0.205	0.002	0.010	0.031	0.046
$15,534	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512	$15,385	0.099	0.001	0.005	0.015	0.022
$20,607	0.131	0.001	0.007	0.020	0.029	0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$20,358	0.132	0.001	0.007	0.020	0.030
$15,002	0.096	0.001	0.005	0.014	0.022	0.054	$9,413	$4,264	$2,596	$2,236	$419	$18,928	$14,925	0.098	0.001	0.005	0.015	0.022
$39,152	0.253	0.002	0.013	0.038	0.057	0.143	$24,797	$11,234	$6,838	$5,891	$1,105	$49,864	$39,317	0.254	0.002	0.013	0.038	0.057
$11,096	0.072	0.001	0.004	0.011	0.016	0.041	$7,057	$3,197	$1,946	$1,677	$314	$14,190	$11,189	0.074	0.001	0.004	0.011	0.017
$10,779	0.071	0.001	0.004	0.011	0.016	0.040	$6,959	$3,153	$1,919	$1,653	$310	$13,993	$11,034	0.075	0.001	0.004	0.011	0.017
$5,389	0.034	0.000	0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701	$5,284	0.035	0.000	0.002	0.005	0.008
$7,062	0.046	0.000	0.002	0.007	0.010	0.026	$4,525	$2,050	$1,248	$1,075	$202	$9,100	$7,175	0.049	0.000	0.002	0.007	0.011
$9,986	0.064	0.001	0.003	0.010	0.014	0.036	$6,273	$2,842	$1,730	$1,490	$279	$12,614	$9,946	0.065	0.001	0.003	0.010	0.015
$4,755	0.031	0.000	0.002	0.005	0.007	0.018	$3,038	$1,376	$838	$722	$135	$6,110	$4,818	0.032	0.000	0.002	0.005	0.007
$7,767	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$7,615	0.051	0.000	0.003	0.008	0.011
$6,524	0.042	0.000	0.002	0.006	0.009	0.024	$4,144	$1,877	$1,143	$984	$185	$8,333	$6,570	0.044	0.000	0.002	0.007	0.010
$15,376	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$15,696	0.104	0.001	0.005	0.016	0.023
$311,000													$313,449					
$603,454													$613,067					
$149,476													$149,343					
$394,684													$399,155					
$259,959													$258,281					
$135,052													$135,046					
$200,834													$199,693					
$169,411													$171,267					
$428,457													$440,103					

2035								2036									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
0.595	$102,812	$46,577	$28,351	$24,426	$4,580	$206,747	$159,822	1.098	0.010	0.055	0.165	0.246	0.623	$107,615	$48,753	$29,676	$25,567
0.864	$149,269	$67,623	$41,162	$35,463	$6,649	$300,167	$232,039	1.596	0.014	0.080	0.239	0.358	0.905	$156,424	$70,865	$43,135	$37,163
0.700	$121,042	$54,836	$33,378	$28,757	$5,392	$243,405	$188,160	1.275	0.011	0.064	0.191	0.286	0.723	$124,963	$56,612	$34,459	$29,688
0.586	$101,244	$45,867	$27,919	$24,053	$4,510	$203,593	$157,384	1.066	0.010	0.053	0.160	0.239	0.604	$104,479	$47,332	$28,811	$24,822
0.480	$83,014	$37,608	$22,892	$19,722	$3,698	$166,935	$129,046	0.873	0.008	0.044	0.131	0.196	0.495	$85,563	$38,763	$23,595	$20,328
0.280	$48,319	$21,890	$13,324	$11,479	$2,152	$97,165	$75,112	0.508	0.005	0.025	0.076	0.114	0.288	$49,789	$22,556	$13,730	$11,829
0.707	$122,218	$55,369	$33,703	$29,036	$5,444	$245,770	$189,988	1.285	0.012	0.064	0.193	0.288	0.729	$125,943	$57,056	$34,730	$29,921
0.882	$152,504	$69,089	$42,054	$36,231	$6,793	$306,671	$237,066	1.608	0.014	0.080	0.241	0.360	0.912	$157,600	$71,398	$43,459	$37,442
0.119	$20,582	$9,324	$5,676	$4,890	$917	$41,389	$31,995	0.213	0.002	0.011	0.032	0.048	0.121	$20,876	$9,458	$5,757	$4,960
0.177	$30,677	$13,898	$8,459	$7,288	$1,367	$61,689	$47,688	0.318	0.003	0.016	0.048	0.071	0.180	$31,167	$14,120	$8,595	$7,405
0.236	$40,870	$18,515	$11,270	$9,710	$1,821	$82,186	$63,533	0.422	0.004	0.021	0.063	0.095	0.239	$41,360	$18,737	$11,405	$9,826
0.198	$34,205	$15,496	$9,432	$8,126	$1,524	$68,784	$53,172	0.353	0.003	0.018	0.053	0.079	0.200	$34,598	$15,674	$9,541	$8,220
0.153	$26,365	$11,944	$7,270	$6,264	$1,174	$53,017	$40,984	0.272	0.002	0.014	0.041	0.061	0.154	$26,659	$12,077	$7,351	$6,333
0.089	$15,388	$6,971	$4,243	$3,656	$685	$30,943	$23,920	0.158	0.001	0.008	0.024	0.035	0.090	$15,486	$7,015	$4,270	$3,679
0.225	$38,812	$17,583	$10,703	$9,221	$1,729	$78,047	$60,333	0.400	0.004	0.020	0.060	0.090	0.227	$39,204	$17,761	$10,811	$9,314
0.318	$54,984	$24,909	$15,162	$13,063	$2,449	$110,567	$85,472	0.567	0.005	0.028	0.085	0.127	0.321	$55,572	$25,176	$15,324	$13,202
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.015	$2,548	$1,154	$703	$605	$114	$5,124	$3,961	0.027	0.000	0.001	0.004	0.006	0.015	$2,646	$1,199	$730	$629
0.107	$18,524	$8,392	$5,108	$4,401	$825	$37,250	$28,795	0.192	0.002	0.010	0.029	0.043	0.109	$18,818	$8,525	$5,189	$4,471
0.098	$16,858	$7,637	$4,649	$4,005	$751	$33,899	$26,205	0.175	0.002	0.009	0.026	0.039	0.099	$17,152	$7,770	$4,730	$4,075
0.071	$12,251	$5,550	$3,378	$2,911	$546	$24,636	$19,045	0.128	0.001	0.006	0.019	0.029	0.073	$12,545	$5,683	$3,459	$2,980
0.100	$17,348	$7,859	$4,784	$4,121	$773	$34,885	$26,967	0.180	0.002	0.009	0.027	0.040	0.102	$17,642	$7,992	$4,865	$4,191
0.227	$39,204	$17,761	$10,811	$9,314	$1,746	$78,836	$60,943	0.407	0.004	0.020	0.061	0.091	0.231	$39,890	$18,071	$11,000	$9,477
0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512	$15,083	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328
0.000	$2,490	$1,128	$687	$592	$0	$4,896	$3,785	0.012	0.000	0.001	0.004	0.006	0.000	$2,716	$1,231	$749	$645
0.000	$3,622	$1,641	$999	$860	$0	$7,121	$5,505	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968
0.000	$3,622	$1,641	$999	$860	$0	$7,121	$5,505	0.017	0.000	0.002	0.006	0.009	0.000	$3,848	$1,743	$1,061	$914
0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,817	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753
0.000	$2,490	$1,128	$687	$592	$0	$4,896	$3,785	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592
0.000	$1,584	$718	$437	$376	$0	$3,116	$2,408	0.007	0.000	0.001	0.002	0.004	0.000	$1,584	$718	$437	$376
0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$6,193	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968
0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$6,881	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076
							$195,601										
							$289,193										
							$285,993										
							$241,579										
							$192,859										
							$128,407										
							$317,457										
							$344,503										
1.039	$179,554	$81,344	$49,513	$42,658	$7,998	$361,067	$279,117	1.889	0.017	0.094	0.283	0.423	1.071	$185,141	$83,874	$51,054	$43,985
2.143	$370,380	$167,793	$102,135	$87,993	$16,499	$744,800	$575,755	3.918	0.035	0.196	0.588	0.878	2.222	$384,003	$173,965	$105,892	$91,230
0.469	$81,054	$36,720	$22,351	$19,257	$3,611	$162,993	$125,999	0.844	0.008	0.042	0.127	0.189	0.479	$82,720	$37,475	$22,811	$19,652
1.382	$238,879	$108,219	$65,873	$56,752	$10,641	$480,364	$371,337	2.510	0.023	0.126	0.377	0.562	1.423	$246,024	$111,456	$67,843	$58,449
0.807	$139,468	$63,183	$38,459	$33,134	$6,213	$280,458	$216,803	1.444	0.013	0.072	0.217	0.323	0.819	$141,526	$64,116	$39,027	$33,623
0.430	$74,390	$33,701	$20,513	$17,673	$3,314	$149,591	$115,638	0.774	0.007	0.039	0.116	0.173	0.439	$75,860	$34,367	$20,919	$18,022
0.640	$110,653	$50,129	$30,513	$26,289	$4,929	$222,514	$172,010	1.162	0.010	0.058	0.174	0.260	0.659	$113,888	$51,595	$31,405	$27,057
0.567	$98,081	$44,433	$27,046	$23,302	$4,369	$197,231	$152,466	1.030	0.009	0.051	0.154	0.231	0.584	$100,907	$45,714	$27,826	$23,973
1.449	$250,514	$113,490	$69,081	$59,516	$11,159	$503,760	$389,423	2.634	0.024	0.132	0.395	0.590	1.493	$258,158	$116,954	$71,189	$61,332
0.097	$16,760	$7,593	$4,622	$3,982	$747	$33,702	$26,053	0.171	0.002	0.009	0.026	0.038	0.097	$16,760	$7,593	$4,622	$3,982
0.142	$24,503	$11,100	$6,757	$5,821	$1,091	$49,272	$38,089	0.257	0.002	0.013	0.039	0.058	0.146	$25,189	$11,411	$6,946	$5,984
0.067	$11,565	$5,239	$3,189	$2,748	$515	$23,257	$17,978	0.118	0.001	0.006	0.018	0.026	0.067	$11,565	$5,239	$3,189	$2,748
0.097	$16,830	$7,625	$4,641	$3,998	$750	$33,844	$26,163	0.176	0.002	0.009	0.026	0.039	0.100	$17,227	$7,804	$4,751	$4,093
0.116	$20,092	$9,102	$5,541	$4,773	$895	$40,403	$31,233	0.206	0.002	0.010	0.031	0.046	0.117	$20,190	$9,147	$5,568	$4,797
0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512	$15,083	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305
0.075	$12,937	$5,861	$3,568	$3,074	$576	$26,016	$20,111	0.134	0.001	0.007	0.020	0.030	0.076	$13,133	$5,950	$3,622	$3,120
0.055	$9,578	$4,339	$2,641	$2,275	$427	$19,260	$14,888	0.099	0.001	0.005	0.015	0.022	0.056	$9,687	$4,389	$2,671	$2,301
0.144	$24,895	$11,278	$6,865	$5,914	$1,109	$50,061	$38,699	0.256	0.002	0.013	0.038	0.057	0.145	$25,091	$11,367	$6,919	$5,961
0.042	$7,253	$3,286	$2,000	$1,723	$323	$14,585	$11,274	0.076	0.001	0.004	0.011	0.017	0.043	$7,449	$3,375	$2,054	$1,770
0.043	$7,351	$3,330	$2,027	$1,746	$327	$14,782	$11,427	0.079	0.001	0.004	0.012	0.018	0.045	$7,743	$3,508	$2,135	$1,839
0.020	$3,430	$1,554	$946	$815	$153	$6,898	$5,332	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815
0.028	$4,843	$2,194	$1,335	$1,151	$216	$9,738	$7,528	0.051	0.000	0.003	0.008	0.011	0.029	$5,001	$2,266	$1,379	$1,188
0.037	$6,371	$2,886	$1,757	$1,514	$284	$12,811	$9,903	0.066	0.001	0.003	0.010	0.015	0.037	$6,469	$2,930	$1,784	$1,537
0.018	$3,136	$1,421	$865	$745	$140	$6,307	$4,875	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745
0.029	$4,999	$2,264	$1,378	$1,188	$223	$10,052	$7,770	0.051	0.000	0.003	0.008	0.011	0.029	$4,999	$2,264	$1,378	$1,188
0.025	$4,309	$1,952	$1,188	$1,024	$192	$8,664	$6,698	0.045	0.000	0.002	0.007	0.010	0.026	$4,446	$2,014	$1,226	$1,056
0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$15,845	0.107	0.001	0.005	0.016	0.024	0.061	$10,487	$4,751	$2,892	$2,491
							$316,444										
							$625,271										
							$149,309										
							$405,027										
							$257,939										
							$135,597										
							$199,892										
							$174,052										
							$443,966										

			2037														
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
$4,794	$216,404	$164,007	1.148	0.010	0.057	0.172	0.257	0.651	$112,515	$50,973	$31,027	$26,731	$5,012	$226,258	$168,113	1.191	0.011
$6,968	$314,554	$238,393	1.659	0.015	0.083	0.249	0.372	0.941	$162,599	$73,662	$44,838	$38,629	$7,243	$326,971	$242,944	1.735	0.016
$5,567	$251,289	$190,445	1.301	0.012	0.065	0.195	0.291	0.738	$127,511	$57,766	$35,162	$30,294	$5,680	$256,413	$190,519	1.342	0.012
$4,654	$210,097	$159,227	1.088	0.010	0.054	0.163	0.244	0.617	$106,635	$48,309	$29,405	$25,334	$4,750	$214,433	$159,327	1.122	0.010
$3,811	$172,059	$130,399	0.907	0.008	0.045	0.136	0.203	0.514	$88,895	$40,272	$24,513	$21,119	$3,960	$178,760	$132,821	0.933	0.008
$2,218	$100,121	$75,879	0.528	0.005	0.026	0.079	0.118	0.299	$51,749	$23,444	$14,270	$12,294	$2,305	$104,063	$77,320	0.543	0.005
$5,610	$253,260	$191,939	1.336	0.012	0.067	0.200	0.299	0.758	$130,941	$59,320	$36,108	$31,108	$5,833	$263,311	$195,644	1.375	0.012
$7,020	$316,919	$240,185	1.680	0.015	0.084	0.252	0.376	0.953	$164,657	$74,595	$45,405	$39,118	$7,335	$331,110	$246,020	1.734	0.016
$930	$41,980	$31,816	0.216	0.002	0.011	0.032	0.048	0.122	$21,170	$9,591	$5,838	$5,030	$943	$42,571	$31,631	0.219	0.002
$1,388	$62,674	$47,499	0.322	0.003	0.016	0.048	0.072	0.183	$31,559	$14,297	$8,703	$7,498	$1,406	$63,463	$47,154	0.327	0.003
$1,842	$83,172	$63,034	0.425	0.004	0.021	0.064	0.095	0.241	$41,654	$18,871	$11,486	$9,896	$1,856	$83,763	$62,237	0.429	0.004
$1,541	$69,572	$52,727	0.355	0.003	0.018	0.053	0.080	0.201	$34,794	$15,763	$9,595	$8,266	$1,550	$69,967	$51,986	0.359	0.003
$1,188	$53,608	$40,628	0.275	0.002	0.014	0.041	0.062	0.156	$26,953	$12,210	$7,432	$6,403	$1,201	$54,200	$40,271	0.278	0.003
$690	$31,140	$23,600	0.160	0.001	0.008	0.024	0.036	0.091	$15,682	$7,104	$4,324	$3,726	$699	$31,534	$23,430	0.162	0.001
$1,746	$78,836	$59,748	0.405	0.004	0.020	0.061	0.091	0.230	$39,694	$17,983	$10,946	$9,430	$1,768	$79,821	$59,308	0.409	0.004
$2,475	$111,750	$84,692	0.576	0.005	0.029	0.086	0.129	0.327	$56,454	$25,575	$15,568	$13,412	$2,515	$113,523	$84,350	0.582	0.005
$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
$118	$5,321	$4,033	0.028	0.000	0.001	0.004	0.006	0.016	$2,744	$1,243	$757	$652	$122	$5,518	$4,100	0.029	0.000
$838	$37,841	$28,679	0.195	0.002	0.010	0.029	0.044	0.111	$19,112	$8,658	$5,270	$4,541	$851	$38,432	$28,556	0.198	0.002
$764	$34,491	$26,140	0.177	0.002	0.009	0.027	0.040	0.100	$17,348	$7,859	$4,784	$4,121	$773	$34,885	$25,920	0.180	0.002
$559	$25,227	$19,119	0.131	0.001	0.007	0.020	0.029	0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$19,184	0.133	0.001
$786	$35,476	$26,886	0.184	0.002	0.009	0.028	0.041	0.104	$18,034	$8,170	$4,973	$4,284	$803	$36,264	$26,945	0.187	0.002
$1,777	$80,215	$60,793	0.417	0.004	0.021	0.063	0.093	0.236	$40,870	$18,515	$11,270	$9,710	$1,821	$82,186	$61,066	0.424	0.004
$437	$19,709	$14,937	0.104	0.001	0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$15,230	0.106	0.001
$0	$5,341	$4,048	0.012	0.000	0.001	0.004	0.006	0.000	$2,716	$1,231	$749	$645	$0	$5,341	$3,968	0.013	0.000
$0	$8,012	$6,072	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,953	0.018	0.000
$0	$7,567	$5,734	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,953	0.018	0.000
$0	$6,231	$4,722	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,630	0.015	0.000
$0	$4,896	$3,711	0.012	0.000	0.001	0.004	0.006	0.000	$2,716	$1,231	$749	$645	$0	$5,341	$3,968	0.012	0.000
$0	$3,116	$2,361	0.007	0.000	0.001	0.002	0.004	0.000	$1,584	$718	$437	$376	$0	$3,116	$2,315	0.008	0.000
$0	$8,012	$6,072	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$6,614	0.020	0.000
$0	$8,902	$6,746	0.021	0.000	0.002	0.007	0.011	0.000	$4,753	$2,153	$1,311	$1,129	$0	$9,347	$6,945	0.022	0.000
		$199,871													$203,713		
		$295,997													$300,151		
		$287,892													$287,264		
		$242,817													$241,863		
		$193,857													$196,244		
		$128,727													$130,011		
		$318,552													$322,632		
		$346,561													$352,544		
$8,247	$372,301	$282,158	1.942	0.017	0.097	0.291	0.435	1.101	$190,335	$86,228	$52,486	$45,219	$8,479	$382,747	$284,387	2.067	0.019
$17,106	$772,195	$585,228	4.045	0.036	0.202	0.607	0.906	2.294	$396,450	$179,604	$109,324	$94,187	$17,660	$797,226	$592,351	4.186	0.038
$3,685	$166,343	$126,067	0.856	0.008	0.043	0.128	0.192	0.485	$83,897	$38,008	$23,135	$19,932	$3,737	$168,708	$125,353	0.873	0.008
$10,959	$494,731	$374,945	2.584	0.023	0.129	0.388	0.579	1.465	$253,248	$114,729	$69,835	$60,166	$11,281	$509,259	$378,387	2.658	0.024
$6,304	$284,597	$215,689	1.472	0.013	0.074	0.221	0.330	0.835	$144,271	$65,359	$39,784	$34,275	$6,427	$290,115	$215,560	1.492	0.013
$3,379	$152,547	$115,612	0.795	0.007	0.040	0.119	0.178	0.451	$77,918	$35,299	$21,486	$18,511	$3,471	$156,686	$116,420	0.810	0.007
$5,073	$229,018	$173,567	1.185	0.011	0.059	0.178	0.265	0.672	$116,142	$52,616	$32,027	$27,592	$5,174	$233,551	$173,532	1.203	0.011
$4,495	$202,915	$153,784	1.064	0.010	0.053	0.160	0.238	0.603	$104,255	$47,231	$28,749	$24,769	$4,644	$209,648	$155,771	1.095	0.010
$11,500	$519,133	$393,438	2.759	0.025	0.138	0.414	0.618	1.564	$270,410	$122,504	$74,567	$64,243	$12,046	$543,769	$404,028	2.827	0.025
$747	$33,702	$25,542	0.172	0.002	0.009	0.026	0.039	0.098	$16,858	$7,637	$4,649	$4,005	$751	$33,899	$25,188	0.181	0.002
$1,122	$50,652	$38,388	0.264	0.002	0.013	0.040	0.059	0.150	$25,875	$11,722	$7,135	$6,147	$1,153	$52,032	$38,660	0.271	0.002
$515	$23,257	$17,626	0.118	0.001	0.006	0.018	0.026	0.067	$11,565	$5,239	$3,189	$2,748	$515	$23,257	$17,280	0.119	0.001
$767	$34,642	$26,255	0.181	0.002	0.009	0.027	0.040	0.102	$17,704	$8,020	$4,882	$4,206	$789	$35,600	$26,451	0.185	0.002
$899	$40,600	$30,770	0.208	0.002	0.010	0.031	0.047	0.118	$20,386	$9,236	$5,622	$4,843	$908	$40,995	$30,460	0.209	0.002
$432	$19,512	$14,788	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$14,644	0.100	0.001
$585	$26,410	$20,015	0.135	0.001	0.007	0.020	0.030	0.077	$13,231	$5,994	$3,649	$3,143	$589	$26,607	$19,769	0.136	0.001
$432	$19,480	$14,764	0.100	0.001	0.005	0.015	0.022	0.057	$9,825	$4,451	$2,709	$2,334	$438	$19,756	$14,679	0.101	0.001
$1,118	$50,455	$38,238	0.262	0.002	0.013	0.039	0.059	0.149	$25,679	$11,633	$7,081	$6,101	$1,144	$51,637	$38,367	0.263	0.002
$332	$14,979	$11,352	0.078	0.001	0.004	0.012	0.017	0.044	$7,645	$3,463	$2,108	$1,816	$341	$15,373	$11,422	0.083	0.001
$345	$15,570	$11,800	0.081	0.001	0.004	0.012	0.018	0.046	$7,939	$3,597	$2,189	$1,886	$354	$15,964	$11,862	0.083	0.001
$153	$6,898	$5,228	0.036	0.000	0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095	$5,272	0.037	0.000
$223	$10,057	$7,622	0.052	0.000	0.003	0.008	0.012	0.029	$5,081	$2,302	$1,401	$1,207	$226	$10,217	$7,591	0.053	0.000
$288	$13,008	$9,858	0.067	0.001	0.003	0.010	0.015	0.038	$6,567	$2,975	$1,811	$1,560	$293	$13,205	$9,811	0.068	0.001
$140	$6,307	$4,780	0.033	0.000	0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504	$4,833	0.034	0.000
$223	$10,052	$7,618	0.053	0.000	0.003	0.008	0.012	0.030	$5,195	$2,353	$1,432	$1,234	$231	$10,446	$7,761	0.053	0.000
$198	$8,940	$6,775	0.046	0.000	0.002	0.007	0.010	0.026	$4,556	$2,064	$1,256	$1,082	$203	$9,161	$6,807	0.048	0.000
$467	$21,089	$15,982	0.111	0.001	0.006	0.017	0.025	0.063	$10,879	$4,929	$3,000	$2,585	$485	$21,877	$16,255	0.114	0.001
		$319,052													$320,997		
		$635,416													$642,872		
		$148,921													$147,905		
		$408,821													$412,430		
		$256,317													$255,831		
		$135,179													$135,896		
		$201,200													$201,062		
		$175,323													$177,257		
		$447,659													$458,651		

2038											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.060	0.179	0.267	0.675	$116,730	$52,882	$32,189	$27,732	$5,200	$234,733	$170,990	1.243	0.011	0.062	0.186	0.278	0.705	$121,826
0.087	0.260	0.389	0.984	$170,047	$77,037	$46,892	$40,399	$7,575	$341,950	$249,092	1.800	0.016	0.090	0.270	0.403	1.021	$176,418
0.067	0.201	0.301	0.761	$131,529	$59,587	$36,270	$31,248	$5,859	$264,494	$192,669	1.382	0.012	0.069	0.207	0.310	0.784	$135,450
0.056	0.168	0.251	0.636	$109,967	$49,818	$30,324	$26,126	$4,899	$221,134	$161,084	1.156	0.010	0.058	0.173	0.259	0.655	$113,300
0.047	0.140	0.209	0.529	$91,443	$41,427	$25,216	$21,725	$4,073	$183,884	$133,950	0.969	0.009	0.048	0.145	0.217	0.549	$94,972
0.027	0.081	0.122	0.308	$53,219	$24,110	$14,676	$12,644	$2,371	$107,019	$77,958	0.564	0.005	0.028	0.085	0.126	0.320	$55,278
0.069	0.206	0.308	0.780	$134,764	$61,052	$37,162	$32,017	$6,003	$270,998	$197,407	1.427	0.013	0.071	0.214	0.320	0.809	$139,860
0.087	0.260	0.388	0.983	$169,949	$76,992	$46,865	$40,376	$7,570	$341,753	$248,948	1.807	0.016	0.090	0.271	0.405	1.025	$177,104
0.011	0.033	0.049	0.124	$21,464	$9,724	$5,919	$5,099	$956	$43,163	$31,442	0.222	0.002	0.011	0.033	0.050	0.126	$21,758
0.016	0.049	0.073	0.185	$32,049	$14,519	$8,838	$7,614	$1,428	$64,448	$46,947	0.331	0.003	0.017	0.050	0.074	0.188	$32,441
0.021	0.064	0.096	0.243	$42,046	$19,048	$11,595	$9,989	$1,873	$84,551	$61,591	0.433	0.004	0.022	0.065	0.097	0.246	$42,438
0.018	0.054	0.080	0.204	$35,186	$15,940	$9,703	$8,359	$1,567	$70,755	$51,541	0.363	0.003	0.018	0.054	0.081	0.206	$35,578
0.014	0.042	0.062	0.158	$27,247	$12,344	$7,514	$6,473	$1,214	$54,791	$39,912	0.281	0.003	0.014	0.042	0.063	0.159	$27,541
0.008	0.024	0.036	0.092	$15,878	$7,193	$4,378	$3,772	$707	$31,928	$23,258	0.164	0.001	0.008	0.025	0.037	0.093	$16,074
0.020	0.061	0.092	0.232	$40,086	$18,160	$11,054	$9,523	$1,786	$80,609	$58,720	0.414	0.004	0.021	0.062	0.093	0.235	$40,576
0.029	0.087	0.130	0.330	$57,042	$25,842	$15,730	$13,552	$2,541	$114,706	$83,557	0.590	0.005	0.030	0.089	0.132	0.335	$57,826
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.001	0.004	0.006	0.016	$2,842	$1,288	$784	$675	$127	$5,716	$4,163	0.029	0.000	0.001	0.004	0.006	0.016	$2,842
0.010	0.030	0.044	0.112	$19,406	$8,791	$5,351	$4,610	$864	$39,024	$28,427	0.202	0.002	0.010	0.030	0.045	0.115	$19,798
0.009	0.027	0.040	0.102	$17,642	$7,992	$4,865	$4,191	$786	$35,476	$25,842	0.184	0.002	0.009	0.028	0.041	0.104	$18,034
0.007	0.020	0.030	0.075	$13,035	$5,905	$3,595	$3,097	$581	$26,213	$19,095	0.136	0.001	0.007	0.020	0.030	0.077	$13,329
0.009	0.028	0.042	0.106	$18,328	$8,303	$5,054	$4,354	$816	$36,856	$26,847	0.192	0.002	0.010	0.029	0.043	0.109	$18,818
0.021	0.064	0.095	0.240	$41,556	$18,826	$11,459	$9,873	$1,851	$83,566	$60,873	0.433	0.004	0.022	0.065	0.097	0.246	$42,438
0.005	0.016	0.024	0.060	$10,389	$4,707	$2,865	$2,468	$463	$20,891	$15,218	0.108	0.001	0.005	0.016	0.024	0.061	$10,585
0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786	$4,215	0.013	0.000	0.002	0.005	0.007	0.000	$2,943
0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,836	0.020	0.000	0.002	0.007	0.010	0.000	$4,527
0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,836	0.018	0.000	0.002	0.006	0.009	0.000	$4,074
0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676	$4,863	0.016	0.000	0.002	0.006	0.008	0.000	$3,622
0.001	0.004	0.006	0.000	$2,716	$1,231	$749	$645	$0	$5,341	$3,891	0.013	0.000	0.002	0.005	0.007	0.000	$2,943
0.001	0.003	0.004	0.000	$1,811	$820	$499	$430	$0	$3,561	$2,594	0.009	0.000	0.001	0.003	0.005	0.000	$2,037
0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$6,484	0.020	0.000	0.002	0.007	0.010	0.000	$4,527
0.003	0.008	0.011	0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$7,133	0.023	0.000	0.003	0.008	0.012	0.000	$5,206
										$206,647							
										$306,038							
										$288,523							
										$243,331							
										$196,847							
										$130,657							
										$323,484							
										$354,857							
0.103	0.310	0.463	1.172	$202,587	$91,778	$55,865	$48,130	$9,024	$407,383	$296,757	2.122	0.019	0.106	0.318	0.475	1.203	$207,977
0.209	0.628	0.938	2.373	$410,270	$185,865	$113,135	$97,470	$18,276	$825,015	$600,979	4.325	0.039	0.216	0.649	0.969	2.452	$423,893
0.044	0.131	0.196	0.495	$85,563	$38,763	$23,595	$20,328	$3,811	$172,059	$125,336	0.891	0.008	0.045	0.134	0.200	0.505	$87,327
0.133	0.399	0.595	1.507	$260,472	$118,002	$71,827	$61,882	$11,603	$523,786	$381,550	2.740	0.025	0.137	0.411	0.614	1.554	$268,570
0.075	0.224	0.334	0.846	$146,231	$66,247	$40,324	$34,741	$6,514	$294,057	$214,205	1.520	0.014	0.076	0.228	0.340	0.862	$148,975
0.041	0.122	0.181	0.459	$79,388	$35,965	$21,892	$18,861	$3,536	$159,642	$116,291	0.830	0.007	0.042	0.125	0.186	0.471	$81,348
0.060	0.180	0.269	0.682	$117,906	$53,415	$32,513	$28,012	$5,252	$237,098	$172,713	1.226	0.011	0.061	0.184	0.275	0.695	$120,160
0.055	0.164	0.245	0.621	$107,301	$48,611	$29,589	$25,492	$4,780	$215,773	$157,179	1.130	0.010	0.056	0.169	0.253	0.641	$110,732
0.141	0.424	0.633	1.603	$277,074	$125,523	$76,405	$65,826	$12,342	$557,171	$405,869	2.955	0.027	0.148	0.443	0.662	1.675	$289,620
0.009	0.027	0.041	0.103	$17,740	$8,037	$4,892	$4,215	$790	$35,673	$25,986	0.181	0.002	0.009	0.027	0.041	0.103	$17,740
0.014	0.041	0.061	0.154	$26,561	$12,033	$7,324	$6,310	$1,183	$53,411	$38,907	0.278	0.003	0.014	0.042	0.062	0.158	$27,247
0.006	0.018	0.027	0.067	$11,663	$5,284	$3,216	$2,771	$520	$23,454	$17,085	0.119	0.001	0.006	0.018	0.027	0.067	$11,663
0.009	0.028	0.041	0.105	$18,100	$8,200	$4,991	$4,300	$806	$36,398	$26,514	0.189	0.002	0.009	0.028	0.042	0.107	$18,497
0.010	0.031	0.047	0.119	$20,484	$9,280	$5,649	$4,867	$912	$41,192	$30,006	0.210	0.002	0.011	0.032	0.047	0.119	$20,582
0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$14,357	0.100	0.001	0.005	0.015	0.022	0.057	$9,801
0.007	0.020	0.030	0.077	$13,329	$6,039	$3,676	$3,167	$594	$26,804	$19,525	0.137	0.001	0.007	0.021	0.031	0.078	$13,427
0.005	0.015	0.023	0.057	$9,934	$4,501	$2,739	$2,360	$443	$19,977	$14,552	0.103	0.001	0.005	0.015	0.023	0.058	$10,072
0.013	0.039	0.059	0.149	$25,777	$11,678	$7,108	$6,124	$1,148	$51,834	$37,759	0.269	0.002	0.013	0.040	0.060	0.153	$26,365
0.004	0.012	0.019	0.047	$8,135	$3,685	$2,243	$1,933	$362	$16,358	$11,916	0.085	0.001	0.004	0.013	0.019	0.048	$8,331
0.004	0.012	0.019	0.047	$8,135	$3,685	$2,243	$1,933	$362	$16,358	$11,916	0.086	0.001	0.004	0.013	0.019	0.049	$8,429
0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$5,312	0.037	0.000	0.002	0.006	0.008	0.021	$3,626
0.003	0.008	0.012	0.030	$5,240	$2,374	$1,445	$1,245	$233	$10,536	$7,675	0.054	0.000	0.003	0.008	0.012	0.031	$5,319
0.003	0.010	0.015	0.039	$6,665	$3,019	$1,838	$1,583	$297	$13,402	$9,763	0.069	0.001	0.003	0.010	0.015	0.039	$6,763
0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701	$4,881	0.035	0.000	0.002	0.005	0.008	0.020	$3,430
0.003	0.008	0.012	0.030	$5,195	$2,353	$1,432	$1,234	$231	$10,446	$7,609	0.055	0.000	0.003	0.008	0.012	0.031	$5,391
0.002	0.007	0.011	0.027	$4,693	$2,126	$1,294	$1,115	$209	$9,437	$6,874	0.049	0.000	0.002	0.007	0.011	0.028	$4,830
0.006	0.017	0.026	0.065	$11,173	$5,062	$3,081	$2,654	$498	$22,468	$16,367	0.120	0.001	0.006	0.018	0.027	0.068	$11,761
										$334,659							
										$651,802							
										$147,732							
										$415,739							
										$253,973							
										$135,529							
										$199,848							
										$178,605							
										$459,994							

SR 72 Estimated Crash Costs - No-Build Alternative

039						2040											
Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)
												ROADWAY SEGMENTS					
$55,191	$33,595	$28,943	$5,427	$244,982	$174,957	1.295	0.012	0.065	0.194	0.290	0.734	$126,923	$57,500	$35,000	$30,154	$5,654	$255,231
$79,923	$48,649	$41,913	$7,859	$354,761	$253,357	1.878	0.017	0.094	0.282	0.421	1.065	$184,063	$83,386	$50,757	$43,729	$8,199	$370,134
$61,363	$37,351	$32,180	$6,034	$272,377	$194,522	1.424	0.013	0.071	0.214	0.319	0.807	$139,566	$63,228	$38,486	$33,158	$6,217	$280,655
$51,328	$31,243	$26,917	$5,047	$227,835	$162,711	1.191	0.011	0.060	0.179	0.267	0.675	$116,730	$52,882	$32,189	$27,732	$5,200	$234,733
$43,025	$26,189	$22,563	$4,231	$190,979	$136,390	1.005	0.009	0.050	0.151	0.225	0.570	$98,500	$44,624	$27,162	$23,401	$4,388	$198,075
$25,042	$15,243	$13,133	$2,462	$111,158	$79,385	0.585	0.005	0.029	0.088	0.131	0.332	$57,336	$25,975	$15,811	$13,622	$2,554	$115,297
$63,361	$38,568	$33,227	$6,230	$281,246	$200,856	1.480	0.013	0.074	0.222	0.332	0.839	$145,055	$65,714	$40,000	$34,462	$6,462	$291,692
$80,234	$48,838	$42,076	$7,889	$356,140	$254,342	1.863	0.017	0.093	0.279	0.417	1.056	$182,593	$82,720	$50,351	$43,380	$8,134	$367,177
$9,857	$6,000	$5,169	$969	$43,754	$31,247	0.225	0.002	0.011	0.034	0.050	0.128	$22,052	$9,990	$6,081	$5,239	$982	$44,345
$14,697	$8,946	$7,707	$1,445	$65,237	$46,589	0.335	0.003	0.017	0.050	0.075	0.190	$32,833	$14,875	$9,054	$7,800	$1,463	$66,025
$19,226	$11,703	$10,082	$1,890	$85,340	$60,946	0.438	0.004	0.022	0.066	0.098	0.248	$42,928	$19,448	$11,838	$10,199	$1,912	$86,325
$16,118	$9,811	$8,452	$1,585	$71,543	$51,094	0.366	0.003	0.018	0.055	0.082	0.208	$35,872	$16,251	$9,892	$8,522	$1,598	$72,135
$12,477	$7,595	$6,543	$1,227	$55,382	$39,552	0.285	0.003	0.014	0.043	0.064	0.162	$27,933	$12,654	$7,703	$6,636	$1,244	$56,170
$7,282	$4,432	$3,819	$716	$32,323	$23,084	0.166	0.001	0.008	0.025	0.037	0.094	$16,270	$7,371	$4,486	$3,865	$725	$32,717
$18,382	$11,189	$9,640	$1,807	$81,595	$58,272	0.420	0.004	0.021	0.063	0.094	0.238	$41,164	$18,649	$11,351	$9,780	$1,834	$82,777
$26,197	$15,946	$13,738	$2,576	$116,283	$83,045	0.596	0.005	0.030	0.089	0.134	0.338	$58,414	$26,463	$16,108	$13,878	$2,602	$117,465
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$1,288	$784	$675	$127	$5,716	$4,082	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913
$8,969	$5,459	$4,704	$882	$39,812	$28,432	0.205	0.002	0.010	0.031	0.046	0.116	$20,092	$9,102	$5,541	$4,773	$895	$40,403
$8,170	$4,973	$4,284	$803	$36,264	$25,899	0.187	0.002	0.009	0.028	0.042	0.106	$18,328	$8,303	$5,054	$4,354	$816	$36,856
$6,039	$3,676	$3,167	$594	$26,804	$19,143	0.139	0.001	0.007	0.021	0.031	0.079	$13,623	$6,172	$3,757	$3,237	$607	$27,395
$8,525	$5,189	$4,471	$838	$37,841	$27,025	0.196	0.002	0.010	0.029	0.044	0.111	$19,210	$8,703	$5,297	$4,564	$856	$38,629
$19,226	$11,703	$10,082	$1,890	$85,340	$60,946	0.443	0.004	0.022	0.066	0.099	0.251	$43,418	$19,670	$11,973	$10,315	$1,934	$87,311
$4,795	$2,919	$2,515	$472	$21,286	$15,201	0.110	0.001	0.006	0.017	0.025	0.062	$10,781	$4,884	$2,973	$2,561	$480	$21,680
$1,333	$811	$699	$0	$5,786	$4,132	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231
$2,051	$1,248	$1,076	$0	$8,902	$6,357	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902
$1,846	$1,124	$968	$0	$8,012	$5,722	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
$1,641	$999	$860	$0	$7,121	$5,086	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121
$1,333	$811	$699	$0	$5,786	$4,132	0.013	0.000	0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786
$923	$562	$484	$0	$4,006	$2,861	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006
$2,051	$1,248	$1,076	$0	$8,902	$6,357	0.021	0.000	0.002	0.007	0.011	0.000	$4,753	$2,153	$1,311	$1,129	$0	$9,347
$2,359	$1,436	$1,237	$0	$10,237	$7,311	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237	$0	$10,237
					$210,336												
					$310,385												
					$289,622												
					$244,789												
					$199,217												
					$132,354												
					$326,431												
					$359,899												
												INTERSECTIONS					
$94,220	$57,351	$49,410	$9,264	$418,223	$298,679	2.182	0.020	0.109	0.327	0.489	1.237	$213,858	$96,884	$58,973	$50,807	$9,526	$430,049
$192,036	$116,892	$100,707	$18,883	$852,411	$608,760	4.475	0.040	0.224	0.671	1.002	2.537	$438,595	$198,697	$120,946	$104,199	$19,537	$881,974
$39,562	$24,081	$20,747	$3,890	$175,606	$125,412	0.908	0.008	0.045	0.136	0.203	0.515	$88,993	$40,317	$24,541	$21,143	$3,964	$178,957
$121,670	$74,060	$63,806	$11,964	$540,070	$385,698	2.831	0.025	0.142	0.425	0.634	1.605	$277,461	$125,698	$76,512	$65,918	$12,360	$557,950
$67,490	$41,081	$35,393	$6,636	$299,576	$213,946	1.547	0.014	0.077	0.232	0.347	0.877	$151,621	$68,689	$41,811	$36,022	$6,754	$304,897
$36,853	$22,432	$19,326	$3,624	$163,584	$116,826	0.850	0.008	0.043	0.128	0.190	0.482	$83,309	$37,741	$22,973	$19,792	$3,711	$167,526
$54,436	$33,135	$28,547	$5,353	$241,631	$172,564	1.262	0.011	0.063	0.189	0.283	0.716	$123,689	$56,035	$34,108	$29,385	$5,510	$248,727
$50,165	$30,535	$26,307	$4,933	$222,671	$159,024	1.161	0.010	0.058	0.174	0.260	0.658	$113,778	$51,545	$31,375	$27,031	$5,068	$228,797
$131,206	$79,865	$68,807	$12,901	$582,399	$415,927	3.037	0.027	0.152	0.456	0.680	1.722	$297,656	$134,847	$82,081	$70,716	$13,259	$598,560
$8,037	$4,892	$4,215	$790	$35,673	$25,476	0.182	0.002	0.009	0.027	0.041	0.103	$17,838	$8,081	$4,919	$4,238	$795	$35,870
$12,344	$7,514	$6,473	$1,214	$54,791	$39,130	0.286	0.003	0.014	0.043	0.064	0.162	$28,031	$12,699	$7,730	$6,659	$1,249	$56,368
$5,284	$3,216	$2,771	$520	$23,454	$16,750	0.119	0.001	0.006	0.018	0.027	0.067	$11,663	$5,284	$3,216	$2,771	$520	$23,454
$8,380	$5,101	$4,395	$824	$37,197	$26,564	0.194	0.002	0.010	0.029	0.044	0.110	$19,053	$8,632	$5,254	$4,527	$849	$38,314
$9,324	$5,676	$4,890	$917	$41,389	$29,558	0.212	0.002	0.011	0.032	0.047	0.120	$20,778	$9,413	$5,730	$4,936	$926	$41,783
$4,440	$2,703	$2,328	$437	$19,709	$14,075	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906
$6,083	$3,703	$3,190	$598	$27,001	$19,283	0.139	0.001	0.007	0.021	0.031	0.079	$13,623	$6,172	$3,757	$3,237	$607	$27,395
$4,563	$2,777	$2,393	$449	$20,253	$14,464	0.104	0.001	0.005	0.016	0.023	0.059	$10,181	$4,612	$2,808	$2,419	$454	$20,474
$11,944	$7,270	$6,264	$1,174	$53,017	$37,863	0.270	0.002	0.014	0.041	0.060	0.153	$26,463	$11,988	$7,297	$6,287	$1,179	$53,214
$3,774	$2,297	$1,979	$371	$16,753	$11,964	0.088	0.001	0.004	0.013	0.020	0.050	$8,625	$3,907	$2,378	$2,049	$384	$17,344
$3,819	$2,324	$2,002	$375	$16,950	$12,105	0.090	0.001	0.005	0.014	0.020	0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738
$1,643	$1,000	$862	$162	$7,292	$5,208	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885	$166	$7,489
$2,410	$1,467	$1,264	$237	$10,696	$7,639	0.058	0.001	0.003	0.009	0.013	0.033	$5,716	$2,589	$1,576	$1,358	$255	$11,494
$3,064	$1,865	$1,607	$301	$13,599	$9,712	0.071	0.001	0.004	0.011	0.016	0.040	$6,959	$3,153	$1,919	$1,653	$310	$13,993
$1,554	$946	$815	$153	$6,898	$4,926	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898
$2,442	$1,486	$1,281	$240	$10,840	$7,741	0.056	0.001	0.003	0.008	0.013	0.032	$5,489	$2,486	$1,514	$1,304	$244	$11,037
$2,188	$1,332	$1,147	$215	$9,713	$6,936	0.050	0.000	0.003	0.008	0.011	0.029	$4,940	$2,238	$1,362	$1,174	$220	$9,933
$5,328	$3,243	$2,794	$524	$23,651	$16,890	0.122	0.001	0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045
					$336,120												
					$659,994												
					$147,369												
					$419,901												
					$253,216												
					$135,827												
					$199,589												
					$180,424												
					$470,680												

	2041																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$178,702	1.348	0.012	0.067	0.202	0.302	0.764	$132,117	$59,853	$36,432	$31,388	$5,885	$265,676	$182,368	1.402	0.013	0.070	0.210	0.314
$259,152	1.958	0.018	0.098	0.294	0.439	1.110	$191,904	$86,938	$52,919	$45,592	$8,548	$385,901	$264,894	2.027	0.018	0.101	0.304	0.454
$196,503	1.451	0.013	0.073	0.218	0.325	0.823	$142,213	$64,427	$39,216	$33,786	$6,335	$285,976	$196,303	1.493	0.013	0.075	0.224	0.334
$164,351	1.214	0.011	0.061	0.182	0.272	0.688	$118,984	$53,903	$32,811	$28,268	$5,300	$239,266	$164,240	1.249	0.011	0.062	0.187	0.280
$138,684	1.032	0.009	0.052	0.155	0.231	0.585	$101,146	$45,822	$27,892	$24,030	$4,506	$203,396	$139,617	1.069	0.010	0.053	0.160	0.239
$80,726	0.601	0.005	0.030	0.090	0.135	0.341	$58,904	$26,685	$16,243	$13,994	$2,624	$118,451	$81,308	0.622	0.006	0.031	0.093	0.139
$204,231	1.520	0.014	0.076	0.228	0.340	0.862	$148,975	$67,490	$41,081	$35,393	$6,636	$299,576	$205,638	1.575	0.014	0.079	0.236	0.353
$257,083	1.939	0.017	0.097	0.291	0.434	1.099	$190,041	$86,095	$52,405	$45,149	$8,465	$382,156	$262,324	1.996	0.018	0.100	0.299	0.447
$31,049	0.228	0.002	0.011	0.034	0.051	0.129	$22,346	$10,124	$6,162	$5,309	$995	$44,936	$30,846	0.231	0.002	0.012	0.035	0.052
$46,228	0.340	0.003	0.017	0.051	0.076	0.193	$33,323	$15,097	$9,189	$7,917	$1,484	$67,010	$45,998	0.344	0.003	0.017	0.052	0.077
$60,441	0.441	0.004	0.022	0.066	0.099	0.250	$43,222	$19,581	$11,919	$10,269	$1,925	$86,916	$59,662	0.445	0.004	0.022	0.067	0.100
$50,506	0.368	0.003	0.018	0.055	0.082	0.209	$36,068	$16,340	$9,946	$8,569	$1,607	$72,529	$49,786	0.372	0.003	0.019	0.056	0.083
$39,328	0.287	0.003	0.014	0.043	0.064	0.163	$28,129	$12,743	$7,757	$6,683	$1,253	$56,565	$38,828	0.291	0.003	0.015	0.044	0.065
$22,907	0.167	0.002	0.008	0.025	0.037	0.095	$16,368	$7,415	$4,514	$3,889	$729	$32,914	$22,593	0.169	0.002	0.008	0.025	0.038
$57,957	0.423	0.004	0.021	0.063	0.095	0.240	$41,458	$18,782	$11,432	$9,849	$1,847	$83,369	$57,227	0.428	0.004	0.021	0.064	0.096
$82,244	0.604	0.005	0.030	0.091	0.135	0.342	$59,198	$26,819	$16,324	$14,064	$2,637	$119,042	$81,714	0.610	0.005	0.031	0.092	0.137
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$4,140	0.031	0.000	0.002	0.005	0.007	0.018	$3,038	$1,376	$838	$722	$135	$6,110	$4,194	0.031	0.000	0.002	0.005	0.007
$28,289	0.208	0.002	0.010	0.031	0.047	0.118	$20,386	$9,236	$5,622	$4,843	$908	$40,995	$28,140	0.211	0.002	0.011	0.032	0.047
$25,805	0.189	0.002	0.009	0.028	0.042	0.107	$18,524	$8,392	$5,108	$4,401	$825	$37,250	$25,569	0.192	0.002	0.010	0.029	0.043
$19,181	0.141	0.001	0.007	0.021	0.032	0.080	$13,819	$6,261	$3,811	$3,283	$616	$27,790	$19,076	0.144	0.001	0.007	0.022	0.032
$27,047	0.199	0.002	0.010	0.030	0.045	0.113	$19,504	$8,836	$5,378	$4,634	$869	$39,221	$26,922	0.203	0.002	0.010	0.030	0.045
$61,131	0.450	0.004	0.023	0.068	0.101	0.255	$44,105	$19,981	$12,162	$10,478	$1,965	$88,690	$60,880	0.459	0.004	0.023	0.069	0.103
$15,179	0.113	0.001	0.006	0.017	0.025	0.064	$11,075	$5,017	$3,054	$2,631	$493	$22,271	$15,288	0.115	0.001	0.006	0.017	0.026
$4,363	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,277	0.015	0.000	0.002	0.005	0.008
$6,233	0.021	0.000	0.002	0.007	0.011	0.000	$4,753	$2,153	$1,311	$1,129	$0	$9,347	$6,416	0.022	0.000	0.003	0.008	0.011
$5,609	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,499	0.020	0.000	0.002	0.007	0.010
$4,986	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,888	0.016	0.000	0.002	0.006	0.008
$4,051	0.013	0.000	0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786	$3,972	0.014	0.000	0.002	0.005	0.007
$2,805	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$2,750	0.009	0.000	0.001	0.003	0.005
$6,544	0.022	0.000	0.003	0.008	0.011	0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$6,721	0.022	0.000	0.003	0.008	0.011
$7,168	0.024	0.000	0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$7,333	0.025	0.001	0.003	0.009	0.013
$214,114													$217,491					
$315,753													$321,502					
$290,843													$289,604					
$245,647													$244,484					
$201,244													$201,492					
$133,485													$133,573					
$329,864													$330,466					
$361,674													$366,658					
$301,103	2.241	0.020	0.112	0.336	0.502	1.271	$219,640	$99,504	$60,568	$52,181	$9,784	$441,677	$303,181	2.297	0.021	0.115	0.345	0.515
$617,522	4.607	0.041	0.230	0.691	1.032	2.612	$451,532	$204,558	$124,513	$107,273	$20,114	$907,990	$623,272	4.748	0.043	0.237	0.712	1.064
$125,298	0.920	0.008	0.046	0.138	0.206	0.522	$90,169	$40,849	$24,865	$21,422	$4,017	$181,322	$124,465	0.937	0.008	0.047	0.141	0.210
$390,654	2.897	0.026	0.145	0.434	0.649	1.642	$283,892	$128,612	$78,285	$67,446	$12,646	$570,881	$391,870	2.980	0.027	0.149	0.447	0.668
$213,476	1.568	0.014	0.078	0.235	0.351	0.889	$153,680	$69,622	$42,378	$36,511	$6,846	$309,036	$212,132	1.595	0.014	0.080	0.239	0.357
$117,295	0.865	0.008	0.043	0.130	0.194	0.490	$84,779	$38,407	$23,378	$20,141	$3,777	$170,482	$117,024	0.886	0.008	0.044	0.133	0.198
$174,148	1.283	0.012	0.064	0.192	0.287	0.727	$125,747	$56,967	$34,676	$29,874	$5,601	$252,865	$173,575	1.303	0.012	0.065	0.195	0.292
$160,194	1.195	0.011	0.060	0.179	0.268	0.678	$117,126	$53,062	$32,298	$27,826	$5,217	$235,529	$161,675	1.227	0.011	0.061	0.184	0.275
$419,087	3.119	0.028	0.156	0.468	0.699	1.768	$305,693	$138,488	$84,297	$72,625	$13,617	$614,721	$421,964	3.251	0.029	0.163	0.488	0.728
$25,115	0.183	0.002	0.009	0.027	0.041	0.104	$17,936	$8,125	$4,946	$4,261	$799	$36,067	$24,758	0.183	0.002	0.009	0.027	0.041
$39,466	0.293	0.003	0.015	0.044	0.066	0.166	$28,717	$13,010	$7,919	$6,822	$1,279	$57,747	$39,639	0.300	0.003	0.015	0.045	0.067
$16,421	0.120	0.001	0.006	0.018	0.027	0.068	$11,761	$5,328	$3,243	$2,794	$524	$23,651	$16,235	0.120	0.001	0.006	0.018	0.027
$26,826	0.198	0.002	0.010	0.030	0.044	0.112	$19,371	$8,776	$5,342	$4,602	$863	$38,953	$26,738	0.203	0.002	0.010	0.030	0.045
$29,255	0.213	0.002	0.011	0.032	0.048	0.121	$20,876	$9,458	$5,757	$4,960	$930	$41,980	$28,816	0.214	0.002	0.011	0.032	0.048
$13,937	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$13,664	0.101	0.001	0.005	0.015	0.023
$19,181	0.139	0.001	0.007	0.021	0.031	0.079	$13,623	$6,172	$3,757	$3,237	$607	$27,395	$18,805	0.140	0.001	0.007	0.021	0.031
$14,335	0.105	0.001	0.005	0.016	0.024	0.060	$10,318	$4,675	$2,845	$2,451	$460	$20,750	$14,243	0.106	0.001	0.005	0.016	0.024
$37,258	0.271	0.002	0.014	0.041	0.061	0.154	$26,561	$12,033	$7,324	$6,310	$1,183	$53,411	$36,663	0.278	0.003	0.014	0.042	0.062
$12,143	0.090	0.001	0.005	0.014	0.020	0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738	$12,176	0.092	0.001	0.005	0.014	0.021
$12,419	0.093	0.001	0.005	0.014	0.021	0.053	$9,115	$4,129	$2,514	$2,165	$406	$18,329	$12,582	0.096	0.001	0.005	0.014	0.022
$5,244	0.039	0.000	0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,276	0.039	0.000	0.002	0.006	0.009
$8,048	0.059	0.001	0.003	0.009	0.013	0.034	$5,795	$2,625	$1,598	$1,377	$258	$11,654	$8,000	0.061	0.001	0.003	0.009	0.014
$9,798	0.071	0.001	0.004	0.011	0.016	0.040	$6,959	$3,153	$1,919	$1,653	$310	$13,993	$9,605	0.073	0.001	0.004	0.011	0.016
$4,830	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898	$4,735	0.037	0.000	0.002	0.006	0.008
$7,728	0.057	0.001	0.003	0.009	0.013	0.032	$5,587	$2,531	$1,541	$1,327	$249	$11,234	$7,711	0.058	0.001	0.003	0.009	0.013
$6,955	0.052	0.000	0.003	0.008	0.012	0.030	$5,104	$2,312	$1,408	$1,213	$227	$10,264	$7,046	0.053	0.000	0.003	0.008	0.012
$16,835	0.125	0.001	0.006	0.019	0.028	0.071	$12,251	$5,550	$3,378	$2,911	$546	$24,636	$16,911	0.130	0.001	0.007	0.020	0.029
$338,361													$340,114					
$669,408													$675,493					
$146,963													$145,976					
$425,527													$426,608					
$252,529													$250,554					
$136,062													$135,423					
$201,057													$200,091					
$181,484													$182,964					
$473,181													$475,538					

2042								2043									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
0.795	$137,410	$62,251	$37,892	$32,645	$6,121	$276,319	$185,955	1.450	0.013	0.073	0.218	0.325	0.822	$142,115	$64,382	$39,189	$33,763
1.149	$198,666	$90,002	$54,784	$47,198	$8,850	$399,500	$268,852	2.108	0.019	0.105	0.316	0.472	1.195	$206,605	$93,598	$56,973	$49,084
0.847	$146,329	$66,291	$40,351	$34,764	$6,518	$294,254	$198,025	1.536	0.014	0.077	0.230	0.344	0.871	$150,543	$68,201	$41,513	$35,765
0.708	$122,414	$55,457	$33,757	$29,083	$5,453	$246,164	$165,662	1.285	0.012	0.064	0.193	0.288	0.729	$125,943	$57,056	$34,730	$29,921
0.606	$104,773	$47,465	$28,892	$24,891	$4,667	$210,688	$141,787	1.097	0.010	0.055	0.165	0.246	0.622	$107,517	$48,708	$29,649	$25,543
0.353	$60,962	$27,618	$16,811	$14,483	$2,716	$122,589	$82,499	0.638	0.006	0.032	0.096	0.143	0.362	$62,530	$28,328	$17,243	$14,856
0.893	$154,366	$69,932	$42,568	$36,674	$6,876	$310,415	$208,901	1.616	0.015	0.081	0.242	0.362	0.916	$158,384	$71,753	$43,676	$37,628
1.132	$195,628	$88,625	$53,946	$46,476	$8,714	$393,390	$264,740	2.074	0.019	0.104	0.311	0.465	1.176	$203,273	$92,089	$56,054	$48,293
0.131	$22,640	$10,257	$6,243	$5,379	$1,009	$45,528	$30,639	0.234	0.002	0.012	0.035	0.052	0.133	$22,934	$10,390	$6,324	$5,449
0.195	$33,715	$15,274	$9,297	$8,010	$1,502	$67,799	$45,627	0.349	0.003	0.017	0.052	0.078	0.198	$34,205	$15,496	$9,432	$8,126
0.252	$43,614	$19,759	$12,027	$10,362	$1,943	$87,705	$59,023	0.449	0.004	0.022	0.067	0.101	0.255	$44,006	$19,936	$12,135	$10,455
0.211	$36,460	$16,517	$10,054	$8,662	$1,624	$73,317	$49,340	0.375	0.003	0.019	0.056	0.084	0.213	$36,754	$16,651	$10,135	$8,732
0.165	$28,521	$12,921	$7,865	$6,776	$1,270	$57,353	$38,597	0.293	0.003	0.015	0.044	0.066	0.166	$28,717	$13,010	$7,919	$6,822
0.096	$16,564	$7,504	$4,568	$3,935	$738	$33,308	$22,415	0.171	0.002	0.009	0.026	0.038	0.097	$16,760	$7,593	$4,622	$3,982
0.243	$41,948	$19,004	$11,568	$9,966	$1,869	$84,354	$56,768	0.432	0.004	0.022	0.065	0.097	0.245	$42,340	$19,181	$11,676	$10,059
0.346	$59,786	$27,085	$16,486	$14,204	$2,663	$120,224	$80,908	0.618	0.006	0.031	0.093	0.138	0.350	$60,570	$27,440	$16,703	$14,390
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.018	$3,038	$1,376	$838	$722	$135	$6,110	$4,112	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745
0.120	$20,680	$9,369	$5,703	$4,913	$921	$41,586	$27,986	0.215	0.002	0.011	0.032	0.048	0.122	$21,072	$9,546	$5,811	$5,006
0.109	$18,818	$8,525	$5,189	$4,471	$838	$37,841	$25,466	0.195	0.002	0.010	0.029	0.044	0.111	$19,112	$8,658	$5,270	$4,541
0.082	$14,113	$6,394	$3,892	$3,353	$629	$28,381	$19,099	0.146	0.001	0.007	0.022	0.033	0.083	$14,309	$6,483	$3,946	$3,400
0.115	$19,896	$9,014	$5,486	$4,727	$886	$40,009	$26,925	0.206	0.002	0.010	0.031	0.046	0.117	$20,190	$9,147	$5,568	$4,797
0.260	$44,987	$20,380	$12,405	$10,688	$2,004	$90,464	$60,880	0.466	0.004	0.023	0.070	0.104	0.264	$45,673	$20,691	$12,595	$10,851
0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$15,253	0.117	0.001	0.006	0.018	0.026	0.066	$11,467	$5,195	$3,162	$2,724
0.000	$3,395	$1,538	$936	$807	$0	$6,676	$4,493	0.015	0.000	0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807
0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$6,590	0.022	0.000	0.003	0.008	0.011	0.000	$4,980	$2,256	$1,373	$1,183
0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$5,991	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076
0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,793	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860
0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,193	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753
0.000	$2,037	$923	$562	$484	$0	$4,006	$2,696	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484
0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$6,590	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237
0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127	$7,488	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344
							$221,087										
							$325,180										
							$291,024										
							$245,260										
							$203,677										
							$134,535										
							$333,138										
							$368,389										
1.302	$225,129	$101,990	$62,081	$53,485	$10,028	$452,714	$304,663	2.431	0.022	0.122	0.365	0.545	1.378	$238,262	$107,940	$65,703	$56,605
2.692	$465,351	$210,818	$128,324	$110,556	$20,729	$935,780	$629,753	4.893	0.044	0.245	0.734	1.096	2.774	$479,563	$217,257	$132,243	$113,933
0.531	$91,835	$41,604	$25,324	$21,818	$4,091	$184,673	$124,279	0.955	0.009	0.048	0.143	0.214	0.541	$93,600	$42,403	$25,811	$22,237
1.690	$292,069	$132,316	$80,540	$69,388	$13,010	$587,324	$395,252	3.055	0.027	0.153	0.458	0.684	1.732	$299,452	$135,661	$82,576	$71,143
0.904	$156,326	$70,820	$43,108	$37,139	$6,964	$314,357	$211,553	1.615	0.015	0.081	0.242	0.362	0.916	$158,286	$71,708	$43,649	$37,605
0.502	$86,837	$39,340	$23,946	$20,630	$3,868	$174,621	$117,515	0.901	0.008	0.045	0.135	0.202	0.511	$88,307	$40,006	$24,351	$20,980
0.739	$127,707	$57,855	$35,216	$30,340	$5,689	$256,807	$172,824	1.323	0.012	0.066	0.198	0.296	0.750	$129,667	$58,743	$35,757	$30,806
0.696	$120,282	$54,491	$33,169	$28,576	$5,358	$241,876	$162,775	1.262	0.011	0.063	0.189	0.283	0.715	$123,657	$56,020	$34,099	$29,378
1.843	$318,631	$144,349	$87,865	$75,699	$14,194	$640,737	$431,198	3.323	0.030	0.166	0.498	0.744	1.884	$325,687	$147,546	$89,811	$77,375
0.104	$17,936	$8,125	$4,946	$4,261	$799	$36,067	$24,272	0.192	0.002	0.010	0.029	0.043	0.109	$18,818	$8,525	$5,189	$4,471
0.170	$29,403	$13,320	$8,108	$6,985	$1,310	$59,127	$39,791	0.307	0.003	0.015	0.046	0.069	0.174	$30,089	$13,631	$8,297	$7,148
0.068	$11,761	$5,328	$3,243	$2,794	$524	$23,651	$15,916	0.120	0.001	0.006	0.018	0.027	0.068	$11,761	$5,328	$3,243	$2,794
0.115	$19,847	$8,991	$5,473	$4,715	$884	$39,911	$26,859	0.207	0.002	0.010	0.031	0.046	0.117	$20,244	$9,171	$5,582	$4,809
0.121	$20,974	$9,502	$5,784	$4,983	$934	$42,177	$28,384	0.215	0.002	0.011	0.032	0.048	0.122	$21,072	$9,546	$5,811	$5,006
0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$13,396	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352
0.079	$13,721	$6,216	$3,784	$3,260	$611	$27,592	$18,569	0.141	0.001	0.007	0.021	0.032	0.080	$13,819	$6,261	$3,811	$3,283
0.060	$10,428	$4,724	$2,876	$2,478	$465	$20,970	$14,112	0.108	0.001	0.005	0.016	0.024	0.061	$10,565	$4,786	$2,914	$2,510
0.158	$27,247	$12,344	$7,514	$6,473	$1,214	$54,791	$36,873	0.279	0.003	0.014	0.042	0.062	0.158	$27,345	$12,388	$7,541	$6,496
0.052	$9,017	$4,085	$2,486	$2,142	$402	$18,132	$12,202	0.097	0.001	0.005	0.015	0.022	0.055	$9,507	$4,307	$2,622	$2,259
0.054	$9,409	$4,263	$2,595	$2,235	$419	$18,921	$12,733	0.098	0.001	0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282
0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,173	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931
0.034	$5,954	$2,697	$1,642	$1,415	$265	$11,973	$8,058	0.062	0.001	0.003	0.009	0.014	0.035	$6,033	$2,733	$1,664	$1,433
0.041	$7,155	$3,241	$1,973	$1,700	$319	$14,388	$9,682	0.073	0.001	0.004	0.011	0.016	0.041	$7,155	$3,241	$1,973	$1,700
0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$4,908	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862
0.033	$5,685	$2,575	$1,568	$1,351	$253	$11,431	$7,693	0.058	0.001	0.003	0.009	0.013	0.033	$5,685	$2,575	$1,568	$1,351
0.030	$5,242	$2,375	$1,445	$1,245	$233	$10,540	$7,093	0.055	0.000	0.003	0.008	0.012	0.031	$5,379	$2,437	$1,483	$1,278
0.074	$12,741	$5,772	$3,514	$3,027	$568	$25,622	$17,243	0.134	0.001	0.007	0.020	0.030	0.076	$13,133	$5,950	$3,622	$3,120
							$341,138										
							$682,276										
							$145,368										
							$430,168										
							$249,620										
							$135,819										
							$199,086										
							$183,981										
							$485,313										

			2044														
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
$6,331	$285,779	$188,550	1.505	0.014	0.075	0.226	0.337	0.853	$147,505	$66,824	$40,676	$35,044	$6,571	$296,619	$191,865	1.562	0.014
$9,203	$415,464	$274,113	2.180	0.020	0.109	0.327	0.488	1.236	$213,662	$96,795	$58,919	$50,761	$9,518	$429,654	$277,917	2.264	0.020
$6,706	$302,729	$199,733	1.579	0.014	0.079	0.237	0.354	0.895	$154,758	$70,110	$42,676	$36,767	$6,894	$311,204	$201,299	1.608	0.014
$5,610	$253,260	$167,095	1.321	0.012	0.066	0.198	0.296	0.749	$129,471	$58,654	$35,703	$30,759	$5,767	$260,355	$168,408	1.345	0.012
$4,789	$216,207	$142,648	1.135	0.010	0.057	0.170	0.254	0.644	$111,241	$50,396	$30,676	$26,428	$4,955	$223,696	$144,695	1.164	0.010
$2,785	$125,743	$82,962	0.661	0.006	0.033	0.099	0.148	0.375	$64,785	$29,349	$17,865	$15,391	$2,886	$130,276	$84,268	0.677	0.006
$7,055	$318,496	$210,136	1.672	0.015	0.084	0.251	0.375	0.948	$163,873	$74,239	$45,189	$38,932	$7,300	$329,533	$213,155	1.714	0.015
$9,055	$408,763	$269,692	2.133	0.019	0.107	0.320	0.478	1.209	$209,055	$94,708	$57,649	$49,666	$9,312	$420,391	$271,925	2.213	0.020
$1,022	$46,119	$30,428	0.237	0.002	0.012	0.036	0.053	0.134	$23,228	$10,523	$6,405	$5,518	$1,035	$46,710	$30,214	0.239	0.002
$1,524	$68,784	$45,382	0.352	0.003	0.018	0.053	0.079	0.200	$34,500	$15,629	$9,514	$8,196	$1,537	$69,375	$44,875	0.357	0.003
$1,960	$88,493	$58,386	0.453	0.004	0.023	0.068	0.101	0.257	$44,399	$20,114	$12,243	$10,548	$1,978	$89,281	$57,751	0.456	0.004
$1,637	$73,908	$48,763	0.379	0.003	0.019	0.057	0.085	0.215	$37,146	$16,828	$10,243	$8,825	$1,655	$74,697	$48,317	0.381	0.003
$1,279	$57,747	$38,100	0.297	0.003	0.015	0.045	0.067	0.168	$29,109	$13,187	$8,027	$6,916	$1,297	$58,535	$37,863	0.299	0.003
$747	$33,702	$22,236	0.173	0.002	0.009	0.026	0.039	0.098	$16,956	$7,681	$4,676	$4,028	$755	$34,096	$22,055	0.174	0.002
$1,886	$85,143	$56,175	0.437	0.004	0.022	0.066	0.098	0.248	$42,830	$19,403	$11,811	$10,175	$1,908	$86,128	$55,711	0.441	0.004
$2,698	$121,801	$80,361	0.623	0.006	0.031	0.093	0.140	0.353	$61,060	$27,662	$16,838	$14,506	$2,720	$122,787	$79,423	0.631	0.006
$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
$140	$6,307	$4,161	0.033	0.000	0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504	$4,207	0.033	0.000
$939	$42,374	$27,957	0.218	0.002	0.011	0.033	0.049	0.124	$21,366	$9,680	$5,892	$5,076	$952	$42,965	$27,792	0.221	0.002
$851	$38,432	$25,357	0.199	0.002	0.010	0.030	0.045	0.113	$19,504	$8,836	$5,378	$4,634	$869	$39,221	$25,370	0.201	0.002
$637	$28,775	$18,985	0.149	0.001	0.007	0.022	0.033	0.084	$14,603	$6,616	$4,027	$3,469	$651	$29,366	$18,995	0.152	0.001
$899	$40,600	$26,787	0.211	0.002	0.011	0.032	0.047	0.120	$20,680	$9,369	$5,703	$4,913	$921	$41,586	$26,899	0.214	0.002
$2,035	$91,844	$60,596	0.476	0.004	0.024	0.071	0.107	0.270	$46,653	$21,135	$12,865	$11,084	$2,078	$93,814	$60,683	0.483	0.004
$511	$23,059	$15,214	0.119	0.001	0.006	0.018	0.027	0.067	$11,663	$5,284	$3,216	$2,771	$520	$23,454	$15,171	0.122	0.001
$0	$6,676	$4,405	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,606	0.016	0.000
$0	$9,792	$6,460	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237	$0	$10,237	$6,622	0.024	0.000
$0	$8,902	$5,873	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$5,758	0.020	0.000
$0	$7,121	$4,699	0.017	0.000	0.002	0.006	0.009	0.000	$3,848	$1,743	$1,061	$914	$0	$7,567	$4,894	0.018	0.000
$0	$6,231	$4,111	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,031	0.014	0.000
$0	$4,006	$2,643	0.009	0.000	0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$2,591	0.009	0.000
$0	$10,237	$6,754	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237	$0	$10,237	$6,622	0.024	0.000
$0	$11,127	$7,341	0.026	0.001	0.003	0.009	0.013	0.000	$5,885	$2,666	$1,623	$1,398	$0	$11,572	$7,485	0.027	0.001
		$223,383													$226,685		
		$330,117													$333,621		
		$291,949													$292,599		
		$245,913													$246,988		
		$203,845													$205,584		
		$134,628													$135,813		
		$333,661													$336,170		
		$372,609													$374,005		
$10,614	$479,124	$316,114	2.489	0.022	0.124	0.373	0.558	1.411	$243,947	$110,515	$67,270	$57,956	$10,867	$490,555	$317,310	2.551	0.023
$21,362	$964,357	$636,260	5.035	0.045	0.252	0.755	1.128	2.855	$493,480	$223,562	$136,081	$117,239	$21,982	$992,344	$641,887	5.170	0.047
$4,169	$188,220	$124,183	0.972	0.009	0.049	0.146	0.218	0.551	$95,266	$43,158	$26,270	$22,633	$4,244	$191,571	$123,915	0.984	0.009
$13,339	$602,171	$397,298	3.140	0.028	0.157	0.471	0.703	1.780	$307,708	$139,401	$84,853	$73,104	$13,707	$618,773	$400,247	3.206	0.029
$7,051	$318,299	$210,006	1.642	0.015	0.082	0.246	0.368	0.931	$160,932	$72,907	$44,378	$38,234	$7,169	$323,620	$209,330	1.662	0.015
$3,934	$177,577	$117,161	0.922	0.008	0.046	0.138	0.207	0.523	$90,365	$40,938	$24,919	$21,469	$4,025	$181,716	$117,541	0.937	0.008
$5,776	$260,749	$172,036	1.360	0.012	0.068	0.204	0.305	0.771	$133,294	$60,386	$36,757	$31,667	$5,938	$268,041	$173,380	1.381	0.012
$5,508	$248,664	$164,062	1.293	0.012	0.065	0.194	0.290	0.733	$126,731	$57,413	$34,947	$30,108	$5,645	$254,844	$164,843	1.330	0.012
$14,508	$654,927	$432,105	3.458	0.031	0.173	0.519	0.775	1.961	$338,919	$153,540	$93,459	$80,519	$15,097	$681,534	$440,843	3.543	0.032
$838	$37,841	$24,967	0.192	0.002	0.010	0.029	0.043	0.109	$18,818	$8,525	$5,189	$4,471	$838	$37,841	$24,477	0.193	0.002
$1,340	$60,506	$39,921	0.314	0.003	0.016	0.047	0.070	0.178	$30,775	$13,942	$8,486	$7,311	$1,371	$61,886	$40,030	0.320	0.003
$524	$23,651	$15,604	0.120	0.001	0.006	0.018	0.027	0.068	$11,761	$5,328	$3,243	$2,794	$524	$23,651	$15,298	0.121	0.001
$902	$40,709	$26,859	0.211	0.002	0.011	0.032	0.047	0.119	$20,641	$9,351	$5,692	$4,904	$919	$41,507	$26,848	0.215	0.002
$939	$42,374	$27,957	0.217	0.002	0.011	0.033	0.049	0.123	$21,268	$9,635	$5,865	$5,053	$947	$42,768	$27,664	0.218	0.002
$441	$19,906	$13,134	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$13,003	0.102	0.001
$616	$27,790	$18,335	0.143	0.001	0.007	0.021	0.032	0.081	$14,015	$6,349	$3,865	$3,330	$624	$28,184	$18,230	0.144	0.001
$471	$21,246	$14,018	0.109	0.001	0.005	0.016	0.024	0.062	$10,675	$4,836	$2,944	$2,536	$476	$21,467	$13,886	0.110	0.001
$1,218	$54,988	$36,280	0.285	0.003	0.014	0.043	0.064	0.162	$27,933	$12,654	$7,703	$6,636	$1,244	$56,170	$36,333	0.286	0.003
$423	$19,118	$12,613	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512	$12,621	0.102	0.001
$428	$19,315	$12,743	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$12,748	0.105	0.001
$175	$7,884	$5,201	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931	$175	$7,884	$5,099	0.041	0.000
$269	$12,133	$8,005	0.064	0.001	0.003	0.010	0.014	0.036	$6,272	$2,841	$1,729	$1,490	$279	$12,612	$8,158	0.066	0.001
$319	$14,388	$9,493	0.074	0.001	0.004	0.011	0.017	0.042	$7,253	$3,286	$2,000	$1,723	$323	$14,585	$9,434	0.075	0.001
$162	$7,292	$4,811	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$4,717	0.039	0.000
$253	$11,431	$7,542	0.060	0.001	0.003	0.009	0.013	0.034	$5,881	$2,664	$1,622	$1,397	$262	$11,825	$7,649	0.061	0.001
$240	$10,816	$7,136	0.056	0.001	0.003	0.008	0.013	0.032	$5,489	$2,486	$1,514	$1,304	$244	$11,037	$7,139	0.058	0.001
$585	$26,410	$17,425	0.139	0.001	0.007	0.021	0.031	0.079	$13,623	$6,172	$3,757	$3,237	$607	$27,395	$17,720	0.141	0.001
		$353,694													$354,408		
		$688,924													$694,666		
		$144,989													$144,313		
		$432,161													$435,253		
		$247,456													$246,428		
		$135,106													$135,262		
		$197,913													$199,259		
		$185,216													$185,868		
		$485,810													$494,897		

2045											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.078	0.234	0.350	0.886	$153,092	$69,355	$42,216	$36,371	$6,820	$307,853	$195,227	1.619	0.015	0.081	0.243	0.363	0.918	$158,678
0.113	0.340	0.507	1.284	$221,895	$100,525	$61,189	$52,717	$9,884	$446,210	$282,967	2.349	0.021	0.117	0.352	0.526	1.332	$230,225
0.080	0.241	0.360	0.912	$157,600	$71,398	$43,459	$37,442	$7,020	$316,919	$200,976	1.652	0.015	0.083	0.248	0.370	0.937	$161,913
0.067	0.202	0.301	0.763	$131,823	$59,720	$36,351	$31,318	$5,872	$265,085	$168,105	1.381	0.012	0.069	0.207	0.309	0.783	$135,352
0.058	0.175	0.261	0.660	$114,084	$51,683	$31,459	$27,104	$5,082	$229,412	$145,483	1.203	0.011	0.060	0.180	0.269	0.682	$117,906
0.034	0.102	0.152	0.384	$66,353	$30,060	$18,297	$15,764	$2,956	$133,429	$84,615	0.700	0.006	0.035	0.105	0.157	0.397	$68,607
0.086	0.257	0.384	0.972	$167,989	$76,104	$46,324	$39,910	$7,483	$337,811	$214,225	1.771	0.016	0.089	0.266	0.397	1.004	$173,576
0.111	0.332	0.496	1.255	$216,896	$98,261	$59,811	$51,529	$9,662	$436,158	$276,592	2.273	0.020	0.114	0.341	0.509	1.289	$222,777
0.012	0.036	0.054	0.136	$23,424	$10,612	$6,459	$5,565	$1,043	$47,104	$29,871	0.242	0.002	0.012	0.036	0.054	0.137	$23,718
0.018	0.054	0.080	0.202	$34,990	$15,851	$9,649	$8,313	$1,559	$70,361	$44,620	0.361	0.003	0.018	0.054	0.081	0.205	$35,382
0.023	0.068	0.102	0.259	$44,693	$20,247	$12,324	$10,618	$1,991	$89,873	$56,993	0.460	0.004	0.023	0.069	0.103	0.261	$45,085
0.019	0.057	0.085	0.216	$37,342	$16,917	$10,297	$8,872	$1,663	$75,091	$47,619	0.385	0.003	0.019	0.058	0.086	0.218	$37,734
0.015	0.045	0.067	0.170	$29,305	$13,276	$8,081	$6,962	$1,305	$58,930	$37,371	0.302	0.003	0.015	0.045	0.068	0.171	$29,599
0.009	0.026	0.039	0.099	$17,054	$7,726	$4,703	$4,052	$760	$34,294	$21,747	0.176	0.002	0.009	0.026	0.039	0.100	$17,250
0.022	0.066	0.099	0.250	$43,222	$19,581	$11,919	$10,269	$1,925	$86,916	$55,119	0.445	0.004	0.022	0.067	0.100	0.252	$43,614
0.032	0.095	0.141	0.358	$61,844	$28,017	$17,054	$14,693	$2,755	$124,363	$78,866	0.637	0.006	0.032	0.096	0.143	0.361	$62,432
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504	$4,125	0.034	0.000	0.002	0.005	0.008	0.019	$3,332
0.011	0.033	0.050	0.125	$21,660	$9,813	$5,973	$5,146	$965	$43,557	$27,622	0.224	0.002	0.011	0.034	0.050	0.127	$21,954
0.010	0.030	0.045	0.114	$19,700	$8,925	$5,432	$4,680	$878	$39,615	$25,122	0.204	0.002	0.010	0.031	0.046	0.116	$19,994
0.008	0.023	0.034	0.086	$14,898	$6,749	$4,108	$3,539	$664	$29,958	$18,998	0.155	0.001	0.008	0.023	0.035	0.088	$15,192
0.011	0.032	0.048	0.121	$20,974	$9,502	$5,784	$4,983	$934	$42,177	$26,747	0.218	0.002	0.011	0.033	0.049	0.124	$21,366
0.024	0.072	0.108	0.274	$47,339	$21,446	$13,054	$11,247	$2,109	$95,194	$60,368	0.493	0.004	0.025	0.074	0.110	0.280	$48,319
0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$15,248	0.124	0.001	0.006	0.019	0.028	0.070	$12,153
0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,516	0.016	0.000	0.002	0.006	0.008	0.000	$3,622
0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$6,774	0.025	0.001	0.003	0.009	0.013	0.000	$5,659
0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902	$5,645	0.021	0.000	0.002	0.007	0.011	0.000	$4,753
0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,081	0.018	0.000	0.002	0.006	0.009	0.000	$4,074
0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$3,952	0.015	0.000	0.002	0.005	0.008	0.000	$3,395
0.001	0.003	0.005	0.000	$2,037	$923	$562	$484	$0	$4,006	$2,540	0.009	0.000	0.001	0.003	0.005	0.000	$2,037
0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$6,774	0.025	0.001	0.003	0.009	0.013	0.000	$5,659
0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017	$7,621	0.027	0.001	0.003	0.009	0.014	0.000	$6,111
										$229,615							
										$338,485							
										$291,236							
										$245,927							
										$205,803							
										$135,650							
										$336,485							
										$378,327							
0.128	0.383	0.571	1.446	$250,024	$113,268	$68,946	$59,400	$11,137	$502,775	$318,837	2.614	0.024	0.131	0.392	0.586	1.482	$256,198
0.259	0.776	1.158	2.931	$506,712	$229,556	$139,730	$120,382	$22,572	$1,018,951	$646,174	5.324	0.048	0.266	0.799	1.193	3.019	$521,805
0.049	0.148	0.220	0.558	$96,442	$43,691	$26,595	$22,912	$4,296	$193,936	$122,986	1.002	0.009	0.050	0.150	0.224	0.568	$98,206
0.160	0.481	0.718	1.818	$314,218	$142,350	$86,648	$74,651	$13,997	$631,864	$400,700	3.291	0.030	0.165	0.494	0.737	1.866	$322,554
0.083	0.249	0.372	0.942	$162,893	$73,795	$44,919	$38,699	$7,256	$327,562	$207,726	1.689	0.015	0.084	0.253	0.378	0.958	$165,539
0.047	0.141	0.210	0.531	$91,835	$41,604	$25,324	$21,818	$4,091	$184,673	$117,111	0.957	0.009	0.048	0.144	0.214	0.543	$93,796
0.069	0.207	0.309	0.783	$135,352	$61,318	$37,324	$32,156	$6,029	$272,180	$172,605	1.401	0.013	0.070	0.210	0.314	0.794	$137,312
0.067	0.200	0.298	0.754	$130,381	$59,066	$35,953	$30,975	$5,808	$262,184	$166,265	1.360	0.012	0.068	0.204	0.305	0.771	$133,262
0.177	0.531	0.794	2.009	$347,249	$157,315	$95,757	$82,498	$15,468	$698,287	$442,823	3.629	0.033	0.181	0.544	0.813	2.058	$355,678
0.010	0.029	0.043	0.109	$18,916	$8,569	$5,216	$4,494	$843	$38,038	$24,122	0.194	0.002	0.010	0.029	0.043	0.110	$19,014
0.016	0.048	0.072	0.181	$31,363	$14,208	$8,649	$7,451	$1,397	$63,069	$39,995	0.328	0.003	0.016	0.049	0.073	0.186	$32,147
0.006	0.018	0.027	0.069	$11,859	$5,373	$3,270	$2,817	$528	$23,848	$15,123	0.121	0.001	0.006	0.018	0.027	0.069	$11,859
0.011	0.032	0.048	0.122	$21,038	$9,531	$5,801	$4,998	$937	$42,305	$26,828	0.219	0.002	0.011	0.033	0.049	0.124	$21,435
0.011	0.033	0.049	0.124	$21,366	$9,680	$5,892	$5,076	$952	$42,965	$27,247	0.219	0.002	0.011	0.033	0.049	0.124	$21,464
0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$12,748	0.102	0.001	0.005	0.015	0.023	0.058	$9,997
0.007	0.022	0.032	0.082	$14,113	$6,394	$3,892	$3,353	$629	$28,381	$17,998	0.145	0.001	0.007	0.022	0.032	0.082	$14,211
0.006	0.017	0.025	0.063	$10,812	$4,898	$2,982	$2,569	$482	$21,743	$13,788	0.111	0.001	0.006	0.017	0.025	0.063	$10,895
0.014	0.043	0.064	0.162	$28,031	$12,699	$7,730	$6,659	$1,249	$56,368	$35,746	0.287	0.003	0.014	0.043	0.064	0.163	$28,129
0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$12,748	0.104	0.001	0.005	0.016	0.023	0.059	$10,193
0.005	0.016	0.024	0.060	$10,291	$4,662	$2,838	$2,445	$458	$20,694	$13,123	0.108	0.001	0.005	0.016	0.024	0.061	$10,585
0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$5,124	0.042	0.000	0.002	0.006	0.009	0.024	$4,116
0.003	0.010	0.015	0.037	$6,430	$2,913	$1,773	$1,528	$286	$12,931	$8,200	0.068	0.001	0.003	0.010	0.015	0.039	$6,669
0.004	0.011	0.017	0.043	$7,351	$3,330	$2,027	$1,746	$327	$14,782	$9,374	0.076	0.001	0.004	0.011	0.017	0.043	$7,449
0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$4,874	0.039	0.000	0.002	0.006	0.009	0.022	$3,822
0.003	0.009	0.014	0.035	$5,979	$2,708	$1,649	$1,420	$266	$12,022	$7,624	0.062	0.001	0.003	0.009	0.014	0.035	$6,077
0.003	0.009	0.013	0.033	$5,653	$2,561	$1,559	$1,343	$252	$11,368	$7,209	0.059	0.001	0.003	0.009	0.013	0.033	$5,790
0.007	0.021	0.032	0.080	$13,819	$6,261	$3,811	$3,283	$616	$27,790	$17,623	0.145	0.001	0.007	0.022	0.032	0.082	$14,211
										$355,708							
										$699,293							
										$143,233							
										$435,729							
										$244,346							
										$134,734							
										$198,227							
										$187,263							
										$496,192							

046						2047											
Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)
$71,886	$43,757	$37,698	$7,068	$319,087	$198,384	1.678	0.015	0.084	0.252	0.376	0.951	$164,461	$74,506	$45,351	$39,072	$7,326	$330,716
$104,299	$63,486	$54,696	$10,255	$462,963	$287,834	2.423	0.022	0.121	0.363	0.543	1.374	$237,478	$107,585	$65,486	$56,419	$10,579	$477,547
$73,351	$44,649	$38,466	$7,212	$325,591	$202,427	1.696	0.015	0.085	0.254	0.380	0.962	$166,225	$75,305	$45,838	$39,491	$7,405	$334,263
$61,318	$37,324	$32,156	$6,029	$272,180	$169,220	1.419	0.013	0.071	0.213	0.318	0.805	$139,076	$63,006	$38,351	$33,041	$6,195	$279,670
$53,415	$32,513	$28,012	$5,252	$237,098	$147,409	1.232	0.011	0.062	0.185	0.276	0.699	$120,748	$54,703	$33,297	$28,687	$5,379	$242,814
$31,081	$18,919	$16,299	$3,056	$137,962	$85,774	0.717	0.006	0.036	0.108	0.161	0.407	$70,273	$31,836	$19,378	$16,695	$3,130	$141,313
$78,635	$47,865	$41,237	$7,732	$349,045	$217,009	1.815	0.016	0.091	0.272	0.407	1.029	$177,888	$80,589	$49,054	$42,262	$7,924	$357,717
$100,925	$61,432	$52,926	$9,924	$447,984	$278,521	2.355	0.021	0.118	0.353	0.528	1.335	$230,814	$104,566	$63,649	$54,836	$10,282	$464,145
$10,745	$6,541	$5,635	$1,057	$47,696	$29,653	0.245	0.002	0.012	0.037	0.055	0.139	$24,012	$10,878	$6,622	$5,705	$1,070	$48,287
$16,029	$9,757	$8,406	$1,576	$71,149	$44,235	0.365	0.003	0.018	0.055	0.082	0.207	$35,774	$16,207	$9,865	$8,499	$1,594	$71,938
$20,425	$12,432	$10,711	$2,008	$90,661	$56,366	0.464	0.004	0.023	0.070	0.104	0.263	$45,477	$20,602	$12,541	$10,804	$2,026	$91,449
$17,095	$10,405	$8,965	$1,681	$75,879	$47,176	0.388	0.003	0.019	0.058	0.087	0.220	$38,028	$17,228	$10,486	$9,035	$1,694	$76,471
$13,409	$8,162	$7,032	$1,319	$59,521	$37,005	0.305	0.003	0.015	0.046	0.068	0.173	$29,893	$13,542	$8,243	$7,102	$1,332	$60,112
$7,815	$4,757	$4,098	$768	$34,688	$21,566	0.177	0.002	0.009	0.027	0.040	0.100	$17,348	$7,859	$4,784	$4,121	$773	$34,885
$19,759	$12,027	$10,362	$1,943	$87,705	$54,528	0.449	0.004	0.022	0.067	0.101	0.255	$44,006	$19,936	$12,135	$10,455	$1,960	$88,493
$28,284	$17,216	$14,832	$2,781	$125,546	$78,055	0.644	0.006	0.032	0.097	0.144	0.365	$63,118	$28,595	$17,405	$14,995	$2,812	$126,925
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$1,510	$919	$792	$148	$6,701	$4,166	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898
$9,946	$6,054	$5,216	$978	$44,148	$27,448	0.228	0.002	0.011	0.034	0.051	0.129	$22,346	$10,124	$6,162	$5,309	$995	$44,936
$9,058	$5,514	$4,750	$891	$40,206	$24,997	0.207	0.002	0.010	0.031	0.046	0.117	$20,288	$9,191	$5,595	$4,820	$904	$40,797
$6,882	$4,189	$3,609	$677	$30,549	$18,993	0.157	0.001	0.008	0.024	0.035	0.089	$15,388	$6,971	$4,243	$3,656	$685	$30,943
$9,680	$5,892	$5,076	$952	$42,965	$26,713	0.221	0.002	0.011	0.033	0.050	0.125	$21,660	$9,813	$5,973	$5,146	$965	$43,557
$21,890	$13,324	$11,479	$2,152	$97,165	$60,410	0.500	0.005	0.025	0.075	0.112	0.284	$49,005	$22,201	$13,514	$11,642	$2,183	$98,545
$5,506	$3,351	$2,887	$541	$24,439	$15,194	0.127	0.001	0.006	0.019	0.028	0.072	$12,447	$5,639	$3,432	$2,957	$554	$25,030
$1,641	$999	$860	$0	$7,121	$4,428	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
$2,564	$1,560	$1,344	$0	$11,127	$6,918	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127
$2,153	$1,311	$1,129	$0	$9,347	$5,811	0.022	0.000	0.003	0.008	0.011	0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792
$1,846	$1,124	$968	$0	$8,012	$4,981	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
$1,538	$936	$807	$0	$6,676	$4,151	0.015	0.000	0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676
$923	$562	$484	$0	$4,006	$2,490	0.010	0.000	0.001	0.003	0.005	0.000	$2,264	$1,025	$624	$538	$0	$4,451
$2,564	$1,560	$1,344	$0	$11,127	$6,918	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127
$2,769	$1,685	$1,452	$0	$12,017	$7,471	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908
					$232,464												
					$343,153												
					$292,052												
					$246,374												
					$207,558												
					$136,543												
					$338,864												
					$379,241												
$116,066	$70,649	$60,866	$11,412	$515,191	$320,305	2.672	0.024	0.134	0.401	0.599	1.515	$261,883	$118,641	$72,216	$62,217	$11,666	$526,622
$236,394	$143,892	$123,968	$23,244	$1,049,303	$652,374	5.461	0.049	0.273	0.819	1.223	3.096	$535,233	$242,477	$147,594	$127,158	$23,842	$1,076,304
$44,490	$27,081	$23,331	$4,375	$197,483	$122,780	1.019	0.009	0.051	0.153	0.228	0.578	$99,872	$45,245	$27,541	$23,727	$4,449	$200,834
$146,127	$88,947	$76,631	$14,368	$648,626	$403,265	3.367	0.030	0.168	0.505	0.754	1.909	$330,016	$149,507	$91,005	$78,404	$14,701	$663,633
$74,994	$45,649	$39,328	$7,374	$332,884	$206,961	1.709	0.015	0.085	0.256	0.383	0.969	$167,499	$75,882	$46,189	$39,794	$7,461	$336,825
$42,492	$25,865	$22,284	$4,178	$188,614	$117,266	0.973	0.009	0.049	0.146	0.218	0.552	$95,364	$43,203	$26,297	$22,656	$4,248	$191,768
$62,207	$37,865	$32,622	$6,117	$276,122	$171,671	1.421	0.013	0.071	0.213	0.318	0.806	$139,272	$63,095	$38,405	$33,088	$6,204	$280,064
$60,372	$36,748	$31,660	$5,936	$267,978	$166,608	1.394	0.013	0.070	0.209	0.312	0.790	$136,638	$61,901	$37,679	$32,462	$6,087	$274,766
$161,133	$98,081	$84,501	$15,844	$715,237	$444,678	3.768	0.034	0.188	0.565	0.844	2.136	$369,302	$167,305	$101,838	$87,737	$16,451	$742,632
$8,614	$5,243	$4,517	$847	$38,235	$23,772	0.194	0.002	0.010	0.029	0.043	0.110	$19,014	$8,614	$5,243	$4,517	$847	$38,235
$14,564	$8,865	$7,637	$1,432	$64,645	$40,191	0.334	0.003	0.017	0.050	0.075	0.189	$32,735	$14,830	$9,027	$7,777	$1,458	$65,828
$5,373	$3,270	$2,817	$528	$23,848	$14,827	0.121	0.001	0.006	0.018	0.027	0.069	$11,859	$5,373	$3,270	$2,817	$528	$23,848
$9,711	$5,911	$5,092	$955	$43,103	$26,798	0.223	0.002	0.011	0.033	0.050	0.126	$21,832	$9,890	$6,020	$5,187	$973	$43,902
$9,724	$5,919	$5,099	$956	$43,163	$26,835	0.220	0.002	0.011	0.033	0.049	0.125	$21,562	$9,768	$5,946	$5,123	$960	$43,360
$4,529	$2,757	$2,375	$445	$20,103	$12,499	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300
$6,438	$3,919	$3,376	$633	$28,578	$17,768	0.145	0.001	0.007	0.022	0.032	0.082	$14,211	$6,438	$3,919	$3,376	$633	$28,578
$4,936	$3,004	$2,588	$485	$21,908	$13,621	0.112	0.001	0.006	0.017	0.025	0.064	$11,005	$4,985	$3,035	$2,614	$490	$22,129
$12,743	$7,757	$6,683	$1,253	$56,565	$35,167	0.293	0.003	0.015	0.044	0.066	0.166	$28,717	$13,010	$7,919	$6,822	$1,279	$57,747
$4,618	$2,811	$2,422	$454	$20,497	$12,744	0.106	0.001	0.005	0.016	0.024	0.060	$10,389	$4,707	$2,865	$2,468	$463	$20,891
$4,795	$2,919	$2,515	$472	$21,286	$13,234	0.110	0.001	0.006	0.017	0.025	0.062	$10,781	$4,884	$2,973	$2,561	$480	$21,680
$1,865	$1,135	$978	$183	$8,278	$5,146	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278
$3,021	$1,839	$1,584	$297	$13,410	$8,337	0.069	0.001	0.003	0.010	0.015	0.039	$6,748	$3,057	$1,861	$1,603	$301	$13,570
$3,375	$2,054	$1,770	$332	$14,979	$9,313	0.077	0.001	0.004	0.012	0.017	0.044	$7,547	$3,419	$2,081	$1,793	$336	$15,176
$1,732	$1,054	$908	$170	$7,686	$4,779	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931	$175	$7,884
$2,753	$1,676	$1,444	$271	$12,220	$7,597	0.062	0.001	0.003	0.009	0.014	0.035	$6,077	$2,753	$1,676	$1,444	$271	$12,220
$2,623	$1,597	$1,376	$258	$11,644	$7,239	0.060	0.001	0.003	0.009	0.013	0.034	$5,900	$2,673	$1,627	$1,402	$263	$11,865
$6,438	$3,919	$3,376	$633	$28,578	$17,768	0.150	0.001	0.008	0.023	0.034	0.085	$14,702	$6,660	$4,054	$3,493	$655	$29,563
					$356,821												
					$705,799												
					$142,753												
					$438,401												
					$243,109												
					$134,543												
					$197,036												
					$187,468												
					$497,613												

	2048																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$201,581	1.728	0.016	0.086	0.259	0.387	0.980	$169,361	$76,726	$46,703	$40,236	$7,544	$340,570	$203,518	1.788	0.016	0.089	0.268	0.401
$291,080	2.511	0.023	0.126	0.377	0.562	1.424	$246,103	$111,492	$67,865	$58,468	$10,963	$494,891	$295,737	2.587	0.023	0.129	0.388	0.579
$203,744	1.741	0.016	0.087	0.261	0.390	0.987	$170,635	$77,303	$47,054	$40,539	$7,601	$343,132	$205,049	1.771	0.016	0.089	0.266	0.397
$170,467	1.456	0.013	0.073	0.218	0.326	0.826	$142,703	$64,649	$39,351	$33,903	$6,357	$286,962	$171,482	1.481	0.013	0.074	0.222	0.332
$148,003	1.272	0.011	0.064	0.191	0.285	0.721	$124,669	$56,479	$34,378	$29,618	$5,553	$250,697	$149,812	1.302	0.012	0.065	0.195	0.292
$86,135	0.740	0.007	0.037	0.111	0.166	0.420	$72,527	$32,857	$20,000	$17,231	$3,231	$145,846	$87,155	0.758	0.007	0.038	0.114	0.170
$218,039	1.873	0.017	0.094	0.281	0.420	1.062	$183,573	$83,164	$50,622	$43,612	$8,177	$369,148	$220,595	1.918	0.017	0.096	0.288	0.430
$282,911	2.417	0.022	0.121	0.363	0.541	1.370	$236,890	$107,318	$65,324	$56,279	$10,552	$476,365	$284,666	2.501	0.023	0.125	0.375	0.560
$29,432	0.248	0.002	0.012	0.037	0.056	0.141	$24,306	$11,012	$6,703	$5,775	$1,083	$48,878	$29,209	0.251	0.002	0.013	0.038	0.056
$43,848	0.370	0.003	0.019	0.056	0.083	0.210	$36,264	$16,429	$10,000	$8,615	$1,615	$72,923	$43,577	0.373	0.003	0.019	0.056	0.084
$55,741	0.468	0.004	0.023	0.070	0.105	0.265	$45,869	$20,780	$12,649	$10,897	$2,043	$92,238	$55,119	0.471	0.004	0.024	0.071	0.106
$46,611	0.391	0.004	0.020	0.059	0.088	0.222	$38,322	$17,361	$10,568	$9,104	$1,707	$77,062	$46,051	0.394	0.004	0.020	0.059	0.088
$36,640	0.308	0.003	0.015	0.046	0.069	0.175	$30,187	$13,676	$8,324	$7,172	$1,345	$60,703	$36,275	0.311	0.003	0.016	0.047	0.070
$21,263	0.179	0.002	0.009	0.027	0.040	0.101	$17,544	$7,948	$4,838	$4,168	$781	$35,279	$21,082	0.181	0.002	0.009	0.027	0.041
$53,939	0.454	0.004	0.023	0.068	0.102	0.257	$44,497	$20,158	$12,270	$10,571	$1,982	$89,478	$53,470	0.457	0.004	0.023	0.069	0.102
$77,365	0.650	0.006	0.033	0.098	0.146	0.369	$63,707	$28,861	$17,568	$15,135	$2,838	$128,108	$76,555	0.657	0.006	0.033	0.099	0.147
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$4,205	0.036	0.000	0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095	$4,240	0.036	0.000	0.002	0.005	0.008
$27,390	0.231	0.002	0.012	0.035	0.052	0.131	$22,640	$10,257	$6,243	$5,379	$1,009	$45,528	$27,206	0.234	0.002	0.012	0.035	0.052
$24,867	0.211	0.002	0.011	0.032	0.047	0.120	$20,680	$9,369	$5,703	$4,913	$921	$41,586	$24,851	0.213	0.002	0.011	0.032	0.048
$18,861	0.160	0.001	0.008	0.024	0.036	0.091	$15,682	$7,104	$4,324	$3,726	$699	$31,534	$18,844	0.162	0.001	0.008	0.024	0.036
$26,549	0.225	0.002	0.011	0.034	0.050	0.128	$22,052	$9,990	$6,081	$5,239	$982	$44,345	$26,500	0.229	0.002	0.011	0.034	0.051
$60,066	0.509	0.005	0.025	0.076	0.114	0.289	$49,887	$22,600	$13,757	$11,852	$2,222	$100,318	$59,948	0.516	0.005	0.026	0.077	0.116
$15,257	0.129	0.001	0.006	0.019	0.029	0.073	$12,643	$5,728	$3,486	$3,004	$563	$25,425	$15,193	0.131	0.001	0.007	0.020	0.029
$4,883	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$4,788	0.018	0.000	0.002	0.006	0.009
$6,782	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017	$7,181	0.027	0.001	0.003	0.009	0.014
$5,968	0.022	0.000	0.003	0.008	0.011	0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$5,851	0.022	0.000	0.003	0.008	0.011
$4,883	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$4,788	0.018	0.000	0.002	0.006	0.009
$4,069	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,256	0.016	0.000	0.002	0.006	0.008
$2,713	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896	$2,926	0.011	0.000	0.001	0.004	0.006
$6,782	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127	$6,649	0.026	0.001	0.003	0.009	0.013
$7,868	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908	$7,713	0.029	0.001	0.003	0.010	0.015
$235,897													$237,514					
$345,915													$350,735					
$292,844													$293,226					
$246,829													$247,171					
$207,573													$209,187					
$136,660													$137,662					
$338,827													$340,663					
$383,400													$384,127					
$320,993	2.814	0.025	0.141	0.422	0.630	1.596	$275,800	$124,946	$76,054	$65,523	$12,286	$554,609	$331,423	2.874	0.026	0.144	0.431	0.644
$656,041	5.617	0.051	0.281	0.843	1.258	3.185	$550,522	$249,403	$151,811	$130,791	$24,523	$1,107,050	$661,550	5.743	0.052	0.287	0.861	1.286
$122,414	1.037	0.009	0.052	0.156	0.232	0.588	$101,636	$46,044	$28,027	$24,146	$4,527	$204,382	$122,134	1.049	0.009	0.052	0.157	0.235
$404,505	3.452	0.031	0.173	0.518	0.773	1.957	$338,352	$153,284	$93,303	$80,384	$15,072	$680,395	$406,590	3.520	0.032	0.176	0.528	0.789
$205,306	1.736	0.016	0.087	0.260	0.389	0.984	$170,145	$77,081	$46,919	$40,422	$7,579	$342,147	$204,460	1.756	0.016	0.088	0.263	0.393
$116,888	0.993	0.009	0.050	0.149	0.222	0.563	$97,324	$44,091	$26,838	$23,122	$4,335	$195,710	$116,952	1.009	0.009	0.050	0.151	0.226
$170,708	1.459	0.013	0.073	0.219	0.327	0.827	$142,997	$64,782	$39,432	$33,973	$6,370	$287,553	$171,836	1.479	0.013	0.074	0.222	0.331
$167,478	1.425	0.013	0.071	0.214	0.319	0.808	$139,711	$63,293	$38,526	$33,192	$6,224	$280,947	$167,888	1.481	0.013	0.074	0.222	0.332
$452,657	3.843	0.035	0.192	0.576	0.861	2.179	$376,652	$170,635	$103,865	$89,483	$16,778	$757,414	$452,615	3.985	0.036	0.199	0.598	0.893
$23,306	0.202	0.002	0.010	0.030	0.045	0.115	$19,798	$8,969	$5,459	$4,704	$882	$39,812	$23,791	0.203	0.002	0.010	0.030	0.045
$40,124	0.342	0.003	0.017	0.051	0.077	0.194	$33,519	$15,185	$9,243	$7,963	$1,493	$67,405	$40,280	0.348	0.003	0.017	0.052	0.078
$14,536	0.122	0.001	0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$14,369	0.122	0.001	0.006	0.018	0.027
$26,759	0.228	0.002	0.011	0.034	0.051	0.129	$22,308	$10,106	$6,152	$5,300	$994	$44,859	$26,807	0.231	0.002	0.012	0.035	0.052
$26,429	0.222	0.002	0.011	0.033	0.050	0.126	$21,758	$9,857	$6,000	$5,169	$969	$43,754	$26,146	0.223	0.002	0.011	0.033	0.050
$12,374	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$12,131	0.103	0.001	0.005	0.015	0.023
$17,419	0.147	0.001	0.007	0.022	0.033	0.083	$14,407	$6,527	$3,973	$3,423	$642	$28,972	$17,313	0.148	0.001	0.007	0.022	0.033
$13,488	0.113	0.001	0.006	0.017	0.025	0.064	$11,114	$5,035	$3,065	$2,640	$495	$22,350	$13,356	0.115	0.001	0.006	0.017	0.026
$35,199	0.294	0.003	0.015	0.044	0.066	0.167	$28,815	$13,054	$7,946	$6,846	$1,284	$57,944	$34,626	0.300	0.003	0.015	0.045	0.067
$12,734	0.111	0.001	0.006	0.017	0.025	0.063	$10,879	$4,929	$3,000	$2,585	$485	$21,877	$13,073	0.114	0.001	0.006	0.017	0.026
$13,215	0.113	0.001	0.006	0.017	0.025	0.064	$11,075	$5,017	$3,054	$2,631	$493	$22,271	$13,309	0.115	0.001	0.006	0.017	0.026
$5,046	0.043	0.000	0.002	0.006	0.010	0.024	$4,214	$1,909	$1,162	$1,001	$188	$8,475	$5,064	0.044	0.000	0.002	0.007	0.010
$8,271	0.070	0.001	0.004	0.011	0.016	0.040	$6,907	$3,129	$1,905	$1,641	$308	$13,889	$8,300	0.071	0.001	0.004	0.011	0.016
$9,250	0.078	0.001	0.004	0.012	0.017	0.044	$7,645	$3,463	$2,108	$1,816	$341	$15,373	$9,187	0.080	0.001	0.004	0.012	0.018
$4,805	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$4,829	0.041	0.000	0.002	0.006	0.009
$7,448	0.064	0.001	0.003	0.010	0.014	0.036	$6,273	$2,842	$1,730	$1,490	$279	$12,614	$7,538	0.065	0.001	0.003	0.010	0.015
$7,232	0.062	0.001	0.003	0.009	0.014	0.035	$6,037	$2,735	$1,665	$1,434	$269	$12,141	$7,255	0.063	0.001	0.003	0.009	0.014
$18,020	0.153	0.001	0.008	0.023	0.034	0.087	$14,996	$6,793	$4,135	$3,563	$668	$30,155	$18,020	0.159	0.001	0.008	0.024	0.036
$357,032													$368,287					
$709,379													$715,138					
$141,996													$141,567					
$439,535													$441,697					
$240,985													$239,793					
$134,067													$133,912					
$195,575													$196,687					
$188,199													$188,499					
$505,876													$505,261					

2049								2050									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
1.014	$175,242	$79,390	$48,324	$41,633	$7,806	$352,395	$206,455	1.849	0.017	0.092	0.277	0.414	1.048	$181,220	$82,098	$49,973	$43,054
1.467	$253,552	$114,867	$69,919	$60,238	$11,295	$509,870	$298,713	2.677	0.024	0.134	0.402	0.600	1.518	$262,373	$118,863	$72,351	$62,333
1.004	$173,576	$78,635	$47,865	$41,237	$7,732	$349,045	$204,492	1.816	0.016	0.091	0.272	0.407	1.030	$177,986	$80,633	$49,081	$42,285
0.840	$145,153	$65,759	$40,027	$34,485	$6,466	$291,889	$171,007	1.519	0.014	0.076	0.228	0.340	0.861	$148,877	$67,446	$41,054	$35,370
0.738	$127,609	$57,811	$35,189	$30,317	$5,684	$256,610	$150,338	1.343	0.012	0.067	0.201	0.301	0.761	$131,627	$59,631	$36,297	$31,271
0.430	$74,292	$33,656	$20,486	$17,650	$3,309	$149,394	$87,524	0.781	0.007	0.039	0.117	0.175	0.443	$76,546	$34,678	$21,108	$18,185
1.088	$187,983	$85,162	$51,838	$44,660	$8,374	$378,017	$221,466	1.977	0.018	0.099	0.297	0.443	1.121	$193,766	$87,782	$53,432	$46,034
1.418	$245,123	$111,048	$67,595	$58,235	$10,919	$492,920	$288,783	2.565	0.023	0.128	0.385	0.575	1.454	$251,396	$113,890	$69,324	$59,726
0.142	$24,601	$11,145	$6,784	$5,844	$1,096	$49,469	$28,982	0.253	0.002	0.013	0.038	0.057	0.143	$24,797	$11,234	$6,838	$5,891
0.211	$36,558	$16,562	$10,081	$8,685	$1,628	$73,514	$43,069	0.378	0.003	0.019	0.057	0.085	0.214	$37,048	$16,784	$10,216	$8,802
0.267	$46,163	$20,913	$12,730	$10,967	$2,056	$92,829	$54,385	0.475	0.004	0.024	0.071	0.106	0.269	$46,555	$21,091	$12,838	$11,060
0.223	$38,616	$17,494	$10,649	$9,174	$1,720	$77,653	$45,494	0.397	0.004	0.020	0.060	0.089	0.225	$38,910	$17,627	$10,730	$9,244
0.176	$30,481	$13,809	$8,405	$7,242	$1,358	$61,295	$35,910	0.314	0.003	0.016	0.047	0.070	0.178	$30,775	$13,942	$8,486	$7,311
0.103	$17,740	$8,037	$4,892	$4,215	$790	$35,673	$20,900	0.183	0.002	0.009	0.027	0.041	0.104	$17,936	$8,125	$4,946	$4,261
0.259	$44,791	$20,291	$12,351	$10,641	$1,995	$90,070	$52,768	0.462	0.004	0.023	0.069	0.103	0.262	$45,281	$20,513	$12,486	$10,758
0.373	$64,393	$29,172	$17,757	$15,298	$2,868	$129,488	$75,862	0.663	0.006	0.033	0.099	0.149	0.376	$64,981	$29,438	$17,919	$15,438
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.020	$3,528	$1,598	$973	$838	$157	$7,095	$4,157	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862
0.133	$22,934	$10,390	$6,324	$5,449	$1,022	$46,119	$27,019	0.237	0.002	0.012	0.036	0.053	0.134	$23,228	$10,523	$6,405	$5,518
0.121	$20,876	$9,458	$5,757	$4,960	$930	$41,980	$24,594	0.216	0.002	0.011	0.032	0.048	0.122	$21,170	$9,591	$5,838	$5,030
0.092	$15,878	$7,193	$4,378	$3,772	$707	$31,928	$18,706	0.165	0.001	0.008	0.025	0.037	0.094	$16,172	$7,326	$4,459	$3,842
0.130	$22,444	$10,168	$6,189	$5,332	$1,000	$45,133	$26,442	0.233	0.002	0.012	0.035	0.052	0.132	$22,836	$10,346	$6,297	$5,425
0.293	$50,573	$22,911	$13,946	$12,015	$2,253	$101,698	$59,581	0.526	0.005	0.026	0.079	0.118	0.298	$51,553	$23,355	$14,216	$12,248
0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$15,126	0.133	0.001	0.007	0.020	0.030	0.075	$13,035	$5,905	$3,595	$3,097
0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$4,694	0.019	0.000	0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022
0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017	$7,041	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452
0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$5,737	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237
0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$4,694	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076
0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,172	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860
0.000	$2,490	$1,128	$687	$592	$0	$4,896	$2,868	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592
0.000	$5,885	$2,666	$1,623	$1,398	$0	$11,572	$6,780	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452
0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908	$7,562	0.030	0.001	0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613
							$240,131										
							$352,980										
							$291,633										
							$245,789										
							$209,126										
							$137,734										
							$340,595										
							$387,333										
1.630	$281,681	$127,610	$77,676	$66,921	$12,548	$566,434	$331,852	2.939	0.026	0.147	0.441	0.658	1.666	$288,051	$130,496	$79,432	$68,434
3.256	$562,871	$254,998	$155,216	$133,725	$25,073	$1,131,883	$663,127	5.900	0.053	0.295	0.885	1.322	3.345	$578,259	$261,969	$159,459	$137,380
0.595	$102,812	$46,577	$28,351	$24,426	$4,580	$206,747	$121,125	1.067	0.010	0.053	0.160	0.239	0.605	$104,577	$47,376	$28,838	$24,845
1.996	$345,021	$156,305	$95,142	$81,969	$15,369	$693,805	$406,474	3.606	0.032	0.180	0.541	0.808	2.045	$353,436	$160,117	$97,463	$83,968
0.996	$172,106	$77,969	$47,459	$40,888	$7,667	$346,089	$202,760	1.782	0.016	0.089	0.267	0.399	1.010	$174,654	$79,123	$48,162	$41,494
0.572	$98,892	$44,801	$27,270	$23,494	$4,405	$198,863	$116,506	1.030	0.009	0.052	0.155	0.231	0.584	$100,950	$45,734	$27,838	$23,983
0.839	$144,957	$65,670	$39,973	$34,438	$6,457	$291,495	$170,776	1.499	0.013	0.075	0.225	0.336	0.850	$146,917	$66,558	$40,513	$34,904
0.840	$145,200	$65,780	$40,040	$34,496	$6,468	$291,984	$171,062	1.493	0.013	0.075	0.224	0.334	0.846	$146,298	$66,277	$40,343	$34,757
2.259	$390,570	$176,940	$107,703	$92,790	$17,398	$785,400	$460,136	4.074	0.037	0.204	0.611	0.913	2.310	$399,293	$180,892	$110,108	$94,862
0.115	$19,896	$9,014	$5,486	$4,727	$886	$40,009	$23,440	0.204	0.002	0.010	0.031	0.046	0.116	$19,994	$9,058	$5,514	$4,750
0.197	$34,107	$15,452	$9,405	$8,103	$1,519	$68,587	$40,183	0.355	0.003	0.018	0.053	0.080	0.201	$34,794	$15,763	$9,595	$8,266
0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$14,087	0.122	0.001	0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841
0.131	$22,626	$10,250	$6,239	$5,375	$1,008	$45,498	$26,656	0.236	0.002	0.012	0.035	0.053	0.134	$23,102	$10,466	$6,371	$5,488
0.126	$21,856	$9,902	$6,027	$5,193	$974	$43,951	$25,749	0.224	0.002	0.011	0.034	0.050	0.127	$21,954	$9,946	$6,054	$5,216
0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$11,893	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398
0.084	$14,505	$6,571	$4,000	$3,446	$646	$29,169	$17,089	0.149	0.001	0.007	0.022	0.033	0.084	$14,603	$6,616	$4,027	$3,469
0.065	$11,224	$5,085	$3,095	$2,667	$500	$22,571	$13,223	0.116	0.001	0.006	0.017	0.026	0.066	$11,334	$5,135	$3,125	$2,693
0.170	$29,403	$13,320	$8,108	$6,985	$1,310	$59,127	$34,640	0.301	0.003	0.015	0.045	0.067	0.171	$29,501	$13,365	$8,135	$7,009
0.065	$11,173	$5,062	$3,081	$2,654	$498	$22,468	$13,163	0.116	0.001	0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701
0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$13,279	0.118	0.001	0.006	0.018	0.026	0.067	$11,565	$5,239	$3,189	$2,748
0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672	$5,081	0.044	0.000	0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025
0.040	$6,986	$3,165	$1,926	$1,660	$311	$14,049	$8,230	0.074	0.001	0.004	0.011	0.017	0.042	$7,224	$3,273	$1,992	$1,716
0.045	$7,841	$3,552	$2,162	$1,863	$349	$15,767	$9,237	0.080	0.001	0.004	0.012	0.018	0.045	$7,841	$3,552	$2,162	$1,863
0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$4,734	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978
0.037	$6,371	$2,886	$1,757	$1,514	$284	$12,811	$7,505	0.066	0.001	0.003	0.010	0.015	0.037	$6,469	$2,930	$1,784	$1,537
0.036	$6,175	$2,797	$1,703	$1,467	$275	$12,417	$7,274	0.064	0.001	0.003	0.010	0.014	0.036	$6,284	$2,847	$1,733	$1,493
0.090	$15,584	$7,060	$4,297	$3,702	$694	$31,337	$18,359	0.162	0.001	0.008	0.024	0.036	0.092	$15,878	$7,193	$4,378	$3,772
							$368,455										
							$716,589										
							$140,293										
							$441,360										
							$237,747										
							$133,134										
							$195,370										
							$191,560										
							$513,136										

			Predicted Crash Totals 2030 - 2050
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)
$8,073	$364,418	$209,312	27.513
$11,688	$527,608	$303,044	39.882
$7,928	$357,914	$205,577	29.923
$6,632	$299,378	$171,955	25.044
$5,863	$264,691	$152,032	21.173
$3,410	$153,927	$88,412	12.321
$8,631	$389,645	$223,802	31.182
$11,199	$505,534	$290,366	39.581
$1,105	$49,864	$28,640	4.712
$1,650	$74,500	$42,791	7.025
$2,074	$93,617	$53,771	9.171
$1,733	$78,244	$44,942	7.668
$1,371	$61,886	$35,546	5.963
$799	$36,067	$20,716	3.471
$2,017	$91,055	$52,300	8.781
$2,895	$130,670	$75,054	12.499
$0	$0	$0	0.000
$162	$7,292	$4,189	0.628
$1,035	$46,710	$26,829	4.302
$943	$42,571	$24,452	3.915
$720	$32,520	$18,678	2.909
$1,017	$45,922	$26,376	4.103
$2,296	$103,669	$59,545	9.273
$581	$26,213	$15,056	2.316
$0	$8,457	$4,857	0.290
$0	$12,017	$6,902	0.428
$0	$10,237	$5,880	0.391
$0	$8,902	$5,113	0.329
$0	$7,121	$4,090	0.271
$0	$4,896	$2,812	0.179
$0	$12,017	$6,902	0.443
$0	$13,353	$7,669	0.490
		$242,810	$4,453,212
		$356,926	$6,570,435
		$292,057	$6,056,808
		$246,462	$5,112,280
		$210,346	$4,179,751
		$138,316	$2,769,362
		$342,549	$6,852,825
		$388,145	$7,552,952
$12,831	$579,245	$332,704	46.113
$25,759	$1,162,826	$667,898	94.051
$4,658	$210,294	$120,788	19.034
$15,744	$710,727	$408,224	59.317
$7,780	$351,213	$201,728	32.390
$4,497	$203,002	$116,599	17.818
$6,544	$295,437	$169,691	26.373
$6,517	$294,191	$168,976	24.437
$17,787	$802,941	$461,189	64.171
$891	$40,206	$23,093	3.816
$1,550	$69,967	$40,187	5.983
$533	$24,045	$13,811	2.503
$1,029	$46,456	$26,683	4.055
$978	$44,148	$25,357	4.436
$450	$20,300	$11,660	2.110
$651	$29,366	$16,867	2.897
$505	$22,791	$13,091	2.177
$1,314	$59,324	$34,074	5.671
$506	$22,862	$13,132	1.847
$515	$23,257	$13,358	1.880
$192	$8,672	$4,981	0.797
$322	$14,527	$8,344	1.200
$349	$15,767	$9,056	1.473
$183	$8,278	$4,755	0.738
$288	$13,008	$7,471	1.168
$280	$12,637	$7,259	1.064
$707	$31,928	$18,339	2.584
		$368,929	$7,033,100
		$721,443	$13,847,601
		$139,579	$3,068,397
		$443,251	$8,798,405
		$236,142	$5,267,003
		$133,014	$2,832,351
		$194,030	$4,173,980
		$189,325	$3,771,207
		$513,602	$9,843,168

PRESENT VALUE CRASH COSTS – BUILD ALTERNATIVE

Collision Type /Site Type	2030 $N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
Multiple-vehicle non-driveway															
1 - Hummingbird to Twin Lakes	0.626	0.006	0.031	0.094	0.140	0.355	$61,354	$27,795	$16,919	$14,576	$2,733	$123,378	$105,302	0.655	0.006
2 - Twin Lakes to Talon/Ibis	0.918	0.008	0.046	0.138	0.206	0.521	$89,973	$40,761	$24,811	$21,375	$4,008	$180,928	$154,420	0.963	0.009
3 - Talon/Ibis to Great Egret	0.936	0.008	0.047	0.140	0.210	0.531	$91,737	$41,560	$25,297	$21,795	$4,086	$184,475	$157,448	0.969	0.009
4 - Great Egret to Proctor/Dove	0.782	0.007	0.039	0.117	0.175	0.443	$76,644	$34,722	$21,135	$18,209	$3,414	$154,124	$131,543	0.810	0.007
5 - Proctor/Dove to Sandhill Lake	0.600	0.005	0.030	0.090	0.134	0.340	$58,806	$26,641	$16,216	$13,971	$2,620	$118,254	$100,928	0.621	0.006
6 - Sandhill Lake to Aventura	0.349	0.003	0.017	0.052	0.078	0.198	$34,205	$15,496	$9,432	$8,126	$1,524	$68,784	$58,707	0.362	0.003
7 - Aventura to Coash/Hawkins	0.884	0.008	0.044	0.133	0.198	0.501	$86,641	$39,251	$23,892	$20,584	$3,859	$174,227	$148,701	0.915	0.008
8 - Coash/Hawkins to Lorraine	1.118	0.010	0.056	0.168	0.250	0.634	$109,575	$49,641	$30,216	$26,032	$4,881	$220,346	$188,063	1.163	0.010
Single vehicle															
1 - Hummingbird to Twin Lakes	0.121	0.001	0.006	0.018	0.027	0.069	$11,859	$5,373	$3,270	$2,817	$528	$23,848	$20,354	0.123	0.001
2 - Twin Lakes to Talon/Ibis	0.181	0.002	0.009	0.027	0.041	0.103	$17,740	$8,037	$4,892	$4,215	$790	$35,673	$30,447	0.184	0.002
3 - Talon/Ibis to Great Egret	0.259	0.002	0.013	0.039	0.058	0.147	$25,385	$11,500	$7,000	$6,031	$1,131	$51,046	$43,567	0.262	0.002
4 - Great Egret to Proctor/Dove	0.216	0.002	0.011	0.032	0.048	0.122	$21,170	$9,591	$5,838	$5,030	$943	$42,571	$36,334	0.219	0.002
5 - Proctor/Dove to Sandhill Lake	0.163	0.001	0.008	0.024	0.037	0.092	$15,976	$7,237	$4,405	$3,795	$712	$32,126	$27,419	0.165	0.001
6 - Sandhill Lake to Aventura	0.095	0.001	0.005	0.014	0.021	0.054	$9,311	$4,218	$2,568	$2,212	$415	$18,723	$15,980	0.096	0.001
7 - Aventura to Coash/Hawkins	0.240	0.002	0.012	0.036	0.054	0.136	$23,522	$10,656	$6,486	$5,588	$1,048	$47,301	$40,371	0.243	0.002
8 - Coash/Hawkins to Lorraine	0.341	0.003	0.017	0.051	0.076	0.193	$33,421	$15,141	$9,216	$7,940	$1,489	$67,207	$57,361	0.346	0.003
Multiple-vehicle driveway-related															
1 - Hummingbird to Twin Lakes	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
2 - Twin Lakes to Talon/Ibis	0.005	0.000	0.000	0.001	0.001	0.003	$490	$222	$135	$116	$22	$985	$841	0.005	0.000
3 - Talon/Ibis to Great Egret	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898	$5,887	0.036	0.000
4 - Great Egret to Proctor/Dove	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307	$5,383	0.033	0.000
5 - Proctor/Dove to Sandhill Lake	0.022	0.000	0.001	0.003	0.005	0.012	$2,156	$977	$595	$512	$96	$4,336	$3,701	0.022	0.000
6 - Sandhill Lake to Aventura	0.034	0.000	0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701	$5,719	0.035	0.000
7 - Aventura to Coash/Hawkins	0.079	0.001	0.004	0.012	0.018	0.045	$7,743	$3,508	$2,135	$1,839	$345	$15,570	$13,289	0.081	0.001
8 - Coash/Hawkins to Lorraine	0.019	0.000	0.001	0.003	0.004	0.011	$1,862	$844	$514	$442	$83	$3,745	$3,196	0.019	0.000
Pedestrian and Bicycle															
1 - Hummingbird to Twin Lakes	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$6,838	0.019	0.000
2 - Twin Lakes to Talon/Ibis	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017	$10,257	0.028	0.001
3 - Talon/Ibis to Great Egret	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908	$11,016	0.030	0.001
4 - Great Egret to Proctor/Dove	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127	$9,497	0.025	0.001
5 - Proctor/Dove to Sandhill Lake	0.019	0.000	0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022	$0	$8,457	$7,218	0.019	0.000
6 - Sandhill Lake to Aventura	0.011	0.000	0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896	$4,179	0.011	0.000
7 - Aventura to Coash/Hawkins	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908	$11,016	0.030	0.001
8 - Coash/Hawkins to Lorraine	0.035	0.001	0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$13,296	0.037	0.001
SEGMENT TOTALS															
1 - Hummingbird to Twin Lakes													$132,493		
2 - Twin Lakes to Talon/Ibis													$195,965		
3 - Talon/Ibis to Great Egret													$217,919		
4 - Great Egret to Proctor/Dove													$182,757		
5 - Proctor/Dove to Sandhill Lake													$139,265		
6 - Sandhill Lake to Aventura													$84,585		
7 - Aventura to Coash/Hawkins													$213,378		
8 - Coash/Hawkins to Lorraine													$261,916		
Multiple-vehicle															
1 - Twin Lakes Entr	1.053	0.009	0.053	0.158	0.236	0.597	$103,205	$46,755	$28,459	$24,519	$4,597	$207,535	$177,129	1.095	0.010
2 - Talon Blvd/Ibis St	2.389	0.021	0.119	0.358	0.535	1.354	$234,116	$106,061	$64,559	$55,620	$10,429	$470,785	$401,810	2.509	0.023
3 - Great Egret Blvd	0.681	0.006	0.034	0.102	0.153	0.386	$66,745	$30,237	$18,405	$15,857	$2,973	$134,218	$114,554	0.701	0.006
4 - Proctor Rd/Dove Ave	1.591	0.014	0.080	0.239	0.356	0.902	$155,918	$70,636	$42,996	$37,042	$6,945	$313,537	$267,601	1.656	0.015
5 - Sandhill Lake Dr/Preservation	0.825	0.007	0.041	0.124	0.185	0.468	$80,858	$36,631	$22,297	$19,210	$3,602	$162,599	$138,776	0.843	0.008
6 - Aventura Dr	0.699	0.006	0.035	0.105	0.157	0.396	$68,509	$31,037	$18,892	$16,276	$3,052	$137,765	$117,581	0.719	0.006
7 - Coash Rd/Hawkins Rd	0.291	0.003	0.015	0.044	0.065	0.165	$28,541	$12,930	$7,870	$6,781	$1,271	$57,392	$48,984	0.298	0.003
8 - Lorraine Rd	0.333	0.003	0.017	0.050	0.075	0.189	$32,684	$14,807	$9,013	$7,765	$1,456	$65,725	$56,096	0.347	0.003
9 - Hummingbird Ave	1.473	0.013	0.074	0.221	0.330	0.835	$144,369	$65,403	$39,811	$34,299	$6,431	$290,312	$247,779	1.530	0.014
Single vehicle															
1 - Twin Lakes Entr	0.107	0.001	0.005	0.016	0.024	0.061	$10,487	$4,751	$2,892	$2,491	$467	$21,089	$17,999	0.108	0.001
2 - Talon Blvd/Ibis St	0.161	0.001	0.008	0.024	0.036	0.091	$15,798	$7,157	$4,356	$3,753	$704	$31,769	$27,114	0.168	0.002
3 - Great Egret Blvd	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$16,990	0.101	0.001
4 - Proctor Rd/Dove Ave	0.113	0.001	0.006	0.017	0.025	0.064	$11,114	$5,035	$3,065	$2,640	$495	$22,350	$19,075	0.117	0.001
5 - Sandhill Lake Dr/Preservation	0.123	0.001	0.006	0.018	0.028	0.070	$12,055	$5,461	$3,324	$2,864	$537	$24,242	$20,690	0.124	0.001
6 - Aventura Dr	0.098	0.001	0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282	$428	$19,315	$16,485	0.098	0.001
7 - Coash Rd/Hawkins Rd	0.036	0.000	0.002	0.005	0.008	0.020	$3,513	$1,591	$969	$835	$156	$7,064	$6,029	0.036	0.000
8 - Lorraine Rd	0.036	0.000	0.002	0.005	0.008	0.020	$3,485	$1,579	$961	$828	$155	$7,008	$5,982	0.036	0.000
9 - Hummingbird Ave	0.160	0.001	0.008	0.024	0.036	0.091	$15,682	$7,104	$4,324	$3,726	$699	$31,534	$26,914	0.161	0.001
Pedestrian and Bicycle															
1 - Twin Lakes Entr	0.043	0.000	0.002	0.006	0.010	0.024	$4,214	$1,909	$1,162	$1,001	$188	$8,475	$7,233	0.044	0.000
2 - Talon Blvd/Ibis St	0.048	0.000	0.002	0.007	0.011	0.027	$4,684	$2,122	$1,292	$1,113	$209	$9,419	$8,039	0.050	0.000
3 - Great Egret Blvd	0.029	0.000	0.001	0.004	0.006	0.016	$2,842	$1,288	$784	$675	$127	$5,716	$4,878	0.030	0.000
4 - Proctor Rd/Dove Ave	0.032	0.000	0.002	0.005	0.007	0.018	$3,176	$1,439	$876	$754	$141	$6,386	$5,450	0.033	0.000
5 - Sandhill Lake Dr/Preservation	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885	$166	$7,489	$6,392	0.038	0.000
6 - Aventura Dr	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913	$5,046	0.030	0.000
7 - Coash Rd/Hawkins Rd	0.013	0.000	0.001	0.002	0.003	0.007	$1,290	$584	$356	$306	$57	$2,594	$2,214	0.013	0.000
8 - Lorraine Rd	0.015	0.000	0.001	0.002	0.003	0.008	$1,454	$659	$401	$346	$65	$2,925	$2,496	0.015	0.000
9 - Hummingbird Ave	0.060	0.001	0.003	0.009	0.013	0.034	$5,881	$2,664	$1,622	$1,397	$262	$11,825	$10,093	0.063	0.001
INTERSECTION TOTALS															
1 - Twin Lakes Entr													$202,361		
2 - Talon Blvd/Ibis St													$436,964		
3 - Great Egret Blvd													$136,421		
4 - Proctor Rd/Dove Ave													$292,127		
5 - Sandhill Lake Dr/Preservation													$165,859		
6 - Aventura Dr													$139,113		
7 - Coash Rd/Hawkins Rd													$57,226		
8 - Lorraine Rd													$64,574		
9 - Hummingbird Ave													$284,786		

Note : A CMF = 0.81 was applied to the Proctor Road/Dove Avenue and Talon Boulevard/Ibis Street intersection crashes and a CMF = 0.28 was applied to the Coash Road/Hawkins Road and Lorraine Road intersection crashe

2031											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.033	0.098	0.147	0.371	$64,197	$29,083	$17,703	$15,252	$2,860	$129,093	$108,020	0.686	0.006	0.034	0.103	0.154	0.389	$67,235
0.048	0.144	0.216	0.546	$94,384	$42,759	$26,027	$22,423	$4,204	$189,797	$158,814	1.002	0.009	0.050	0.150	0.224	0.568	$98,206
0.048	0.145	0.217	0.549	$94,972	$43,025	$26,189	$22,563	$4,231	$190,979	$159,803	0.994	0.009	0.050	0.149	0.223	0.564	$97,422
0.041	0.122	0.181	0.459	$79,388	$35,965	$21,892	$18,861	$3,536	$159,642	$133,581	0.832	0.007	0.042	0.125	0.186	0.472	$81,544
0.031	0.093	0.139	0.352	$60,864	$27,573	$16,784	$14,460	$2,711	$122,392	$102,412	0.648	0.006	0.032	0.097	0.145	0.367	$63,510
0.018	0.054	0.081	0.205	$35,480	$16,073	$9,784	$8,429	$1,580	$71,346	$59,699	0.377	0.003	0.019	0.057	0.084	0.214	$36,950
0.046	0.137	0.205	0.519	$89,679	$40,627	$24,730	$21,306	$3,995	$180,337	$150,898	0.954	0.009	0.048	0.143	0.214	0.541	$93,502
0.058	0.174	0.261	0.659	$113,986	$51,639	$31,432	$27,080	$5,078	$229,215	$191,797	1.208	0.011	0.060	0.181	0.271	0.685	$118,396
0.006	0.018	0.028	0.070	$12,055	$5,461	$3,324	$2,864	$537	$24,242	20,285	0.125	0.001	0.006	0.019	0.028	0.071	$12,251
0.009	0.028	0.041	0.104	$18,034	$8,170	$4,973	$4,284	$803	$36,264	30,344	0.186	0.002	0.009	0.028	0.042	0.105	$18,230
0.013	0.039	0.059	0.149	$25,679	$11,633	$7,081	$6,101	$1,144	$51,637	43,208	0.264	0.002	0.013	0.040	0.059	0.150	$25,875
0.011	0.033	0.049	0.124	$21,464	$9,724	$5,919	$5,099	$956	$43,163	36,116	0.221	0.002	0.011	0.033	0.050	0.125	$21,660
0.008	0.025	0.037	0.094	$16,172	$7,326	$4,459	$3,842	$720	$32,520	27,211	0.167	0.002	0.008	0.025	0.037	0.095	$16,368
0.005	0.014	0.022	0.054	$9,409	$4,263	$2,595	$2,235	$419	$18,921	15,832	0.097	0.001	0.005	0.015	0.022	0.055	$9,507
0.012	0.036	0.054	0.138	$23,816	$10,790	$6,568	$5,658	$1,061	$47,893	40,074	0.247	0.002	0.012	0.037	0.055	0.140	$24,208
0.017	0.052	0.078	0.196	$33,911	$15,363	$9,351	$8,057	$1,511	$68,193	57,061	0.350	0.003	0.018	0.053	0.078	0.198	$34,304
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.000	0.001	0.001	0.003	$490	$222	$135	$116	$22	$985	$825	0.005	0.000	0.000	0.001	0.001	0.003	$490
0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095	$5,937	0.037	0.000	0.002	0.006	0.008	0.021	$3,626
0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504	$5,442	0.034	0.000	0.002	0.005	0.008	0.019	$3,332
0.001	0.003	0.005	0.012	$2,156	$977	$595	$512	$96	$4,336	$3,628	0.023	0.000	0.001	0.003	0.005	0.013	$2,254
0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898	$5,772	0.036	0.000	0.002	0.005	0.008	0.020	$3,528
0.004	0.012	0.018	0.046	$7,939	$3,597	$2,189	$1,886	$354	$15,964	$13,358	0.084	0.001	0.004	0.013	0.019	0.048	$8,233
0.001	0.003	0.004	0.011	$1,862	$844	$514	$442	$83	$3,745	$3,133	0.020	0.000	0.001	0.003	0.004	0.011	$1,960
0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022	$0	$8,457	$7,076	0.019	0.000	0.002	0.007	0.010	0.000	$4,301
0.003	0.010	0.014	0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$10,428	0.029	0.001	0.003	0.010	0.015	0.000	$6,564
0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$11,173	0.031	0.001	0.004	0.011	0.016	0.000	$7,017
0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127	$9,311	0.026	0.001	0.003	0.009	0.013	0.000	$5,885
0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022	$0	$8,457	$7,076	0.020	0.000	0.002	0.007	0.010	0.000	$4,527
0.001	0.004	0.006	0.000	$2,490	$1,128	$687	$592	$0	$4,896	$4,097	0.013	0.000	0.002	0.005	0.007	0.000	$2,943
0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$11,173	0.030	0.001	0.003	0.010	0.016	0.000	$6,791
0.004	0.013	0.019	0.000	$8,375	$3,794	$2,309	$1,990	$0	$16,468	$13,780	0.038	0.001	0.004	0.013	0.020	0.000	$8,601
										$135,380							
										$200,411							
										$220,121							
										$184,451							
										$140,328							
										$85,400							
										$215,503							
										$265,771							
0.055	0.164	0.245	0.621	$107,321	$48,620	$29,595	$25,497	$4,781	$215,813	$180,582	1.134	0.010	0.057	0.170	0.254	0.643	$111,143
0.125	0.376	0.562	1.423	$245,944	$111,420	$67,821	$58,430	$10,956	$494,572	$413,835	2.611	0.023	0.131	0.392	0.585	1.480	$255,868
0.035	0.105	0.157	0.397	$68,705	$31,125	$18,946	$16,323	$3,060	$138,160	$115,606	0.716	0.006	0.036	0.107	0.160	0.406	$70,175
0.083	0.248	0.371	0.939	$162,349	$73,549	$44,769	$38,570	$7,232	$326,468	$273,174	1.723	0.016	0.086	0.258	0.386	0.977	$168,858
0.042	0.126	0.189	0.478	$82,622	$37,430	$22,784	$19,629	$3,680	$166,146	$139,024	0.864	0.008	0.043	0.130	0.194	0.490	$84,681
0.036	0.108	0.161	0.408	$70,469	$31,925	$19,432	$16,742	$3,139	$141,707	$118,574	0.744	0.007	0.037	0.112	0.167	0.422	$72,919
0.015	0.045	0.067	0.169	$29,199	$13,228	$8,052	$6,937	$1,301	$58,717	$49,132	0.309	0.003	0.015	0.046	0.069	0.175	$30,324
0.017	0.052	0.078	0.197	$33,974	$15,391	$9,369	$8,071	$1,513	$68,319	$57,166	0.361	0.003	0.018	0.054	0.081	0.205	$35,401
0.077	0.230	0.343	0.868	$149,955	$67,934	$41,351	$35,626	$6,680	$301,546	$252,321	1.617	0.015	0.081	0.243	0.362	0.917	$158,482
0.005	0.016	0.024	0.061	$10,585	$4,795	$2,919	$2,515	$472	$21,286	$17,811	0.108	0.001	0.005	0.016	0.024	0.061	$10,585
0.008	0.025	0.038	0.095	$16,433	$7,445	$4,532	$3,904	$732	$33,046	$27,651	0.173	0.002	0.009	0.026	0.039	0.098	$16,910
0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$16,656	0.101	0.001	0.005	0.015	0.023	0.057	$9,899
0.006	0.018	0.026	0.067	$11,511	$5,215	$3,174	$2,735	$513	$23,148	$19,369	0.121	0.001	0.006	0.018	0.027	0.068	$11,829
0.006	0.019	0.028	0.070	$12,153	$5,506	$3,351	$2,887	$541	$24,439	$20,450	0.125	0.001	0.006	0.019	0.028	0.071	$12,251
0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282	$428	$19,315	$16,162	0.099	0.001	0.005	0.015	0.022	0.056	$9,703
0.002	0.005	0.008	0.020	$3,540	$1,604	$976	$841	$158	$7,119	$5,957	0.037	0.000	0.002	0.006	0.008	0.021	$3,595
0.002	0.005	0.008	0.021	$3,568	$1,616	$984	$848	$159	$7,174	$6,003	0.037	0.000	0.002	0.006	0.008	0.021	$3,622
0.008	0.024	0.036	0.091	$15,780	$7,149	$4,351	$3,749	$703	$31,731	$26,551	0.166	0.001	0.008	0.025	0.037	0.094	$16,270
0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672	$7,256	0.046	0.000	0.002	0.007	0.010	0.026	$4,508
0.003	0.008	0.011	0.028	$4,922	$2,230	$1,357	$1,169	$219	$9,898	$8,282	0.053	0.000	0.003	0.008	0.012	0.030	$5,160
0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913	$4,947	0.030	0.000	0.002	0.005	0.007	0.017	$2,940
0.002	0.005	0.007	0.019	$3,255	$1,475	$898	$773	$145	$6,545	$5,477	0.035	0.000	0.002	0.005	0.008	0.020	$3,414
0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885	$166	$7,489	$6,267	0.040	0.000	0.002	0.006	0.009	0.023	$3,920
0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913	$4,947	0.031	0.000	0.002	0.005	0.007	0.018	$3,038
0.001	0.002	0.003	0.007	$1,290	$584	$356	$306	$57	$2,594	$2,170	0.014	0.000	0.001	0.002	0.003	0.008	$1,345
0.001	0.002	0.003	0.009	$1,509	$684	$416	$359	$67	$3,035	$2,540	0.016	0.000	0.001	0.002	0.004	0.009	$1,564
0.003	0.009	0.014	0.036	$6,175	$2,797	$1,703	$1,467	$275	$12,417	$10,390	0.066	0.001	0.003	0.010	0.015	0.037	$6,469
										$205,650							
										$449,769							
										$137,210							
										$298,020							
										$165,740							
										$139,683							
										$57,259							
										$65,709							
										$289,262							

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Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)
$30,459	$18,541	$15,973	$2,995	$135,203	$110,914	0.716	0.006	0.036	0.107	0.160	0.406	$70,175	$31,791	$19,351	$16,672	$3,126	$141,116
$44,490	$27,081	$23,331	$4,375	$197,483	$162,005	1.048	0.009	0.052	0.157	0.235	0.594	$102,714	$46,533	$28,324	$24,402	$4,575	$206,549
$44,135	$26,865	$23,145	$4,340	$195,907	$160,712	1.028	0.009	0.051	0.154	0.230	0.583	$100,754	$45,645	$27,784	$23,937	$4,488	$202,608
$36,942	$22,486	$19,373	$3,632	$163,978	$134,519	0.860	0.008	0.043	0.129	0.193	0.488	$84,289	$38,185	$23,243	$20,025	$3,755	$169,497
$28,772	$17,513	$15,089	$2,829	$127,714	$104,770	0.669	0.006	0.033	0.100	0.150	0.379	$65,569	$29,705	$18,081	$15,578	$2,921	$131,853
$16,739	$10,189	$8,778	$1,646	$74,303	$60,954	0.389	0.004	0.019	0.058	0.087	0.221	$38,126	$17,272	$10,514	$9,058	$1,698	$76,668
$42,359	$25,784	$22,214	$4,165	$188,023	$154,244	0.986	0.009	0.049	0.148	0.221	0.559	$96,638	$43,780	$26,649	$22,959	$4,305	$194,330
$53,637	$32,649	$28,128	$5,274	$238,084	$195,312	1.253	0.011	0.063	0.188	0.281	0.710	$122,807	$55,635	$33,865	$29,176	$5,470	$246,953
$5,550	$3,378	$2,911	$546	$24,636	$20,210	0.127	0.001	0.006	0.019	0.028	0.072	$12,447	$5,639	$3,432	$2,957	$554	$25,030
$8,259	$5,027	$4,331	$812	$36,659	$30,073	0.189	0.002	0.009	0.028	0.042	0.107	$18,524	$8,392	$5,108	$4,401	$825	$37,250
$11,722	$7,135	$6,147	$1,153	$52,032	$42,684	0.267	0.002	0.013	0.040	0.060	0.151	$26,169	$11,855	$7,216	$6,217	$1,166	$52,623
$9,813	$5,973	$5,146	$965	$43,557	$35,732	0.223	0.002	0.011	0.033	0.050	0.126	$21,856	$9,902	$6,027	$5,193	$974	$43,951
$7,415	$4,514	$3,889	$729	$32,914	$27,001	0.169	0.002	0.008	0.025	0.038	0.096	$16,564	$7,504	$4,568	$3,935	$738	$33,308
$4,307	$2,622	$2,259	$423	$19,118	$15,683	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512
$10,967	$6,676	$5,751	$1,078	$48,681	$39,935	0.249	0.002	0.012	0.037	0.056	0.141	$24,404	$11,056	$6,730	$5,798	$1,087	$49,075
$15,541	$9,459	$8,150	$1,528	$68,981	$56,589	0.355	0.003	0.018	0.053	0.080	0.201	$34,794	$15,763	$9,595	$8,266	$1,550	$69,967
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$222	$135	$116	$22	$985	$808	0.005	0.000	0.000	0.001	0.001	0.003	$490	$222	$135	$116	$22	$985
$1,643	$1,000	$862	$162	$7,292	$5,982	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885	$166	$7,489
$1,510	$919	$792	$148	$6,701	$5,497	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898
$1,021	$622	$536	$100	$4,533	$3,719	0.024	0.000	0.001	0.004	0.005	0.014	$2,352	$1,066	$649	$559	$105	$4,730
$1,598	$973	$838	$157	$7,095	$5,821	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862	$162	$7,292
$3,730	$2,270	$1,956	$367	$16,555	$13,581	0.086	0.001	0.004	0.013	0.019	0.049	$8,429	$3,819	$2,324	$2,002	$375	$16,950
$888	$541	$466	$87	$3,942	$3,234	0.021	0.000	0.001	0.003	0.005	0.012	$2,058	$932	$568	$489	$92	$4,139
$1,948	$1,186	$1,022	$0	$8,457	$6,937	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902
$2,974	$1,810	$1,559	$0	$12,908	$10,589	0.030	0.001	0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353
$3,179	$1,935	$1,667	$0	$13,798	$11,319	0.032	0.001	0.004	0.011	0.017	0.000	$7,243	$3,281	$1,997	$1,721	$0	$14,243
$2,666	$1,623	$1,398	$0	$11,572	$9,493	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017
$2,051	$1,248	$1,076	$0	$8,902	$7,303	0.020	0.000	0.002	0.007	0.010	0.000	$4,527	$2,051	$1,248	$1,076	$0	$8,902
$1,333	$811	$699	$0	$5,786	$4,747	0.013	0.000	0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786
$3,076	$1,873	$1,613	$0	$13,353	$10,954	0.032	0.001	0.004	0.011	0.017	0.000	$7,243	$3,281	$1,997	$1,721	$0	$14,243
$3,897	$2,372	$2,043	$0	$16,913	$13,875	0.039	0.001	0.005	0.014	0.020	0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358
					$138,061												
					$203,475												
					$220,697												
					$185,241												
					$142,792												
					$87,204												
					$218,715												
					$269,009												
$50,351	$30,649	$26,405	$4,951	$223,499	$183,347	1.222	0.011	0.061	0.183	0.274	0.693	$119,768	$54,259	$33,027	$28,454	$5,335	$240,843
$115,916	$70,557	$60,788	$11,398	$514,527	$422,091	2.662	0.024	0.133	0.399	0.596	1.510	$260,949	$118,218	$71,959	$61,995	$11,624	$524,744
$31,791	$19,351	$16,672	$3,126	$141,116	$115,764	0.736	0.007	0.037	0.110	0.165	0.417	$72,135	$32,680	$19,892	$17,138	$3,213	$145,058
$76,498	$46,564	$40,117	$7,522	$339,559	$278,557	1.789	0.016	0.089	0.268	0.401	1.015	$175,368	$79,447	$48,359	$41,663	$7,812	$352,650
$38,363	$23,351	$20,118	$3,772	$170,285	$139,693	0.881	0.008	0.044	0.132	0.197	0.500	$86,347	$39,118	$23,811	$20,514	$3,846	$173,636
$33,035	$20,108	$17,324	$3,248	$146,634	$120,291	0.764	0.007	0.038	0.115	0.171	0.433	$74,880	$33,923	$20,649	$17,790	$3,336	$150,576
$13,738	$8,362	$7,204	$1,351	$60,979	$50,024	0.316	0.003	0.016	0.047	0.071	0.179	$30,983	$14,036	$8,544	$7,361	$1,380	$62,304
$16,038	$9,762	$8,410	$1,577	$71,189	$58,399	0.374	0.003	0.019	0.056	0.084	0.212	$36,609	$16,585	$10,095	$8,697	$1,631	$73,617
$71,797	$43,703	$37,652	$7,060	$318,693	$261,439	1.676	0.015	0.084	0.251	0.375	0.950	$164,265	$74,417	$45,297	$39,025	$7,317	$330,321
$4,795	$2,919	$2,515	$472	$21,286	$17,462	0.114	0.001	0.006	0.017	0.026	0.065	$11,173	$5,062	$3,081	$2,654	$498	$22,468
$7,661	$4,663	$4,017	$753	$34,004	$27,895	0.177	0.002	0.009	0.026	0.040	0.100	$17,307	$7,840	$4,772	$4,112	$771	$34,802
$4,485	$2,730	$2,352	$441	$19,906	$16,330	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103
$5,359	$3,262	$2,810	$527	$23,787	$19,513	0.125	0.001	0.006	0.019	0.028	0.071	$12,226	$5,539	$3,371	$2,905	$545	$24,585
$5,550	$3,378	$2,911	$546	$24,636	$20,210	0.126	0.001	0.006	0.019	0.028	0.071	$12,349	$5,595	$3,405	$2,934	$550	$24,833
$4,396	$2,676	$2,305	$432	$19,512	$16,006	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512
$1,629	$991	$854	$160	$7,229	$5,930	0.037	0.000	0.002	0.006	0.008	0.021	$3,622	$1,641	$999	$861	$161	$7,284
$1,641	$999	$861	$161	$7,284	$5,976	0.038	0.000	0.002	0.006	0.008	0.021	$3,677	$1,666	$1,014	$874	$164	$7,395
$7,371	$4,486	$3,865	$725	$32,717	$26,839	0.167	0.002	0.008	0.025	0.037	0.095	$16,368	$7,415	$4,514	$3,889	$729	$32,914
$2,042	$1,243	$1,071	$201	$9,066	$7,437	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657
$2,338	$1,423	$1,226	$230	$10,377	$8,513	0.053	0.000	0.003	0.008	0.012	0.030	$5,240	$2,374	$1,445	$1,245	$233	$10,536
$1,332	$811	$699	$131	$5,913	$4,850	0.031	0.000	0.002	0.005	0.007	0.018	$3,038	$1,376	$838	$722	$135	$6,110
$1,547	$941	$811	$152	$6,865	$5,631	0.036	0.000	0.002	0.005	0.008	0.020	$3,493	$1,582	$963	$830	$156	$7,024
$1,776	$1,081	$931	$175	$7,884	$6,467	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931	$175	$7,884
$1,376	$838	$722	$135	$6,110	$5,012	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307
$609	$371	$319	$60	$2,704	$2,218	0.014	0.000	0.001	0.002	0.003	0.008	$1,400	$634	$386	$333	$62	$2,814
$709	$431	$372	$70	$3,146	$2,580	0.016	0.000	0.001	0.002	0.004	0.009	$1,592	$721	$439	$378	$71	$3,201
$2,930	$1,784	$1,537	$288	$13,008	$10,671	0.068	0.001	0.003	0.010	0.015	0.039	$6,665	$3,019	$1,838	$1,583	$297	$13,402
					$208,246												
					$458,499												
					$136,944												
					$303,701												
					$166,371												
					$141,310												
					$58,173												
					$66,956												
					$298,950												

	2034																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$113,494	0.747	0.007	0.037	0.112	0.167	0.424	$73,213	$33,168	$20,189	$17,394	$3,261	$147,226	$116,086	0.779	0.007	0.039	0.117	0.174
$166,120	1.095	0.010	0.055	0.164	0.245	0.621	$107,321	$48,620	$29,595	$25,497	$4,781	$215,813	$170,167	1.142	0.010	0.057	0.171	0.256
$162,950	1.062	0.010	0.053	0.159	0.238	0.602	$104,087	$47,154	$28,703	$24,728	$4,637	$209,309	$165,039	1.097	0.010	0.055	0.165	0.246
$136,320	0.889	0.008	0.044	0.133	0.199	0.504	$87,131	$39,473	$24,027	$20,700	$3,881	$175,212	$138,154	0.918	0.008	0.046	0.138	0.206
$106,044	0.691	0.006	0.035	0.104	0.155	0.392	$67,725	$30,681	$18,676	$16,090	$3,017	$136,189	$107,384	0.713	0.006	0.036	0.107	0.160
$61,661	0.402	0.004	0.020	0.060	0.090	0.228	$39,400	$17,849	$10,865	$9,360	$1,755	$79,230	$62,472	0.415	0.004	0.021	0.062	0.093
$156,292	1.018	0.009	0.051	0.153	0.228	0.577	$99,774	$45,201	$27,513	$23,704	$4,444	$200,637	$158,201	1.050	0.009	0.053	0.158	0.235
$198,615	1.311	0.012	0.066	0.197	0.294	0.743	$128,491	$58,210	$35,432	$30,526	$5,724	$258,384	$203,734	1.357	0.012	0.068	0.204	0.304
$20,131	0.128	0.001	0.006	0.019	0.029	0.073	$12,545	$5,683	$3,459	$2,980	$559	$25,227	$19,892	0.130	0.001	0.007	0.020	0.029
$29,959	0.192	0.002	0.010	0.029	0.043	0.109	$18,818	$8,525	$5,189	$4,471	$838	$37,841	$29,837	0.195	0.002	0.010	0.029	0.044
$42,323	0.270	0.002	0.014	0.041	0.060	0.153	$26,463	$11,988	$7,297	$6,287	$1,179	$53,214	$41,959	0.273	0.002	0.014	0.041	0.061
$35,348	0.226	0.002	0.011	0.034	0.051	0.128	$22,150	$10,035	$6,108	$5,262	$987	$44,542	$35,121	0.229	0.002	0.011	0.034	0.051
$26,788	0.171	0.002	0.009	0.026	0.038	0.097	$16,760	$7,593	$4,622	$3,982	$747	$33,702	$26,574	0.173	0.002	0.009	0.026	0.039
$15,693	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$15,540	0.101	0.001	0.005	0.015	0.023
$39,469	0.252	0.002	0.013	0.038	0.056	0.143	$24,699	$11,189	$6,811	$5,868	$1,100	$49,666	$39,162	0.255	0.002	0.013	0.038	0.057
$56,272	0.360	0.003	0.018	0.054	0.081	0.204	$35,284	$15,985	$9,730	$8,383	$1,572	$70,952	$55,945	0.365	0.003	0.018	0.055	0.082
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$793	0.005	0.000	0.000	0.001	0.001	0.003	$490	$222	$135	$116	$22	$985	$777	0.006	0.000	0.000	0.001	0.001
$6,023	0.039	0.000	0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$6,061	0.040	0.000	0.002	0.006	0.009
$5,548	0.036	0.000	0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095	$5,595	0.037	0.000	0.002	0.006	0.008
$3,804	0.024	0.000	0.001	0.004	0.005	0.014	$2,352	$1,066	$649	$559	$105	$4,730	$3,730	0.025	0.000	0.001	0.004	0.006
$5,865	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885	$166	$7,489	$5,905	0.039	0.000	0.002	0.006	0.009
$13,632	0.088	0.001	0.004	0.013	0.020	0.050	$8,625	$3,907	$2,378	$2,049	$384	$17,344	$13,676	0.090	0.001	0.005	0.014	0.020
$3,329	0.021	0.000	0.001	0.003	0.005	0.012	$2,058	$932	$568	$489	$92	$4,139	$3,263	0.022	0.000	0.001	0.003	0.005
$7,159	0.021	0.000	0.002	0.007	0.011	0.000	$4,753	$2,153	$1,311	$1,129	$0	$9,347	$7,370	0.022	0.000	0.003	0.008	0.011
$10,739	0.031	0.001	0.004	0.011	0.016	0.000	$7,017	$3,179	$1,935	$1,667	$0	$13,798	$10,879	0.032	0.001	0.004	0.011	0.017
$11,455	0.033	0.001	0.004	0.011	0.017	0.000	$7,470	$3,384	$2,060	$1,775	$0	$14,688	$11,581	0.034	0.001	0.004	0.012	0.018
$9,665	0.028	0.001	0.003	0.010	0.014	0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$9,827	0.028	0.001	0.003	0.010	0.014
$7,159	0.021	0.000	0.002	0.007	0.011	0.000	$4,753	$2,153	$1,311	$1,129	$0	$9,347	$7,370	0.022	0.000	0.003	0.008	0.011
$4,654	0.013	0.000	0.002	0.005	0.007	0.000	$2,943	$1,333	$811	$699	$0	$5,786	$4,562	0.014	0.000	0.002	0.005	0.007
$11,455	0.033	0.001	0.004	0.011	0.017	0.000	$7,470	$3,384	$2,060	$1,775	$0	$14,688	$11,581	0.034	0.001	0.004	0.012	0.018
$13,961	0.040	0.001	0.005	0.014	0.021	0.000	$9,054	$4,102	$2,497	$2,151	$0	$17,804	$14,038	0.042	0.001	0.005	0.015	0.022
$140,785													$143,348					
$207,610													$211,661					
$222,751													$224,640					
$186,881													$188,696					
$143,796													$145,057					
$87,872													$88,480					
$220,849													$222,619					
$272,176													$276,981					
$193,701	1.266	0.011	0.063	0.190	0.284	0.718	$124,081	$56,212	$34,216	$29,479	$5,527	$249,515	$196,741	1.309	0.012	0.065	0.196	0.293
$422,032	2.856	0.026	0.143	0.428	0.640	1.619	$279,922	$126,813	$77,191	$66,503	$12,469	$562,899	$443,842	2.980	0.027	0.149	0.447	0.668
$116,665	0.756	0.007	0.038	0.113	0.169	0.429	$74,096	$33,568	$20,432	$17,603	$3,301	$148,999	$117,485	0.776	0.007	0.039	0.116	0.174
$283,623	1.856	0.017	0.093	0.278	0.416	1.052	$181,878	$82,396	$50,154	$43,210	$8,102	$365,740	$288,384	1.923	0.017	0.096	0.288	0.431
$139,649	0.899	0.008	0.045	0.135	0.201	0.510	$88,111	$39,917	$24,297	$20,933	$3,925	$177,183	$139,708	0.916	0.008	0.046	0.137	0.205
$121,103	0.785	0.007	0.039	0.118	0.176	0.445	$76,938	$34,855	$21,216	$18,279	$3,427	$154,715	$121,992	0.805	0.007	0.040	0.121	0.180
$50,109	0.323	0.003	0.016	0.049	0.072	0.183	$31,696	$14,359	$8,741	$7,530	$1,412	$63,739	$50,257	0.330	0.003	0.016	0.049	0.074
$59,207	0.389	0.004	0.019	0.058	0.087	0.221	$38,145	$17,281	$10,519	$9,062	$1,699	$76,707	$60,483	0.403	0.004	0.020	0.060	0.090
$265,665	1.765	0.016	0.088	0.265	0.395	1.001	$172,988	$78,369	$47,703	$41,098	$7,706	$347,862	$274,287	1.825	0.016	0.091	0.274	0.409
$18,070	0.115	0.001	0.006	0.017	0.026	0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$17,871	0.115	0.001	0.006	0.017	0.026
$27,990	0.185	0.002	0.009	0.028	0.042	0.105	$18,180	$8,236	$5,013	$4,319	$810	$36,558	$28,826	0.192	0.002	0.010	0.029	0.043
$16,168	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$15,851	0.102	0.001	0.005	0.015	0.023
$19,773	0.129	0.001	0.006	0.019	0.029	0.073	$12,623	$5,718	$3,481	$2,999	$562	$25,383	$20,014	0.132	0.001	0.007	0.020	0.030
$19,972	0.127	0.001	0.006	0.019	0.028	0.072	$12,447	$5,639	$3,432	$2,957	$554	$25,030	$19,736	0.128	0.001	0.006	0.019	0.029
$15,693	0.099	0.001	0.005	0.015	0.022	0.056	$9,703	$4,396	$2,676	$2,305	$432	$19,512	$15,385	0.100	0.001	0.005	0.015	0.022
$5,859	0.037	0.000	0.002	0.006	0.008	0.021	$3,650	$1,654	$1,006	$867	$163	$7,340	$5,787	0.038	0.000	0.002	0.006	0.008
$5,947	0.038	0.000	0.002	0.006	0.009	0.022	$3,732	$1,691	$1,029	$887	$166	$7,505	$5,918	0.039	0.000	0.002	0.006	0.009
$26,471	0.171	0.002	0.009	0.026	0.038	0.097	$16,760	$7,593	$4,622	$3,982	$747	$33,702	$26,574	0.172	0.002	0.009	0.026	0.039
$7,767	0.051	0.000	0.003	0.008	0.011	0.029	$4,999	$2,264	$1,378	$1,188	$223	$10,052	$7,926	0.053	0.000	0.003	0.008	0.012
$8,474	0.056	0.001	0.003	0.008	0.013	0.032	$5,478	$2,482	$1,511	$1,301	$244	$11,015	$8,686	0.061	0.001	0.003	0.009	0.014
$4,914	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307	$4,973	0.032	0.000	0.002	0.005	0.007
$5,649	0.037	0.000	0.002	0.006	0.008	0.021	$3,652	$1,654	$1,007	$868	$163	$7,344	$5,790	0.040	0.000	0.002	0.006	0.009
$6,340	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$6,372	0.042	0.000	0.002	0.006	0.009
$5,072	0.033	0.000	0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504	$5,128	0.033	0.000	0.002	0.005	0.007
$2,264	0.014	0.000	0.001	0.002	0.003	0.008	$1,400	$634	$386	$333	$62	$2,814	$2,219	0.015	0.000	0.001	0.002	0.003
$2,574	0.017	0.000	0.001	0.003	0.004	0.010	$1,674	$758	$462	$398	$75	$3,366	$2,654	0.018	0.000	0.001	0.003	0.004
$10,779	0.072	0.001	0.004	0.011	0.016	0.041	$7,057	$3,197	$1,946	$1,677	$314	$14,190	$11,189	0.074	0.001	0.004	0.011	0.017
$219,539													$222,538					
$458,496													$481,353					
$137,747													$138,309					
$309,045													$314,189					
$165,962													$165,816					
$141,868													$142,505					
$58,231													$58,264					
$67,729													$69,055					
$302,916													$312,050					

2035								2036									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
0.442	$76,350	$34,589	$21,054	$18,139	$3,401	$153,532	$118,686	0.810	0.007	0.041	0.122	0.181	0.459	$79,388	$35,965	$21,892	$18,861
0.648	$111,927	$50,707	$30,865	$26,591	$4,986	$225,076	$173,991	1.183	0.011	0.059	0.177	0.265	0.671	$115,946	$52,527	$31,973	$27,546
0.622	$107,517	$48,708	$29,649	$25,543	$4,789	$216,207	$167,135	1.123	0.010	0.056	0.168	0.252	0.637	$110,065	$49,863	$30,351	$26,149
0.521	$89,973	$40,761	$24,811	$21,375	$4,008	$180,928	$139,863	0.939	0.008	0.047	0.141	0.210	0.532	$92,031	$41,693	$25,378	$21,864
0.404	$69,881	$31,658	$19,270	$16,602	$3,113	$140,525	$108,630	0.740	0.007	0.037	0.111	0.166	0.420	$72,527	$32,857	$20,000	$17,231
0.235	$40,674	$18,427	$11,216	$9,663	$1,812	$81,792	$63,228	0.431	0.004	0.022	0.065	0.097	0.244	$42,242	$19,137	$11,649	$10,036
0.595	$102,911	$46,622	$28,378	$24,449	$4,584	$206,944	$159,974	1.090	0.010	0.055	0.164	0.244	0.618	$106,831	$48,398	$29,459	$25,380
0.769	$133,000	$60,253	$36,676	$31,597	$5,925	$267,450	$206,748	1.404	0.013	0.070	0.211	0.314	0.796	$137,606	$62,340	$37,946	$32,692
0.074	$12,741	$5,772	$3,514	$3,027	$568	$25,622	$19,806	0.132	0.001	0.007	0.020	0.030	0.075	$12,937	$5,861	$3,568	$3,074
0.111	$19,112	$8,658	$5,270	$4,541	$851	$38,432	$29,709	0.197	0.002	0.010	0.030	0.044	0.112	$19,308	$8,747	$5,324	$4,587
0.155	$26,757	$12,122	$7,378	$6,357	$1,192	$53,805	$41,593	0.276	0.002	0.014	0.041	0.062	0.156	$27,051	$12,255	$7,459	$6,427
0.130	$22,444	$10,168	$6,189	$5,332	$1,000	$45,133	$34,890	0.230	0.002	0.012	0.035	0.052	0.130	$22,542	$10,212	$6,216	$5,356
0.098	$16,956	$7,681	$4,676	$4,028	$755	$34,096	$26,358	0.175	0.002	0.009	0.026	0.039	0.099	$17,152	$7,770	$4,730	$4,075
0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$15,388	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375
0.145	$24,993	$11,322	$6,892	$5,938	$1,113	$50,258	$38,851	0.258	0.002	0.013	0.039	0.058	0.146	$25,287	$11,456	$6,973	$6,007
0.207	$35,774	$16,207	$9,865	$8,499	$1,594	$71,938	$55,610	0.369	0.003	0.018	0.055	0.083	0.209	$36,166	$16,384	$9,973	$8,592
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.003	$588	$266	$162	$140	$26	$1,183	$914	0.006	0.000	0.000	0.001	0.001	0.003	$588	$266	$162	$140
0.023	$3,920	$1,776	$1,081	$931	$175	$7,884	$6,094	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955
0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$5,637	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885
0.014	$2,450	$1,110	$676	$582	$109	$4,927	$3,809	0.026	0.000	0.001	0.004	0.006	0.015	$2,548	$1,154	$703	$605
0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,942	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931
0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738	$13,712	0.093	0.001	0.005	0.014	0.021	0.053	$9,115	$4,129	$2,514	$2,165
0.012	$2,156	$977	$595	$512	$96	$4,336	$3,352	0.023	0.000	0.001	0.003	0.005	0.013	$2,254	$1,021	$622	$536
0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$7,569	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237
0.000	$7,243	$3,281	$1,997	$1,721	$0	$14,243	$11,010	0.033	0.001	0.004	0.011	0.017	0.000	$7,470	$3,384	$2,060	$1,775
0.000	$7,696	$3,486	$2,122	$1,828	$0	$15,133	$11,698	0.034	0.001	0.004	0.012	0.018	0.000	$7,696	$3,486	$2,122	$1,828
0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$9,634	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559
0.000	$4,980	$2,256	$1,373	$1,183	$0	$9,792	$7,569	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237
0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,817	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753
0.000	$7,696	$3,486	$2,122	$1,828	$0	$15,133	$11,698	0.034	0.001	0.004	0.012	0.018	0.000	$7,696	$3,486	$2,122	$1,828
0.000	$9,507	$4,307	$2,622	$2,259	$0	$18,694	$14,451	0.043	0.001	0.005	0.015	0.022	0.000	$9,733	$4,409	$2,684	$2,312
							$146,061										
							$215,625										
							$226,521										
							$190,024										
							$146,366										
							$89,375										
							$224,235										
							$280,160										
0.742	$128,295	$58,122	$35,378	$30,480	$5,715	$257,990	$199,434	1.350	0.012	0.068	0.203	0.302	0.765	$132,314	$59,942	$36,486	$31,434
1.690	$292,069	$132,316	$80,540	$69,388	$13,010	$587,324	$454,020	3.084	0.028	0.154	0.463	0.691	1.749	$302,310	$136,956	$83,364	$71,821
0.440	$76,056	$34,456	$20,973	$18,069	$3,388	$152,941	$118,229	0.791	0.007	0.040	0.119	0.177	0.448	$77,526	$35,122	$21,378	$18,418
1.090	$188,467	$85,381	$51,971	$44,775	$8,395	$378,991	$292,972	1.990	0.018	0.100	0.299	0.446	1.128	$195,057	$88,367	$53,788	$46,341
0.519	$89,777	$40,672	$24,757	$21,329	$3,999	$180,534	$139,558	0.937	0.008	0.047	0.141	0.210	0.531	$91,835	$41,604	$25,324	$21,818
0.456	$78,898	$35,743	$21,757	$18,744	$3,515	$158,657	$122,647	0.830	0.007	0.042	0.125	0.186	0.471	$81,348	$36,853	$22,432	$19,326
0.187	$32,328	$14,645	$8,915	$7,680	$1,440	$65,008	$50,253	0.342	0.003	0.017	0.051	0.077	0.194	$33,480	$15,168	$9,232	$7,954
0.228	$39,463	$17,878	$10,882	$9,375	$1,758	$79,356	$61,345	0.416	0.004	0.021	0.062	0.093	0.236	$40,780	$18,475	$11,245	$9,688
1.035	$178,868	$81,033	$49,324	$42,495	$7,968	$359,688	$278,050	1.886	0.017	0.094	0.283	0.422	1.069	$184,847	$83,741	$50,973	$43,915
0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$17,521	0.116	0.001	0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701
0.109	$18,815	$8,524	$5,188	$4,470	$838	$37,835	$29,248	0.198	0.002	0.010	0.030	0.044	0.112	$19,371	$8,776	$5,342	$4,602
0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$15,540	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398
0.075	$12,940	$5,862	$3,568	$3,074	$576	$26,022	$20,116	0.136	0.001	0.007	0.020	0.030	0.077	$13,337	$6,042	$3,678	$3,169
0.073	$12,545	$5,683	$3,459	$2,980	$559	$25,227	$19,502	0.130	0.001	0.007	0.020	0.029	0.074	$12,741	$5,772	$3,514	$3,027
0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$15,236	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328
0.021	$3,677	$1,666	$1,014	$874	$164	$7,395	$5,716	0.038	0.000	0.002	0.006	0.009	0.022	$3,760	$1,703	$1,037	$893
0.022	$3,787	$1,716	$1,044	$900	$169	$7,616	$5,887	0.039	0.000	0.002	0.006	0.009	0.022	$3,842	$1,741	$1,059	$913
0.098	$16,858	$7,637	$4,649	$4,005	$751	$33,899	$26,205	0.173	0.002	0.009	0.026	0.039	0.098	$16,956	$7,681	$4,676	$4,028
0.030	$5,195	$2,353	$1,432	$1,234	$231	$10,446	$8,075	0.054	0.000	0.003	0.008	0.012	0.031	$5,293	$2,398	$1,459	$1,257
0.034	$5,954	$2,697	$1,642	$1,415	$265	$11,973	$9,256	0.063	0.001	0.003	0.009	0.014	0.036	$6,192	$2,805	$1,708	$1,471
0.018	$3,136	$1,421	$865	$745	$140	$6,307	$4,875	0.033	0.000	0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768
0.023	$3,890	$1,762	$1,073	$924	$173	$7,822	$6,047	0.041	0.000	0.002	0.006	0.009	0.023	$3,969	$1,798	$1,095	$943
0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$6,399	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978
0.019	$3,234	$1,465	$892	$768	$144	$6,504	$5,028	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815
0.008	$1,454	$659	$401	$346	$65	$2,925	$2,261	0.015	0.000	0.001	0.002	0.003	0.009	$1,482	$671	$409	$352
0.010	$1,729	$783	$477	$411	$77	$3,477	$2,688	0.018	0.000	0.001	0.003	0.004	0.010	$1,784	$808	$492	$424
0.042	$7,253	$3,286	$2,000	$1,723	$323	$14,585	$11,274	0.076	0.001	0.004	0.011	0.017	0.043	$7,449	$3,375	$2,054	$1,770
							$225,030										
							$492,524										
							$138,644										
							$319,135										
							$165,459										
							$142,910										
							$58,231										
							$69,919										
							$315,530										

			2037														
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
$3,536	$159,642	$120,989	0.842	0.008	0.042	0.126	0.189	0.477	$82,524	$37,386	$22,757	$19,606	$3,676	$165,949	$123,303	0.875	0.008
$5,165	$233,157	$176,704	1.231	0.011	0.062	0.185	0.276	0.698	$120,650	$54,658	$33,270	$28,664	$5,374	$242,617	$180,268	1.279	0.012
$4,903	$221,331	$167,741	1.158	0.010	0.058	0.174	0.259	0.657	$113,496	$51,417	$31,297	$26,964	$5,056	$228,229	$169,578	1.194	0.011
$4,100	$185,067	$140,257	0.969	0.009	0.048	0.145	0.217	0.549	$94,972	$43,025	$26,189	$22,563	$4,231	$190,979	$141,901	0.998	0.009
$3,231	$145,846	$110,533	0.763	0.007	0.038	0.114	0.171	0.433	$74,782	$33,878	$20,622	$17,766	$3,331	$150,379	$111,734	0.785	0.007
$1,882	$84,945	$64,378	0.444	0.004	0.022	0.067	0.099	0.252	$43,516	$19,714	$12,000	$10,338	$1,938	$87,508	$65,019	0.457	0.004
$4,759	$214,827	$162,812	1.123	0.010	0.056	0.168	0.252	0.637	$110,065	$49,863	$30,351	$26,149	$4,903	$221,331	$164,452	1.156	0.010
$6,130	$276,713	$209,714	1.452	0.013	0.073	0.218	0.325	0.823	$142,311	$64,471	$39,243	$33,810	$6,339	$286,174	$212,631	1.499	0.013
$576	$26,016	$19,717	0.134	0.001	0.007	0.020	0.030	0.076	$13,133	$5,950	$3,622	$3,120	$585	$26,410	$19,623	0.136	0.001
$860	$38,827	$29,426	0.200	0.002	0.010	0.030	0.045	0.113	$19,602	$8,880	$5,405	$4,657	$873	$39,418	$29,288	0.203	0.002
$1,205	$54,397	$41,226	0.278	0.003	0.014	0.042	0.062	0.158	$27,247	$12,344	$7,514	$6,473	$1,214	$54,791	$40,710	0.281	0.003
$1,004	$45,331	$34,355	0.233	0.002	0.012	0.035	0.052	0.132	$22,836	$10,346	$6,297	$5,425	$1,017	$45,922	$34,121	0.235	0.002
$764	$34,491	$26,140	0.177	0.002	0.009	0.027	0.040	0.100	$17,348	$7,859	$4,784	$4,121	$773	$34,885	$25,920	0.179	0.002
$445	$20,103	$15,236	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$15,083	0.104	0.001
$1,126	$50,849	$38,537	0.261	0.002	0.013	0.039	0.058	0.148	$25,581	$11,589	$7,054	$6,077	$1,139	$51,440	$38,221	0.264	0.002
$1,611	$72,726	$55,117	0.373	0.003	0.019	0.056	0.084	0.211	$36,558	$16,562	$10,081	$8,685	$1,628	$73,514	$54,622	0.377	0.003
$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
$26	$1,183	$896	0.006	0.000	0.000	0.001	0.001	0.003	$588	$266	$162	$140	$26	$1,183	$879	0.006	0.000
$179	$8,081	$6,124	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$6,150	0.043	0.000
$166	$7,489	$5,676	0.039	0.000	0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,711	0.039	0.000
$114	$5,124	$3,884	0.026	0.000	0.001	0.004	0.006	0.015	$2,548	$1,154	$703	$605	$114	$5,124	$3,807	0.027	0.000
$175	$7,884	$5,975	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$6,004	0.042	0.000
$406	$18,329	$13,891	0.095	0.001	0.005	0.014	0.021	0.054	$9,311	$4,218	$2,568	$2,212	$415	$18,723	$13,912	0.098	0.001
$100	$4,533	$3,435	0.023	0.000	0.001	0.003	0.005	0.013	$2,254	$1,021	$622	$536	$100	$4,533	$3,368	0.024	0.000
$0	$10,237	$7,758	0.024	0.000	0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$7,937	0.024	0.000
$0	$14,688	$11,132	0.034	0.001	0.004	0.012	0.018	0.000	$7,696	$3,486	$2,122	$1,828	$0	$15,133	$11,244	0.035	0.001
$0	$15,133	$11,469	0.035	0.001	0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$11,575	0.037	0.001
$0	$12,908	$9,782	0.030	0.001	0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$9,921	0.030	0.001
$0	$10,237	$7,758	0.023	0.000	0.003	0.008	0.012	0.000	$5,206	$2,359	$1,436	$1,237	$0	$10,237	$7,606	0.024	0.000
$0	$6,231	$4,722	0.014	0.000	0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,630	0.014	0.000
$0	$15,133	$11,469	0.035	0.001	0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$11,575	0.037	0.001
$0	$19,139	$14,505	0.044	0.001	0.005	0.015	0.023	0.000	$9,959	$4,512	$2,746	$2,366	$0	$19,584	$14,551	0.046	0.001
		$148,464													$150,863		
		$218,157													$221,679		
		$226,560													$228,013		
		$190,071													$191,653		
		$148,315													$149,067		
		$90,311													$90,737		
		$226,710													$228,160		
		$282,772													$285,173		
$5,894	$266,070	$201,648	1.394	0.013	0.070	0.209	0.312	0.790	$136,626	$61,896	$37,676	$32,459	$6,086	$274,742	$204,138	1.490	0.013
$13,467	$607,918	$460,726	3.210	0.029	0.161	0.482	0.719	1.820	$314,615	$142,530	$86,757	$74,745	$14,015	$632,662	$470,077	3.336	0.030
$3,453	$155,898	$118,151	0.811	0.007	0.041	0.122	0.182	0.460	$79,486	$36,010	$21,919	$18,884	$3,541	$159,839	$118,763	0.831	0.007
$8,689	$392,241	$297,270	2.058	0.019	0.103	0.309	0.461	1.167	$201,725	$91,388	$55,627	$47,925	$8,986	$405,651	$301,405	2.126	0.019
$4,091	$184,673	$139,959	0.954	0.009	0.048	0.143	0.214	0.541	$93,502	$42,359	$25,784	$22,214	$4,165	$188,023	$139,704	0.970	0.009
$3,624	$163,584	$123,976	0.850	0.008	0.043	0.128	0.190	0.482	$83,309	$37,741	$22,973	$19,792	$3,711	$167,526	$124,474	0.871	0.008
$1,491	$67,326	$51,024	0.348	0.003	0.017	0.052	0.078	0.197	$34,111	$15,453	$9,406	$8,104	$1,520	$68,595	$50,967	0.354	0.003
$1,817	$82,005	$62,149	0.430	0.004	0.021	0.064	0.096	0.244	$42,125	$19,084	$11,616	$10,008	$1,876	$84,709	$62,940	0.443	0.004
$8,234	$371,710	$281,710	1.979	0.018	0.099	0.297	0.443	1.122	$193,962	$87,871	$53,486	$46,081	$8,640	$390,040	$289,805	2.041	0.018
$506	$22,862	$17,327	0.116	0.001	0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701	$506	$22,862	$16,987	0.122	0.001
$863	$38,953	$29,521	0.203	0.002	0.010	0.030	0.046	0.115	$19,926	$9,027	$5,495	$4,734	$888	$40,070	$29,773	0.210	0.002
$450	$20,300	$15,385	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$15,083	0.104	0.001
$594	$26,820	$20,326	0.139	0.001	0.007	0.021	0.031	0.079	$13,655	$6,186	$3,765	$3,244	$608	$27,458	$20,402	0.143	0.001
$568	$25,622	$19,418	0.131	0.001	0.007	0.020	0.029	0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$19,184	0.131	0.001
$437	$19,709	$14,937	0.101	0.001	0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$14,790	0.101	0.001
$167	$7,560	$5,730	0.039	0.000	0.002	0.006	0.009	0.022	$3,787	$1,716	$1,044	$900	$169	$7,616	$5,658	0.039	0.000
$171	$7,726	$5,855	0.040	0.000	0.002	0.006	0.009	0.023	$3,897	$1,765	$1,075	$926	$174	$7,836	$5,822	0.040	0.000
$755	$34,096	$25,841	0.177	0.002	0.009	0.027	0.040	0.100	$17,348	$7,859	$4,784	$4,121	$773	$34,885	$25,920	0.178	0.002
$236	$10,643	$8,066	0.056	0.001	0.003	0.008	0.013	0.032	$5,489	$2,486	$1,514	$1,304	$244	$11,037	$8,201	0.060	0.001
$276	$12,452	$9,437	0.065	0.001	0.003	0.010	0.015	0.037	$6,351	$2,877	$1,751	$1,509	$283	$12,771	$9,489	0.067	0.001
$144	$6,504	$4,929	0.034	0.000	0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701	$4,979	0.035	0.000
$177	$7,982	$6,049	0.042	0.000	0.002	0.006	0.009	0.024	$4,128	$1,870	$1,138	$981	$184	$8,301	$6,168	0.043	0.000
$183	$8,278	$6,273	0.044	0.000	0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672	$6,443	0.044	0.000
$153	$6,898	$5,228	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898	$5,125	0.036	0.000
$66	$2,980	$2,258	0.015	0.000	0.001	0.002	0.003	0.009	$1,509	$684	$416	$359	$67	$3,035	$2,255	0.015	0.000
$79	$3,587	$2,719	0.019	0.000	0.001	0.003	0.004	0.011	$1,839	$833	$507	$437	$82	$3,697	$2,747	0.019	0.000
$332	$14,979	$11,352	0.080	0.001	0.004	0.012	0.018	0.045	$7,841	$3,552	$2,162	$1,863	$349	$15,767	$11,715	0.083	0.001
		$227,041													$229,325		
		$499,684													$509,339		
		$138,465													$138,825		
		$323,645													$327,975		
		$165,650													$165,331		
		$144,141													$144,390		
		$59,013													$58,881		
		$70,723													$71,510		
		$318,903													$327,440		

2038											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.044	0.131	0.196	0.496	$85,759	$38,851	$23,649	$20,374	$3,820	$172,453	$125,623	0.907	0.008	0.045	0.136	0.203	0.514	$88,895
0.064	0.192	0.286	0.725	$125,355	$56,790	$34,568	$29,781	$5,584	$252,077	$183,624	1.322	0.012	0.066	0.198	0.296	0.750	$129,569
0.060	0.179	0.267	0.677	$117,024	$53,015	$32,270	$27,802	$5,213	$235,325	$171,421	1.220	0.011	0.061	0.183	0.273	0.692	$119,572
0.050	0.150	0.224	0.566	$97,814	$44,313	$26,973	$23,238	$4,357	$196,695	$143,282	1.021	0.009	0.051	0.153	0.229	0.579	$100,068
0.039	0.118	0.176	0.445	$76,938	$34,855	$21,216	$18,279	$3,427	$154,715	$112,702	0.808	0.007	0.040	0.121	0.181	0.458	$79,192
0.023	0.069	0.102	0.259	$44,791	$20,291	$12,351	$10,641	$1,995	$90,070	$65,611	0.470	0.004	0.024	0.071	0.105	0.266	$46,065
0.058	0.173	0.259	0.655	$113,300	$51,328	$31,243	$26,917	$5,047	$227,835	$165,966	1.189	0.011	0.059	0.178	0.266	0.674	$116,534
0.075	0.225	0.336	0.850	$146,917	$66,558	$40,513	$34,904	$6,544	$295,437	$215,210	1.547	0.014	0.077	0.232	0.347	0.877	$151,621
0.007	0.020	0.030	0.077	$13,329	$6,039	$3,676	$3,167	$594	$26,804	$19,525	0.137	0.001	0.007	0.021	0.031	0.078	$13,427
0.010	0.030	0.045	0.115	$19,896	$9,014	$5,486	$4,727	$886	$40,009	$29,144	0.205	0.002	0.010	0.031	0.046	0.116	$20,092
0.014	0.042	0.063	0.159	$27,541	$12,477	$7,595	$6,543	$1,227	$55,382	$40,343	0.284	0.003	0.014	0.043	0.064	0.161	$27,835
0.012	0.035	0.053	0.133	$23,032	$10,434	$6,351	$5,472	$1,026	$46,316	$33,739	0.237	0.002	0.012	0.036	0.053	0.134	$23,228
0.009	0.027	0.040	0.101	$17,544	$7,948	$4,838	$4,168	$781	$35,279	$25,699	0.181	0.002	0.009	0.027	0.041	0.103	$17,740
0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$14,931	0.105	0.001	0.005	0.016	0.024	0.060	$10,291
0.013	0.040	0.059	0.150	$25,875	$11,722	$7,135	$6,147	$1,153	$52,032	$37,902	0.266	0.002	0.013	0.040	0.060	0.151	$26,071
0.019	0.057	0.084	0.214	$36,950	$16,739	$10,189	$8,778	$1,646	$74,303	$54,125	0.382	0.003	0.019	0.057	0.086	0.217	$37,440
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.000	0.001	0.001	0.003	$588	$266	$162	$140	$26	$1,183	$861	0.006	0.000	0.000	0.001	0.001	0.003	$588
0.002	0.006	0.010	0.024	$4,214	$1,909	$1,162	$1,001	$188	$8,475	$6,173	0.044	0.000	0.002	0.007	0.010	0.025	$4,312
0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,599	0.040	0.000	0.002	0.006	0.009	0.023	$3,920
0.001	0.004	0.006	0.015	$2,646	$1,199	$730	$629	$118	$5,321	$3,876	0.028	0.000	0.001	0.004	0.006	0.016	$2,744
0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$6,030	0.043	0.000	0.002	0.006	0.010	0.024	$4,214
0.005	0.015	0.022	0.056	$9,605	$4,351	$2,649	$2,282	$428	$19,315	$14,070	0.100	0.001	0.005	0.015	0.022	0.057	$9,801
0.001	0.004	0.005	0.014	$2,352	$1,066	$649	$559	$105	$4,730	$3,446	0.024	0.000	0.001	0.004	0.005	0.014	$2,352
0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$7,781	0.025	0.001	0.003	0.009	0.013	0.000	$5,659
0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$11,348	0.037	0.001	0.004	0.013	0.019	0.000	$8,375
0.004	0.013	0.019	0.000	$8,375	$3,794	$2,309	$1,990	$0	$16,468	$11,996	0.037	0.001	0.004	0.013	0.019	0.000	$8,375
0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$9,727	0.031	0.001	0.004	0.011	0.016	0.000	$7,017
0.003	0.008	0.012	0.000	$5,432	$2,461	$1,498	$1,291	$0	$10,682	$7,781	0.024	0.000	0.003	0.008	0.012	0.000	$5,432
0.002	0.005	0.007	0.000	$3,169	$1,436	$874	$753	$0	$6,231	$4,539	0.015	0.000	0.002	0.005	0.008	0.000	$3,395
0.004	0.013	0.019	0.000	$8,375	$3,794	$2,309	$1,990	$0	$16,468	$11,996	0.038	0.001	0.004	0.013	0.020	0.000	$8,601
0.005	0.016	0.024	0.000	$10,412	$4,717	$2,871	$2,474	$0	$20,474	$14,914	0.047	0.001	0.005	0.016	0.024	0.000	$10,638
										$152,929							
										$224,978							
										$229,934							
										$192,346							
										$150,058							
										$91,111							
										$229,934							
										$287,695							
0.075	0.224	0.334	0.845	$146,035	$66,158	$40,270	$34,694	$6,505	$293,663	$213,918	1.533	0.014	0.077	0.230	0.343	0.869	$150,249
0.167	0.500	0.747	1.892	$327,000	$148,141	$90,173	$77,687	$14,566	$657,566	$479,002	3.442	0.031	0.172	0.516	0.771	1.951	$337,320
0.042	0.125	0.186	0.471	$81,446	$36,898	$22,459	$19,350	$3,628	$163,781	$119,306	0.846	0.008	0.042	0.127	0.190	0.480	$82,916
0.106	0.319	0.476	1.206	$208,394	$94,409	$57,466	$49,509	$9,283	$419,061	$305,263	2.189	0.020	0.109	0.328	0.490	1.241	$214,507
0.049	0.146	0.217	0.550	$95,070	$43,069	$26,216	$22,586	$4,235	$191,177	$139,262	0.987	0.009	0.049	0.148	0.221	0.560	$96,736
0.044	0.131	0.195	0.494	$85,367	$38,674	$23,541	$20,281	$3,803	$171,665	$125,048	0.891	0.008	0.045	0.134	0.200	0.505	$87,327
0.018	0.053	0.079	0.201	$34,743	$15,739	$9,581	$8,254	$1,548	$69,864	$50,892	0.361	0.003	0.018	0.054	0.081	0.205	$35,374
0.022	0.066	0.099	0.251	$43,415	$19,668	$11,972	$10,314	$1,934	$87,303	$63,595	0.458	0.004	0.023	0.069	0.103	0.260	$44,869
0.102	0.306	0.457	1.157	$200,038	$90,623	$55,162	$47,524	$8,911	$402,259	$293,024	2.137	0.019	0.107	0.321	0.479	1.212	$209,447
0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$17,515	0.123	0.001	0.006	0.018	0.028	0.070	$12,055
0.010	0.031	0.047	0.119	$20,562	$9,315	$5,670	$4,885	$916	$41,347	$30,119	0.215	0.002	0.011	0.032	0.048	0.122	$21,117
0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$14,931	0.104	0.001	0.005	0.016	0.023	0.059	$10,193
0.007	0.022	0.032	0.081	$14,052	$6,366	$3,875	$3,338	$626	$28,257	$20,583	0.147	0.001	0.007	0.022	0.033	0.083	$14,369
0.007	0.020	0.029	0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$18,808	0.132	0.001	0.007	0.020	0.030	0.075	$12,937
0.005	0.015	0.023	0.057	$9,899	$4,485	$2,730	$2,352	$441	$19,906	$14,500	0.101	0.001	0.005	0.015	0.023	0.057	$9,899
0.002	0.006	0.009	0.022	$3,815	$1,728	$1,052	$906	$170	$7,671	$5,588	0.039	0.000	0.002	0.006	0.009	0.022	$3,842
0.002	0.006	0.009	0.023	$3,952	$1,790	$1,090	$939	$176	$7,947	$5,789	0.041	0.000	0.002	0.006	0.009	0.023	$4,007
0.009	0.027	0.040	0.101	$17,446	$7,903	$4,811	$4,145	$777	$35,082	$25,555	0.182	0.002	0.009	0.027	0.041	0.103	$17,838
0.003	0.009	0.013	0.034	$5,881	$2,664	$1,622	$1,397	$262	$11,825	$8,614	0.061	0.001	0.003	0.009	0.014	0.035	$5,979
0.003	0.010	0.015	0.038	$6,589	$2,985	$1,817	$1,565	$294	$13,250	$9,652	0.069	0.001	0.003	0.010	0.015	0.039	$6,748
0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815	$153	$6,898	$5,025	0.035	0.000	0.002	0.005	0.008	0.020	$3,430
0.002	0.006	0.010	0.024	$4,208	$1,906	$1,160	$1,000	$187	$8,461	$6,163	0.045	0.000	0.002	0.007	0.010	0.025	$4,366
0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672	$6,317	0.045	0.000	0.002	0.007	0.010	0.026	$4,410
0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095	$5,168	0.037	0.000	0.002	0.006	0.008	0.021	$3,626
0.001	0.002	0.003	0.009	$1,509	$684	$416	$359	$67	$3,035	$2,211	0.016	0.000	0.001	0.002	0.004	0.009	$1,564
0.001	0.003	0.004	0.011	$1,894	$858	$522	$450	$84	$3,808	$2,774	0.020	0.000	0.001	0.003	0.004	0.011	$1,948
0.004	0.012	0.019	0.047	$8,135	$3,685	$2,243	$1,933	$362	$16,358	$11,916	0.086	0.001	0.004	0.013	0.019	0.049	$8,429
										$240,047							
										$518,773							
										$139,262							
										$332,010							
										$164,386							
										$144,717							
										$58,691							
										$72,158							
										$330,495							

SR 72 Estimated Crash Costs - Build Alternative

39						2040											
Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)
						ROADWAY SEGMENTS											
$40,272	$24,513	$21,119	$3,960	$178,760	$127,664	0.940	0.008	0.047	0.141	0.211	0.533	$92,129	$41,737	$25,405	$21,888	$4,104	$185,264
$58,699	$35,730	$30,783	$5,772	$260,552	$186,076	1.372	0.012	0.069	0.206	0.307	0.778	$134,470	$60,919	$37,081	$31,947	$5,990	$270,406
$54,170	$32,973	$28,407	$5,326	$240,449	$171,720	1.256	0.011	0.063	0.188	0.281	0.712	$123,101	$55,768	$33,946	$29,246	$5,484	$247,544
$45,334	$27,595	$23,774	$4,458	$201,228	$143,710	1.050	0.009	0.053	0.158	0.235	0.595	$102,911	$46,622	$28,378	$24,449	$4,584	$206,944
$35,876	$21,838	$18,814	$3,528	$159,248	$113,729	0.836	0.008	0.042	0.125	0.187	0.474	$81,936	$37,120	$22,595	$19,466	$3,650	$164,767
$20,869	$12,703	$10,944	$2,052	$92,632	$66,154	0.486	0.004	0.024	0.073	0.109	0.276	$47,633	$21,579	$13,135	$11,316	$2,122	$95,785
$52,793	$32,135	$27,686	$5,191	$234,339	$167,356	1.231	0.011	0.062	0.185	0.276	0.698	$120,650	$54,658	$33,270	$28,664	$5,374	$242,617
$68,689	$41,811	$36,022	$6,754	$304,897	$217,746	1.608	0.014	0.080	0.241	0.360	0.912	$157,600	$71,398	$43,459	$37,442	$7,020	$316,919
$6,083	$3,703	$3,190	$598	$27,001	$19,283	0.139	0.001	0.007	0.021	0.031	0.079	$13,623	$6,172	$3,757	$3,237	$607	$27,395
$9,102	$5,541	$4,773	$895	$40,403	$28,855	0.208	0.002	0.010	0.031	0.047	0.118	$20,386	$9,236	$5,622	$4,843	$908	$40,995
$12,610	$7,676	$6,613	$1,240	$55,973	$39,974	0.286	0.003	0.014	0.043	0.064	0.162	$28,031	$12,699	$7,730	$6,659	$1,249	$56,368
$10,523	$6,405	$5,518	$1,035	$46,710	$33,359	0.240	0.002	0.012	0.036	0.054	0.136	$23,522	$10,656	$6,486	$5,588	$1,048	$47,301
$8,037	$4,892	$4,215	$790	$35,673	$25,476	0.183	0.002	0.009	0.027	0.041	0.104	$17,936	$8,125	$4,946	$4,261	$799	$36,067
$4,662	$2,838	$2,445	$458	$20,694	$14,779	0.106	0.001	0.005	0.016	0.024	0.060	$10,389	$4,707	$2,865	$2,468	$463	$20,891
$11,811	$7,189	$6,194	$1,161	$52,426	$37,440	0.269	0.002	0.013	0.040	0.060	0.153	$26,365	$11,944	$7,270	$6,264	$1,174	$53,017
$16,961	$10,324	$8,895	$1,668	$75,288	$53,768	0.387	0.003	0.019	0.058	0.087	0.219	$37,930	$17,183	$10,459	$9,011	$1,690	$76,274
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$266	$162	$140	$26	$1,183	$845	0.006	0.000	0.000	0.001	0.001	0.003	$588	$266	$162	$140	$26	$1,183
$1,954	$1,189	$1,025	$192	$8,672	$6,193	0.045	0.000	0.002	0.007	0.010	0.026	$4,410	$1,998	$1,216	$1,048	$196	$8,869
$1,776	$1,081	$931	$175	$7,884	$5,630	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081
$1,243	$757	$652	$122	$5,518	$3,941	0.028	0.000	0.001	0.004	0.006	0.016	$2,744	$1,243	$757	$652	$122	$5,518
$1,909	$1,162	$1,001	$188	$8,475	$6,052	0.045	0.000	0.002	0.007	0.010	0.026	$4,410	$1,998	$1,216	$1,048	$196	$8,869
$4,440	$2,703	$2,328	$437	$19,709	$14,075	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300
$1,066	$649	$559	$105	$4,730	$3,378	0.025	0.000	0.001	0.004	0.006	0.014	$2,450	$1,110	$676	$582	$109	$4,927
$2,564	$1,560	$1,344	$0	$11,127	$7,947	0.026	0.001	0.003	0.009	0.013	0.000	$5,885	$2,666	$1,623	$1,398	$0	$11,572
$3,794	$2,309	$1,990	$0	$16,468	$11,761	0.038	0.001	0.004	0.013	0.020	0.000	$8,601	$3,897	$2,372	$2,043	$0	$16,913
$3,794	$2,309	$1,990	$0	$16,468	$11,761	0.038	0.001	0.004	0.013	0.020	0.000	$8,601	$3,897	$2,372	$2,043	$0	$16,913
$3,179	$1,935	$1,667	$0	$13,798	$9,854	0.032	0.001	0.004	0.011	0.017	0.000	$7,243	$3,281	$1,997	$1,721	$0	$14,243
$2,461	$1,498	$1,291	$0	$10,682	$7,629	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127
$1,538	$936	$807	$0	$6,676	$4,768	0.015	0.000	0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676
$3,897	$2,372	$2,043	$0	$16,913	$12,079	0.038	0.001	0.004	0.013	0.020	0.000	$8,601	$3,897	$2,372	$2,043	$0	$16,913
$4,820	$2,934	$2,527	$0	$20,919	$14,940	0.048	0.001	0.006	0.017	0.025	0.000	$10,865	$4,922	$2,996	$2,581	$0	$21,364
					$154,894												
					$227,536												
					$229,648												
					$192,552												
					$150,775												
					$91,754												
					$230,951												
					$289,832												
						INTERSECTIONS											
$68,067	$41,432	$35,696	$6,693	$302,138	$215,775	1.579	0.014	0.079	0.237	0.354	0.895	$154,758	$70,110	$42,676	$36,767	$6,894	$311,204
$152,816	$93,019	$80,139	$15,026	$678,320	$484,431	3.570	0.032	0.178	0.535	0.800	2.024	$349,863	$158,499	$96,477	$83,119	$15,585	$703,543
$37,564	$22,865	$19,699	$3,694	$166,737	$119,078	0.867	0.008	0.043	0.130	0.194	0.492	$84,975	$38,496	$23,432	$20,188	$3,785	$170,876
$97,178	$59,152	$50,962	$9,555	$431,353	$308,056	2.264	0.020	0.113	0.340	0.507	1.284	$221,890	$100,523	$61,188	$52,716	$9,884	$446,200
$43,824	$26,676	$22,982	$4,309	$194,527	$138,924	1.008	0.009	0.050	0.151	0.226	0.572	$98,794	$44,757	$27,243	$23,471	$4,401	$198,666
$39,562	$24,081	$20,747	$3,890	$175,606	$125,412	0.916	0.008	0.046	0.137	0.205	0.519	$89,777	$40,672	$24,757	$21,329	$3,999	$180,534
$16,025	$9,755	$8,404	$1,576	$71,133	$50,801	0.374	0.003	0.019	0.056	0.084	0.212	$36,636	$16,597	$10,103	$8,704	$1,632	$73,672
$20,327	$12,373	$10,660	$1,999	$90,227	$64,437	0.472	0.004	0.024	0.071	0.106	0.268	$46,296	$20,973	$12,766	$10,999	$2,062	$93,097
$94,886	$57,757	$49,760	$9,330	$421,180	$300,791	2.200	0.020	0.110	0.330	0.493	1.247	$215,622	$97,683	$59,459	$51,227	$9,605	$433,596
$5,461	$3,324	$2,864	$537	$24,242	$17,313	0.123	0.001	0.006	0.018	0.028	0.070	$12,055	$5,461	$3,324	$2,864	$537	$24,242
$9,567	$5,823	$5,017	$941	$42,465	$30,327	0.221	0.002	0.011	0.033	0.050	0.125	$21,673	$9,819	$5,976	$5,149	$965	$43,582
$4,618	$2,811	$2,422	$454	$20,497	$14,638	0.104	0.001	0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497
$6,510	$3,962	$3,414	$640	$28,895	$20,636	0.151	0.001	0.008	0.023	0.034	0.085	$14,766	$6,690	$4,072	$3,508	$658	$29,693
$5,861	$3,568	$3,074	$576	$26,016	$18,579	0.133	0.001	0.007	0.020	0.030	0.075	$13,035	$5,905	$3,595	$3,097	$581	$26,213
$4,485	$2,730	$2,352	$441	$19,906	$14,216	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103
$1,741	$1,059	$913	$171	$7,726	$5,518	0.040	0.000	0.002	0.006	0.009	0.023	$3,897	$1,765	$1,075	$926	$174	$7,836
$1,815	$1,105	$952	$178	$8,057	$5,754	0.041	0.000	0.002	0.006	0.009	0.023	$4,062	$1,840	$1,120	$965	$181	$8,167
$8,081	$4,919	$4,238	$795	$35,870	$25,617	0.183	0.002	0.009	0.027	0.041	0.104	$17,936	$8,125	$4,946	$4,261	$799	$36,067
$2,708	$1,649	$1,420	$266	$12,022	$8,586	0.063	0.001	0.003	0.009	0.014	0.036	$6,175	$2,797	$1,703	$1,467	$275	$12,417
$3,057	$1,861	$1,603	$301	$13,570	$9,691	0.073	0.001	0.004	0.011	0.016	0.041	$7,145	$3,237	$1,970	$1,697	$318	$14,368
$1,554	$946	$815	$153	$6,898	$4,926	0.036	0.000	0.002	0.005	0.008	0.020	$3,528	$1,598	$973	$838	$157	$7,095
$1,978	$1,204	$1,037	$195	$8,780	$6,271	0.047	0.000	0.002	0.007	0.011	0.027	$4,605	$2,086	$1,270	$1,094	$205	$9,259
$1,998	$1,216	$1,048	$196	$8,869	$6,334	0.046	0.000	0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066
$1,643	$1,000	$862	$162	$7,292	$5,208	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862	$162	$7,292
$709	$431	$372	$70	$3,146	$2,246	0.017	0.000	0.001	0.002	0.004	0.009	$1,619	$734	$446	$385	$72	$3,256
$883	$537	$463	$87	$3,918	$2,798	0.020	0.000	0.001	0.003	0.005	0.012	$2,003	$908	$552	$476	$89	$4,029
$3,819	$2,324	$2,002	$375	$16,950	$12,105	0.088	0.001	0.004	0.013	0.020	0.050	$8,625	$3,907	$2,378	$2,049	$384	$17,344
					$241,674												
					$524,448												
					$138,642												
					$334,963												
					$163,837												
					$144,836												
					$58,565												
					$72,989												
					$338,513												

	2041																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$129,714	0.969	0.009	0.048	0.145	0.217	0.549	$94,972	$43,025	$26,189	$22,563	$4,231	$190,979	$131,094	1.003	0.009	0.050	0.150	0.225
$189,328	1.421	0.013	0.071	0.213	0.318	0.806	$139,272	$63,095	$38,405	$33,088	$6,204	$280,064	$192,244	1.465	0.013	0.073	0.220	0.328
$173,320	1.292	0.012	0.065	0.194	0.289	0.733	$126,629	$57,367	$34,919	$30,084	$5,641	$254,639	$174,792	1.319	0.012	0.066	0.198	0.295
$144,894	1.081	0.010	0.054	0.162	0.242	0.613	$105,949	$47,998	$29,216	$25,171	$4,720	$213,053	$146,246	1.103	0.010	0.055	0.165	0.247
$115,363	0.859	0.008	0.043	0.129	0.192	0.487	$84,191	$38,141	$23,216	$20,002	$3,750	$169,300	$116,212	0.882	0.008	0.044	0.132	0.198
$67,065	0.500	0.005	0.025	0.075	0.112	0.284	$49,005	$22,201	$13,514	$11,642	$2,183	$98,545	$67,644	0.513	0.005	0.026	0.077	0.115
$169,870	1.265	0.011	0.063	0.190	0.283	0.717	$123,983	$56,168	$34,189	$29,455	$5,523	$249,318	$171,139	1.299	0.012	0.065	0.195	0.291
$221,894	1.657	0.015	0.083	0.249	0.371	0.940	$162,403	$73,573	$44,784	$38,583	$7,234	$326,577	$224,172	1.707	0.015	0.085	0.256	0.382
$19,181	0.141	0.001	0.007	0.021	0.032	0.080	$13,819	$6,261	$3,811	$3,283	$616	$27,790	$19,076	0.142	0.001	0.007	0.021	0.032
$28,703	0.210	0.002	0.011	0.032	0.047	0.119	$20,582	$9,324	$5,676	$4,890	$917	$41,389	$28,410	0.212	0.002	0.011	0.032	0.047
$39,466	0.289	0.003	0.014	0.043	0.065	0.164	$28,325	$12,832	$7,811	$6,729	$1,262	$56,959	$39,098	0.291	0.003	0.015	0.044	0.065
$33,119	0.242	0.002	0.012	0.036	0.054	0.137	$23,718	$10,745	$6,541	$5,635	$1,057	$47,696	$32,740	0.244	0.002	0.012	0.037	0.055
$25,253	0.185	0.002	0.009	0.028	0.041	0.105	$18,132	$8,214	$5,000	$4,308	$808	$36,462	$25,028	0.186	0.002	0.009	0.028	0.042
$14,627	0.107	0.001	0.005	0.016	0.024	0.061	$10,487	$4,751	$2,892	$2,491	$467	$21,089	$14,476	0.108	0.001	0.005	0.016	0.024
$37,120	0.272	0.002	0.014	0.041	0.061	0.154	$26,659	$12,077	$7,351	$6,333	$1,188	$53,608	$36,798	0.274	0.002	0.014	0.041	0.061
$53,404	0.391	0.004	0.020	0.059	0.088	0.222	$38,322	$17,361	$10,568	$9,104	$1,707	$77,062	$52,898	0.395	0.004	0.020	0.059	0.088
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$828	0.007	0.000	0.000	0.001	0.002	0.004	$686	$311	$189	$163	$31	$1,380	$947	0.007	0.000	0.000	0.001	0.002
$6,210	0.046	0.000	0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066	$6,223	0.047	0.000	0.002	0.007	0.011
$5,658	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$5,682	0.043	0.000	0.002	0.006	0.010
$3,864	0.029	0.000	0.001	0.004	0.006	0.016	$2,842	$1,288	$784	$675	$127	$5,716	$3,923	0.030	0.000	0.002	0.005	0.007
$6,210	0.046	0.000	0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066	$6,223	0.047	0.000	0.002	0.007	0.011
$14,213	0.105	0.001	0.005	0.016	0.024	0.060	$10,291	$4,662	$2,838	$2,445	$458	$20,694	$14,205	0.107	0.001	0.005	0.016	0.024
$3,450	0.026	0.000	0.001	0.004	0.006	0.015	$2,548	$1,154	$703	$605	$114	$5,124	$3,517	0.027	0.000	0.001	0.004	0.006
$8,102	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452	$0	$12,017	$8,249	0.028	0.001	0.003	0.010	0.014
$11,842	0.039	0.001	0.005	0.014	0.020	0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358	$11,915	0.040	0.001	0.005	0.014	0.021
$11,842	0.039	0.001	0.005	0.014	0.020	0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358	$11,915	0.039	0.001	0.005	0.014	0.020
$9,972	0.033	0.001	0.004	0.011	0.017	0.000	$7,470	$3,384	$2,060	$1,775	$0	$14,688	$10,082	0.033	0.001	0.004	0.011	0.017
$7,791	0.025	0.001	0.003	0.009	0.013	0.000	$5,659	$2,564	$1,560	$1,344	$0	$11,127	$7,638	0.026	0.001	0.003	0.009	0.013
$4,674	0.015	0.000	0.002	0.005	0.008	0.000	$3,395	$1,538	$936	$807	$0	$6,676	$4,583	0.016	0.000	0.002	0.006	0.008
$11,842	0.039	0.001	0.005	0.014	0.020	0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358	$11,915	0.040	0.001	0.005	0.014	0.021
$14,958	0.049	0.001	0.006	0.017	0.025	0.000	$11,091	$5,025	$3,058	$2,635	$0	$21,809	$14,971	0.051	0.001	0.006	0.018	0.026
$156,998													$158,419					
$230,700													$233,517					
$230,838													$232,029					
$193,642													$194,750					
$152,270													$152,802					
$92,577													$92,926					
$233,046													$234,058					
$293,706													$295,558					
$217,892	1.622	0.015	0.081	0.243	0.363	0.920	$158,972	$72,019	$43,838	$37,768	$7,081	$319,679	$219,437	1.666	0.015	0.083	0.250	0.373
$492,593	3.698	0.033	0.185	0.555	0.828	2.097	$362,486	$164,217	$99,958	$86,118	$16,147	$728,927	$500,358	3.806	0.034	0.190	0.571	0.853
$119,641	0.887	0.008	0.044	0.133	0.199	0.503	$86,935	$39,384	$23,973	$20,654	$3,873	$174,818	$120,001	0.902	0.008	0.045	0.135	0.202
$312,411	2.333	0.021	0.117	0.350	0.523	1.323	$228,638	$103,580	$63,049	$54,319	$10,185	$459,770	$315,600	2.397	0.022	0.120	0.360	0.537
$139,098	1.024	0.009	0.051	0.154	0.229	0.581	$100,362	$45,467	$27,676	$23,844	$4,471	$201,819	$138,535	1.041	0.009	0.052	0.156	0.233
$126,402	0.937	0.008	0.047	0.141	0.210	0.531	$91,835	$41,604	$25,324	$21,818	$4,091	$184,673	$126,765	0.957	0.009	0.048	0.144	0.214
$51,582	0.380	0.003	0.019	0.057	0.085	0.216	$37,267	$16,883	$10,277	$8,854	$1,660	$74,941	$51,442	0.387	0.003	0.019	0.058	0.087
$65,183	0.485	0.004	0.024	0.073	0.109	0.275	$47,531	$21,533	$13,107	$11,292	$2,117	$95,580	$65,609	0.500	0.004	0.025	0.075	0.112
$303,586	2.255	0.020	0.113	0.338	0.505	1.279	$221,013	$100,125	$60,946	$52,507	$9,845	$444,436	$305,075	2.235	0.020	0.112	0.335	0.501
$16,973	0.124	0.001	0.006	0.019	0.028	0.070	$12,153	$5,506	$3,351	$2,887	$541	$24,439	$16,776	0.124	0.001	0.006	0.019	0.028
$30,515	0.228	0.002	0.011	0.034	0.051	0.129	$22,308	$10,106	$6,152	$5,300	$994	$44,859	$30,793	0.232	0.002	0.012	0.035	0.052
$14,351	0.104	0.001	0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$14,070	0.105	0.001	0.005	0.016	0.024
$20,790	0.154	0.001	0.008	0.023	0.034	0.087	$15,084	$6,833	$4,159	$3,584	$672	$30,332	$20,821	0.157	0.001	0.008	0.024	0.035
$18,353	0.134	0.001	0.007	0.020	0.030	0.076	$13,133	$5,950	$3,622	$3,120	$585	$26,410	$18,129	0.135	0.001	0.007	0.020	0.030
$14,075	0.102	0.001	0.005	0.015	0.023	0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$13,799	0.102	0.001	0.005	0.015	0.023
$5,487	0.040	0.000	0.002	0.006	0.009	0.023	$3,924	$1,778	$1,082	$932	$175	$7,891	$5,417	0.040	0.000	0.002	0.006	0.009
$5,718	0.042	0.000	0.002	0.006	0.009	0.024	$4,089	$1,852	$1,128	$971	$182	$8,223	$5,644	0.042	0.000	0.002	0.006	0.009
$25,253	0.184	0.002	0.009	0.028	0.041	0.104	$18,034	$8,170	$4,973	$4,284	$803	$36,264	$24,893	0.188	0.002	0.009	0.028	0.042
$8,694	0.065	0.001	0.003	0.010	0.015	0.037	$6,371	$2,886	$1,757	$1,514	$284	$12,811	$8,794	0.067	0.001	0.003	0.010	0.015
$10,060	0.076	0.001	0.004	0.011	0.017	0.043	$7,462	$3,381	$2,058	$1,773	$332	$15,006	$10,301	0.078	0.001	0.004	0.012	0.017
$4,968	0.037	0.000	0.002	0.006	0.008	0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$5,006	0.037	0.000	0.002	0.006	0.008
$6,483	0.048	0.000	0.002	0.007	0.011	0.027	$4,684	$2,122	$1,292	$1,113	$209	$9,419	$6,465	0.049	0.000	0.002	0.007	0.011
$6,348	0.046	0.000	0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066	$6,223	0.047	0.000	0.002	0.007	0.011
$5,106	0.039	0.000	0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,276	0.039	0.000	0.002	0.006	0.009
$2,280	0.017	0.000	0.001	0.003	0.004	0.010	$1,647	$746	$454	$391	$73	$3,311	$2,273	0.017	0.000	0.001	0.003	0.004
$2,821	0.021	0.000	0.001	0.003	0.005	0.012	$2,058	$932	$568	$489	$92	$4,139	$2,841	0.022	0.000	0.001	0.003	0.005
$12,143	0.090	0.001	0.005	0.014	0.020	0.051	$8,821	$3,996	$2,432	$2,096	$393	$17,738	$12,176	0.094	0.001	0.005	0.014	0.021
$243,559													$245,007					
$533,167													$541,451					
$138,960													$139,076					
$339,684													$342,886					
$163,799													$162,887					
$145,584													$145,841					
$59,348													$59,132					
$73,722													$74,095					
$340,983													$342,144					

2042								2043									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
0.569	$98,304	$44,535	$27,108	$23,355	$4,379	$197,680	$133,033	1.037	0.009	0.052	0.156	0.232	0.588	$101,636	$46,044	$28,027	$24,146
0.831	$143,585	$65,048	$39,595	$34,112	$6,396	$288,736	$194,311	1.516	0.014	0.076	0.227	0.340	0.860	$148,583	$67,313	$40,973	$35,300
0.748	$129,275	$58,566	$35,649	$30,713	$5,759	$259,961	$174,946	1.356	0.012	0.068	0.203	0.304	0.769	$132,902	$60,208	$36,649	$31,574
0.625	$108,105	$48,975	$29,811	$25,683	$4,816	$217,389	$146,297	1.134	0.010	0.057	0.170	0.254	0.643	$111,143	$50,351	$30,649	$26,405
0.500	$86,445	$39,162	$23,838	$20,537	$3,851	$173,833	$116,984	0.905	0.008	0.045	0.136	0.203	0.513	$88,699	$40,183	$24,459	$21,073
0.291	$50,279	$22,778	$13,865	$11,945	$2,240	$101,107	$68,042	0.527	0.005	0.026	0.079	0.118	0.299	$51,651	$23,400	$14,243	$12,271
0.737	$127,315	$57,678	$35,108	$30,247	$5,671	$256,019	$172,293	1.333	0.012	0.067	0.200	0.299	0.756	$130,647	$59,187	$36,027	$31,039
0.968	$167,303	$75,793	$46,135	$39,747	$7,453	$336,431	$226,409	1.757	0.016	0.088	0.264	0.394	0.996	$172,204	$78,013	$47,486	$40,911
0.081	$13,917	$6,305	$3,838	$3,306	$620	$27,987	$18,834	0.144	0.001	0.007	0.022	0.032	0.082	$14,113	$6,394	$3,892	$3,353
0.120	$20,778	$9,413	$5,730	$4,936	$926	$41,783	$28,119	0.215	0.002	0.011	0.032	0.048	0.122	$21,072	$9,546	$5,811	$5,006
0.165	$28,521	$12,921	$7,865	$6,776	$1,270	$57,353	$38,597	0.294	0.003	0.015	0.044	0.066	0.167	$28,815	$13,054	$7,946	$6,846
0.138	$23,914	$10,834	$6,595	$5,681	$1,065	$48,090	$32,363	0.246	0.002	0.012	0.037	0.055	0.139	$24,110	$10,923	$6,649	$5,728
0.105	$18,230	$8,259	$5,027	$4,331	$812	$36,659	$24,670	0.188	0.002	0.009	0.028	0.042	0.107	$18,426	$8,347	$5,081	$4,378
0.061	$10,585	$4,795	$2,919	$2,515	$472	$21,286	$14,325	0.109	0.001	0.005	0.016	0.024	0.062	$10,683	$4,840	$2,946	$2,538
0.155	$26,855	$12,166	$7,405	$6,380	$1,196	$54,002	$36,342	0.277	0.002	0.014	0.042	0.062	0.157	$27,149	$12,299	$7,486	$6,450
0.224	$38,714	$17,539	$10,676	$9,197	$1,725	$77,850	$52,391	0.399	0.004	0.020	0.060	0.089	0.226	$39,106	$17,716	$10,784	$9,291
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.004	$686	$311	$189	$163	$31	$1,380	$928	0.007	0.000	0.000	0.001	0.002	0.004	$686	$311	$189	$163
0.027	$4,606	$2,087	$1,270	$1,094	$205	$9,263	$6,234	0.048	0.000	0.002	0.007	0.011	0.027	$4,704	$2,131	$1,297	$1,118
0.024	$4,214	$1,909	$1,162	$1,001	$188	$8,475	$5,703	0.044	0.000	0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025
0.017	$2,940	$1,332	$811	$699	$131	$5,913	$3,979	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699
0.027	$4,606	$2,087	$1,270	$1,094	$205	$9,263	$6,234	0.048	0.000	0.002	0.007	0.011	0.027	$4,704	$2,131	$1,297	$1,118
0.061	$10,487	$4,751	$2,892	$2,491	$467	$21,089	$14,192	0.110	0.001	0.006	0.017	0.025	0.062	$10,781	$4,884	$2,973	$2,561
0.015	$2,646	$1,199	$730	$629	$118	$5,321	$3,581	0.027	0.000	0.001	0.004	0.006	0.015	$2,646	$1,199	$730	$629
0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$8,387	0.028	0.001	0.003	0.010	0.014	0.000	$6,338	$2,871	$1,748	$1,506
0.000	$9,054	$4,102	$2,497	$2,151	$0	$17,804	$11,981	0.042	0.001	0.005	0.015	0.022	0.000	$9,507	$4,307	$2,622	$2,259
0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358	$11,682	0.040	0.001	0.005	0.014	0.021	0.000	$9,054	$4,102	$2,497	$2,151
0.000	$7,470	$3,384	$2,060	$1,775	$0	$14,688	$9,885	0.034	0.001	0.004	0.012	0.018	0.000	$7,696	$3,486	$2,122	$1,828
0.000	$5,885	$2,666	$1,623	$1,398	$0	$11,572	$7,788	0.027	0.001	0.003	0.009	0.014	0.000	$6,111	$2,769	$1,685	$1,452
0.000	$3,622	$1,641	$999	$860	$0	$7,121	$4,793	0.016	0.000	0.002	0.006	0.008	0.000	$3,622	$1,641	$999	$860
0.000	$9,054	$4,102	$2,497	$2,151	$0	$17,804	$11,981	0.042	0.001	0.005	0.015	0.022	0.000	$9,507	$4,307	$2,622	$2,259
0.000	$11,544	$5,230	$3,183	$2,743	$0	$22,700	$15,276	0.052	0.001	0.006	0.018	0.027	0.000	$11,770	$5,332	$3,246	$2,796
							$160,254										
							$235,339										
							$231,459										
							$194,248										
							$153,421										
							$93,393										
							$234,809										
							$297,657										
0.945	$163,285	$73,973	$45,027	$38,792	$7,274	$328,351	$220,971	1.769	0.016	0.088	0.265	0.396	1.003	$173,380	$78,546	$47,811	$41,191
2.158	$373,045	$169,001	$102,870	$88,626	$16,617	$750,159	$504,835	3.937	0.035	0.197	0.590	0.882	2.232	$385,826	$174,791	$106,394	$91,663
0.511	$88,405	$40,050	$24,378	$21,003	$3,938	$177,774	$119,637	0.922	0.008	0.046	0.138	0.207	0.523	$90,365	$40,938	$24,919	$21,469
1.359	$234,909	$106,421	$64,778	$55,809	$10,464	$472,381	$317,899	2.466	0.022	0.123	0.370	0.552	1.398	$241,737	$109,514	$66,661	$57,431
0.590	$102,028	$46,222	$28,135	$24,239	$4,545	$205,170	$138,073	1.057	0.010	0.053	0.159	0.237	0.599	$103,597	$46,932	$28,568	$24,612
0.543	$93,796	$42,492	$25,865	$22,284	$4,178	$188,614	$126,932	0.978	0.009	0.049	0.147	0.219	0.555	$95,854	$43,425	$26,432	$22,773
0.219	$37,899	$17,169	$10,451	$9,004	$1,688	$76,210	$51,287	0.393	0.004	0.020	0.059	0.088	0.223	$38,530	$17,455	$10,625	$9,154
0.283	$48,958	$22,179	$13,501	$11,631	$2,181	$98,450	$66,254	0.513	0.005	0.026	0.077	0.115	0.291	$50,303	$22,789	$13,871	$11,951
1.267	$219,052	$99,237	$60,405	$52,042	$9,758	$440,494	$296,440	2.419	0.022	0.121	0.363	0.542	1.372	$237,086	$107,407	$65,378	$56,326
0.070	$12,153	$5,506	$3,351	$2,887	$541	$24,439	$16,447	0.130	0.001	0.007	0.020	0.029	0.074	$12,741	$5,772	$3,514	$3,027
0.132	$22,784	$10,322	$6,283	$5,413	$1,015	$45,817	$30,834	0.239	0.002	0.012	0.036	0.054	0.135	$23,419	$10,610	$6,458	$5,564
0.060	$10,291	$4,662	$2,838	$2,445	$458	$20,694	$13,927	0.105	0.001	0.005	0.016	0.024	0.060	$10,291	$4,662	$2,838	$2,445
0.089	$15,401	$6,977	$4,247	$3,659	$686	$30,971	$20,842	0.161	0.001	0.008	0.024	0.036	0.091	$15,798	$7,157	$4,356	$3,753
0.077	$13,231	$5,994	$3,649	$3,143	$589	$26,607	$17,906	0.136	0.001	0.007	0.020	0.030	0.077	$13,329	$6,039	$3,676	$3,167
0.058	$9,997	$4,529	$2,757	$2,375	$445	$20,103	$13,529	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398
0.023	$3,952	$1,790	$1,090	$939	$176	$7,947	$5,348	0.041	0.000	0.002	0.006	0.009	0.023	$3,979	$1,803	$1,097	$945
0.024	$4,144	$1,877	$1,143	$984	$185	$8,333	$5,608	0.043	0.000	0.002	0.006	0.010	0.024	$4,199	$1,902	$1,158	$998
0.107	$18,426	$8,347	$5,081	$4,378	$821	$37,053	$24,935	0.189	0.002	0.009	0.028	0.042	0.107	$18,524	$8,392	$5,108	$4,401
0.038	$6,567	$2,975	$1,811	$1,560	$293	$13,205	$8,887	0.070	0.001	0.004	0.011	0.016	0.040	$6,861	$3,108	$1,892	$1,630
0.044	$7,621	$3,453	$2,102	$1,811	$339	$15,326	$10,314	0.079	0.001	0.004	0.012	0.018	0.045	$7,780	$3,525	$2,145	$1,848
0.021	$3,626	$1,643	$1,000	$862	$162	$7,292	$4,908	0.038	0.000	0.002	0.006	0.009	0.022	$3,724	$1,687	$1,027	$885
0.028	$4,843	$2,194	$1,335	$1,151	$216	$9,738	$6,554	0.051	0.000	0.003	0.008	0.011	0.029	$5,001	$2,266	$1,379	$1,188
0.027	$4,606	$2,087	$1,270	$1,094	$205	$9,263	$6,234	0.047	0.000	0.002	0.007	0.011	0.027	$4,606	$2,087	$1,270	$1,094
0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$5,173	0.040	0.000	0.002	0.006	0.009	0.023	$3,920	$1,776	$1,081	$931
0.010	$1,674	$758	$462	$398	$75	$3,366	$2,265	0.017	0.000	0.001	0.003	0.004	0.010	$1,701	$771	$469	$404
0.012	$2,141	$970	$590	$509	$95	$4,304	$2,897	0.022	0.000	0.001	0.003	0.005	0.013	$2,195	$995	$605	$522
0.053	$9,213	$4,174	$2,541	$2,189	$410	$18,526	$12,468	0.097	0.001	0.005	0.015	0.022	0.055	$9,507	$4,307	$2,622	$2,259
							$246,304										
							$545,983										
							$138,471										
							$345,295										
							$162,213										
							$145,634										
							$58,901										
							$74,759										
							$333,843										

			2044														
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal
$4,527	$204,382	$134,846	1.071	0.010	0.054	0.161	0.240	0.607	$104,969	$47,554	$28,946	$24,938	$4,676	$211,083	$136,536	1.105	0.010
$6,619	$298,787	$197,133	1.567	0.014	0.078	0.235	0.351	0.888	$153,582	$69,577	$42,351	$36,487	$6,841	$308,839	$199,769	1.619	0.015
$5,920	$267,253	$176,327	1.393	0.013	0.070	0.209	0.312	0.790	$136,528	$61,851	$37,649	$32,436	$6,082	$274,545	$177,587	1.430	0.013
$4,951	$223,499	$147,459	1.165	0.010	0.058	0.175	0.261	0.661	$114,182	$51,728	$31,486	$27,127	$5,086	$229,609	$148,520	1.196	0.011
$3,951	$178,366	$117,681	0.935	0.008	0.047	0.140	0.209	0.530	$91,639	$41,515	$25,270	$21,771	$4,082	$184,278	$119,198	0.958	0.009
$2,301	$103,866	$68,528	0.544	0.005	0.027	0.082	0.122	0.308	$53,317	$24,154	$14,703	$12,667	$2,375	$107,217	$69,352	0.558	0.005
$5,820	$262,720	$173,336	1.376	0.012	0.069	0.206	0.308	0.780	$134,862	$61,096	$37,189	$32,040	$6,007	$271,195	$175,419	1.411	0.013
$7,671	$346,286	$228,471	1.807	0.016	0.090	0.271	0.405	1.025	$177,104	$80,234	$48,838	$42,076	$7,889	$356,140	$230,365	1.857	0.017
$629	$28,381	$18,725	0.145	0.001	0.007	0.022	0.032	0.082	$14,211	$6,438	$3,919	$3,376	$633	$28,578	$18,485	0.147	0.001
$939	$42,374	$27,957	0.217	0.002	0.011	0.033	0.049	0.123	$21,268	$9,635	$5,865	$5,053	$947	$42,768	$27,664	0.220	0.002
$1,284	$57,944	$38,230	0.297	0.003	0.015	0.045	0.067	0.168	$29,109	$13,187	$8,027	$6,916	$1,297	$58,535	$37,863	0.299	0.003
$1,074	$48,484	$31,989	0.248	0.002	0.012	0.037	0.056	0.141	$24,306	$11,012	$6,703	$5,775	$1,083	$48,878	$31,616	0.250	0.002
$821	$37,053	$24,447	0.190	0.002	0.010	0.029	0.043	0.108	$18,622	$8,436	$5,135	$4,424	$830	$37,447	$24,222	0.192	0.002
$476	$21,483	$14,174	0.111	0.001	0.006	0.017	0.025	0.063	$10,879	$4,929	$3,000	$2,585	$485	$21,877	$14,151	0.112	0.001
$1,209	$54,594	$36,020	0.280	0.003	0.014	0.042	0.063	0.159	$27,443	$12,432	$7,568	$6,520	$1,222	$55,185	$35,696	0.282	0.003
$1,742	$78,639	$51,884	0.403	0.004	0.020	0.060	0.090	0.229	$39,498	$17,894	$10,892	$9,384	$1,759	$79,427	$51,376	0.406	0.004
$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000
$31	$1,380	$910	0.007	0.000	0.000	0.001	0.002	0.004	$686	$311	$189	$163	$31	$1,380	$892	0.007	0.000
$210	$9,460	$6,242	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$6,247	0.050	0.000
$192	$8,672	$5,722	0.045	0.000	0.002	0.007	0.010	0.026	$4,410	$1,998	$1,216	$1,048	$196	$8,869	$5,737	0.046	0.000
$131	$5,913	$3,901	0.031	0.000	0.002	0.005	0.007	0.018	$3,038	$1,376	$838	$722	$135	$6,110	$3,952	0.032	0.000
$210	$9,460	$6,242	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$6,247	0.050	0.000
$480	$21,680	$14,304	0.113	0.001	0.006	0.017	0.025	0.064	$11,075	$5,017	$3,054	$2,631	$493	$22,271	$14,406	0.115	0.001
$118	$5,321	$3,511	0.028	0.000	0.001	0.004	0.006	0.016	$2,744	$1,243	$757	$652	$122	$5,518	$3,570	0.028	0.000
$0	$12,462	$8,222	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908	$8,349	0.030	0.001
$0	$18,694	$12,334	0.043	0.001	0.005	0.015	0.022	0.000	$9,733	$4,409	$2,684	$2,312	$0	$19,139	$12,380	0.044	0.001
$0	$17,804	$11,746	0.042	0.001	0.005	0.015	0.022	0.000	$9,507	$4,307	$2,622	$2,259	$0	$18,694	$12,092	0.043	0.001
$0	$15,133	$9,984	0.035	0.001	0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$10,077	0.035	0.001
$0	$12,017	$7,929	0.028	0.001	0.003	0.010	0.014	0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$8,061	0.028	0.001
$0	$7,121	$4,699	0.017	0.000	0.002	0.006	0.009	0.000	$3,848	$1,743	$1,061	$914	$0	$7,567	$4,894	0.018	0.000
$0	$18,694	$12,334	0.043	0.001	0.005	0.015	0.022	0.000	$9,733	$4,409	$2,684	$2,312	$0	$19,139	$12,380	0.043	0.001
$0	$23,145	$15,270	0.054	0.001	0.006	0.019	0.028	0.000	$12,223	$5,537	$3,371	$2,904	$0	$24,035	$15,547	0.055	0.001
		$161,793													$163,371		
		$238,334													$240,705		
		$232,545													$233,788		
		$195,154													$195,950		
		$153,958													$155,434		
		$93,642													$94,644		
		$235,993													$237,901		
		$299,136													$300,858		
$7,723	$348,651	$230,031	1.817	0.016	0.091	0.273	0.407	1.030	$178,084	$80,678	$49,108	$42,308	$7,933	$358,111	$231,640	1.865	0.017
$17,187	$775,861	$511,895	4.068	0.037	0.203	0.610	0.911	2.306	$398,687	$180,617	$109,941	$94,718	$17,760	$801,723	$518,586	4.200	0.038
$4,025	$181,716	$119,892	0.943	0.008	0.047	0.141	0.211	0.535	$92,423	$41,871	$25,486	$21,958	$4,117	$185,855	$120,218	0.963	0.009
$10,768	$486,111	$320,724	2.543	0.023	0.127	0.382	0.570	1.442	$249,279	$112,931	$68,740	$59,223	$11,104	$501,277	$324,245	2.614	0.024
$4,615	$208,323	$137,447	1.078	0.010	0.054	0.162	0.241	0.611	$105,655	$47,865	$29,135	$25,101	$4,706	$212,462	$137,429	1.094	0.010
$4,270	$192,753	$127,174	1.004	0.009	0.050	0.151	0.225	0.569	$98,402	$44,579	$27,135	$23,378	$4,383	$197,878	$127,995	1.024	0.009
$1,716	$77,480	$51,119	0.405	0.004	0.020	0.061	0.091	0.230	$39,710	$17,990	$10,950	$9,434	$1,769	$79,853	$51,652	0.412	0.004
$2,241	$101,154	$66,739	0.528	0.005	0.026	0.079	0.118	0.299	$51,730	$23,435	$14,265	$12,290	$2,304	$104,024	$67,287	0.541	0.005
$10,561	$476,759	$314,554	2.522	0.023	0.126	0.378	0.565	1.430	$247,181	$111,981	$68,162	$58,724	$11,011	$497,059	$321,517	2.588	0.023
$568	$25,622	$16,905	0.130	0.001	0.007	0.020	0.029	0.074	$12,741	$5,772	$3,514	$3,027	$568	$25,622	$16,573	0.131	0.001
$1,043	$47,094	$31,072	0.245	0.002	0.012	0.037	0.055	0.139	$24,055	$10,897	$6,633	$5,715	$1,072	$48,372	$31,289	0.251	0.002
$458	$20,694	$13,654	0.105	0.001	0.005	0.016	0.024	0.060	$10,291	$4,662	$2,838	$2,445	$458	$20,694	$13,386	0.106	0.001
$704	$31,769	$20,960	0.164	0.001	0.008	0.025	0.037	0.093	$16,116	$7,301	$4,444	$3,829	$718	$32,407	$20,962	0.168	0.002
$594	$26,804	$17,685	0.137	0.001	0.007	0.021	0.031	0.078	$13,427	$6,083	$3,703	$3,190	$598	$27,001	$17,465	0.138	0.001
$450	$20,300	$13,394	0.103	0.001	0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$13,131	0.103	0.001
$177	$8,002	$5,279	0.041	0.000	0.002	0.006	0.009	0.023	$4,034	$1,828	$1,112	$958	$180	$8,112	$5,247	0.041	0.000
$187	$8,443	$5,571	0.043	0.000	0.002	0.007	0.010	0.025	$4,254	$1,927	$1,173	$1,011	$189	$8,554	$5,533	0.044	0.000
$825	$37,250	$24,577	0.193	0.002	0.010	0.029	0.043	0.109	$18,916	$8,569	$5,216	$4,494	$843	$38,038	$24,605	0.194	0.002
$306	$13,796	$9,102	0.072	0.001	0.004	0.011	0.016	0.041	$7,057	$3,197	$1,946	$1,677	$314	$14,190	$9,179	0.074	0.001
$347	$15,645	$10,322	0.082	0.001	0.004	0.012	0.018	0.046	$8,018	$3,632	$2,211	$1,905	$357	$16,124	$10,430	0.086	0.001
$166	$7,489	$4,941	0.039	0.000	0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$4,972	0.039	0.000
$223	$10,057	$6,636	0.052	0.000	0.003	0.008	0.012	0.029	$5,081	$2,302	$1,401	$1,207	$226	$10,217	$6,609	0.055	0.000
$205	$9,263	$6,112	0.049	0.000	0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$6,247	0.049	0.000
$175	$7,884	$5,201	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081	$5,227	0.042	0.000
$76	$3,421	$2,257	0.018	0.000	0.001	0.003	0.004	0.010	$1,756	$796	$484	$417	$78	$3,532	$2,285	0.018	0.000
$98	$4,415	$2,913	0.023	0.000	0.001	0.003	0.005	0.013	$2,250	$1,019	$621	$535	$100	$4,525	$2,927	0.024	0.000
$423	$19,118	$12,613	0.100	0.001	0.005	0.015	0.022	0.057	$9,801	$4,440	$2,703	$2,328	$437	$19,709	$12,748	0.103	0.001
		$256,038													$257,392		
		$553,288													$560,304		
		$138,487													$138,576		
		$348,320													$351,816		
		$161,243													$161,141		
		$145,769													$146,353		
		$58,656													$59,184		
		$75,222													$75,746		
		$351,744													$358,870		

2045											20						
$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal
0.055	0.166	0.248	0.627	$108,301	$49,064	$29,865	$25,730	$4,824	$217,784	$138,109	1.140	0.010	0.057	0.171	0.255	0.646	$111,731
0.081	0.243	0.363	0.918	$158,678	$71,886	$43,757	$37,698	$7,068	$319,087	$202,351	1.664	0.015	0.083	0.250	0.373	0.943	$163,089
0.072	0.215	0.320	0.811	$140,154	$63,494	$38,649	$33,297	$6,243	$281,838	$178,729	1.458	0.013	0.073	0.219	0.327	0.827	$142,899
0.060	0.179	0.268	0.678	$117,220	$53,104	$32,324	$27,849	$5,222	$235,719	$149,482	1.219	0.011	0.061	0.183	0.273	0.691	$119,474
0.048	0.144	0.215	0.543	$93,894	$42,537	$25,892	$22,307	$4,183	$188,811	$119,736	0.982	0.009	0.049	0.147	0.220	0.557	$96,246
0.028	0.084	0.125	0.316	$54,690	$24,776	$15,081	$12,993	$2,436	$109,976	$69,742	0.571	0.005	0.029	0.086	0.128	0.324	$55,964
0.071	0.212	0.316	0.800	$138,292	$62,651	$38,135	$32,855	$6,160	$278,093	$176,354	1.446	0.013	0.072	0.217	0.324	0.820	$141,722
0.093	0.279	0.416	1.053	$182,005	$82,454	$50,189	$43,240	$8,107	$365,995	$232,098	1.908	0.017	0.095	0.286	0.427	1.082	$187,003
0.007	0.022	0.033	0.083	$14,407	$6,527	$3,973	$3,423	$642	$28,972	$18,373	0.149	0.001	0.007	0.022	0.033	0.084	$14,603
0.011	0.033	0.049	0.125	$21,562	$9,768	$5,946	$5,123	$960	$43,360	$27,497	0.222	0.002	0.011	0.033	0.050	0.126	$21,758
0.015	0.045	0.067	0.170	$29,305	$13,276	$8,081	$6,962	$1,305	$58,930	$37,371	0.301	0.003	0.015	0.045	0.067	0.171	$29,501
0.013	0.038	0.056	0.142	$24,503	$11,100	$6,757	$5,821	$1,091	$49,272	$31,246	0.252	0.002	0.013	0.038	0.056	0.143	$24,699
0.010	0.029	0.043	0.109	$18,818	$8,525	$5,189	$4,471	$838	$37,841	$23,997	0.193	0.002	0.010	0.029	0.043	0.109	$18,916
0.006	0.017	0.025	0.064	$10,977	$4,973	$3,027	$2,608	$489	$22,074	$13,998	0.113	0.001	0.006	0.017	0.025	0.064	$11,075
0.014	0.042	0.063	0.160	$27,639	$12,521	$7,622	$6,566	$1,231	$55,579	$35,246	0.285	0.003	0.014	0.043	0.064	0.162	$27,933
0.020	0.061	0.091	0.230	$39,792	$18,027	$10,973	$9,454	$1,773	$80,018	$50,744	0.410	0.004	0.021	0.062	0.092	0.232	$40,184
0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0
0.000	0.001	0.002	0.004	$686	$311	$189	$163	$31	$1,380	$875	0.008	0.000	0.000	0.001	0.002	0.005	$784
0.003	0.008	0.011	0.028	$4,901	$2,220	$1,351	$1,164	$218	$9,854	$6,249	0.051	0.000	0.003	0.008	0.011	0.029	$4,999
0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071	$201	$9,066	$5,749	0.046	0.000	0.002	0.007	0.010	0.026	$4,508
0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745	$140	$6,307	$4,000	0.032	0.000	0.002	0.005	0.007	0.018	$3,136
0.003	0.008	0.011	0.028	$4,901	$2,220	$1,351	$1,164	$218	$9,854	$6,249	0.051	0.000	0.003	0.008	0.011	0.029	$4,999
0.006	0.017	0.026	0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$14,373	0.117	0.001	0.006	0.018	0.026	0.066	$11,467
0.001	0.004	0.006	0.016	$2,744	$1,243	$757	$652	$122	$5,518	$3,500	0.029	0.000	0.001	0.004	0.006	0.016	$2,842
0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$8,468	0.030	0.001	0.003	0.010	0.016	0.000	$6,791
0.005	0.015	0.023	0.000	$9,959	$4,512	$2,746	$2,366	$0	$19,584	$12,419	0.045	0.001	0.005	0.016	0.023	0.000	$10,186
0.005	0.015	0.022	0.000	$9,733	$4,409	$2,684	$2,312	$0	$19,139	$12,137	0.043	0.001	0.005	0.015	0.022	0.000	$9,733
0.004	0.012	0.018	0.000	$7,922	$3,589	$2,185	$1,882	$0	$15,578	$9,879	0.037	0.001	0.004	0.013	0.019	0.000	$8,375
0.003	0.010	0.014	0.000	$6,338	$2,871	$1,748	$1,506	$0	$12,462	$7,903	0.029	0.001	0.003	0.010	0.015	0.000	$6,564
0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012	$5,081	0.018	0.000	0.002	0.006	0.009	0.000	$4,074
0.005	0.015	0.022	0.000	$9,733	$4,409	$2,684	$2,312	$0	$19,139	$12,137	0.044	0.001	0.005	0.015	0.023	0.000	$9,959
0.006	0.019	0.028	0.000	$12,449	$5,640	$3,433	$2,958	$0	$24,480	$15,524	0.057	0.001	0.007	0.020	0.029	0.000	$12,902
										$164,949							
										$243,142							
										$234,486							
										$196,357							
										$155,636							
										$95,070							
										$238,110							
										$301,865							
0.093	0.280	0.418	1.057	$182,789	$82,809	$50,405	$43,426	$8,142	$367,571	$233,098	1.910	0.017	0.096	0.287	0.428	1.083	$187,199
0.210	0.630	0.941	2.381	$411,627	$186,480	$113,509	$97,793	$18,336	$827,745	$524,919	4.310	0.039	0.216	0.647	0.965	2.444	$422,424
0.048	0.144	0.216	0.546	$94,384	$42,759	$26,027	$22,423	$4,204	$189,797	$120,361	0.979	0.009	0.049	0.147	0.219	0.555	$95,952
0.131	0.392	0.586	1.482	$256,185	$116,060	$70,645	$60,863	$11,412	$515,166	$326,695	2.679	0.024	0.134	0.402	0.600	1.519	$262,536
0.055	0.164	0.245	0.620	$107,223	$48,575	$29,568	$25,474	$4,776	$215,616	$136,734	1.111	0.010	0.056	0.167	0.249	0.630	$108,889
0.051	0.154	0.229	0.581	$100,362	$45,467	$27,676	$23,844	$4,471	$201,819	$127,985	1.045	0.009	0.052	0.157	0.234	0.593	$102,420
0.021	0.062	0.092	0.234	$40,368	$18,288	$11,132	$9,591	$1,798	$81,177	$51,479	0.418	0.004	0.021	0.063	0.094	0.237	$41,000
0.027	0.081	0.121	0.307	$52,992	$24,007	$14,613	$12,590	$2,361	$106,562	$67,577	0.554	0.005	0.028	0.083	0.124	0.314	$54,309
0.129	0.388	0.580	1.467	$253,650	$114,911	$69,946	$60,261	$11,299	$510,067	$323,462	2.654	0.024	0.133	0.398	0.594	1.505	$260,119
0.007	0.020	0.029	0.074	$12,839	$5,817	$3,541	$3,050	$572	$25,819	$16,373	0.131	0.001	0.007	0.020	0.029	0.074	$12,839
0.013	0.038	0.056	0.142	$24,610	$11,149	$6,786	$5,847	$1,096	$49,489	$31,384	0.257	0.002	0.013	0.039	0.058	0.146	$25,166
0.005	0.016	0.024	0.060	$10,389	$4,707	$2,865	$2,468	$463	$20,891	$13,248	0.106	0.001	0.005	0.016	0.024	0.060	$10,389
0.008	0.025	0.038	0.096	$16,513	$7,481	$4,554	$3,923	$736	$33,206	$21,058	0.172	0.002	0.009	0.026	0.038	0.097	$16,830
0.007	0.021	0.031	0.078	$13,525	$6,127	$3,730	$3,213	$602	$27,198	$17,248	0.139	0.001	0.007	0.021	0.031	0.079	$13,623
0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$12,873	0.104	0.001	0.005	0.016	0.023	0.059	$10,193
0.002	0.006	0.009	0.023	$4,034	$1,828	$1,112	$958	$180	$8,112	$5,144	0.041	0.000	0.002	0.006	0.009	0.023	$4,062
0.002	0.007	0.010	0.025	$4,309	$1,952	$1,188	$1,024	$192	$8,664	$5,494	0.044	0.000	0.002	0.007	0.010	0.025	$4,336
0.010	0.029	0.043	0.110	$19,014	$8,614	$5,243	$4,517	$847	$38,235	$24,247	0.195	0.002	0.010	0.029	0.044	0.111	$19,112
0.004	0.011	0.017	0.042	$7,253	$3,286	$2,000	$1,723	$323	$14,585	$9,249	0.076	0.001	0.004	0.011	0.017	0.043	$7,449
0.004	0.013	0.019	0.049	$8,415	$3,812	$2,321	$1,999	$375	$16,922	$10,731	0.088	0.001	0.004	0.013	0.020	0.050	$8,653
0.002	0.006	0.009	0.022	$3,822	$1,732	$1,054	$908	$170	$7,686	$4,874	0.040	0.000	0.002	0.006	0.009	0.023	$3,920
0.003	0.008	0.012	0.031	$5,398	$2,446	$1,489	$1,283	$240	$10,856	$6,884	0.056	0.001	0.003	0.008	0.013	0.032	$5,478
0.002	0.007	0.011	0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$6,124	0.049	0.000	0.002	0.007	0.011	0.028	$4,802
0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$5,249	0.042	0.000	0.002	0.006	0.009	0.024	$4,116
0.001	0.003	0.004	0.010	$1,784	$808	$492	$424	$79	$3,587	$2,275	0.018	0.000	0.001	0.003	0.004	0.010	$1,811
0.001	0.004	0.005	0.013	$2,305	$1,044	$636	$548	$103	$4,636	$2,940	0.024	0.000	0.001	0.004	0.005	0.013	$2,333
0.005	0.015	0.023	0.058	$10,095	$4,573	$2,784	$2,398	$450	$20,300	$12,873	0.106	0.001	0.005	0.016	0.024	0.060	$10,389
										$258,720							
										$567,034							
										$138,484							
										$354,637							
										$160,106							
										$146,108							
										$58,898							
										$76,011							
										$360,583							

I46							2047											
Annual Cost	Annual Cost	Annual Cost	Annual Cost	Annual Cost	Present	$N_{predicted}$	$N_{predicted}$	$N_{predicted}$	$N_{predicted}$	$N_{predicted}$	$N_{predicted}$	Annual Cost	Annual Cost	Annual Cost	Annual Cost	Annual Cost	Annual Cost
Incap	Non-Incap	Poss Inj	PDO	(TOTAL)	Value	(TOTAL)	Fatal	Incap	Non-Incap	Poss Inj	PDO	Fatal	Incap	Non-Incap	Poss Inj	PDO	(TOTAL)
$50,618	$30,811	$26,545	$4,977	$224,682	$139,689	1.175	0.011	0.059	0.176	0.263	0.666	$115,162	$52,172	$31,757	$27,360	$5,130	$231,580
$73,884	$44,973	$38,746	$7,265	$327,956	$203,898	1.717	0.015	0.086	0.258	0.385	0.974	$168,283	$76,237	$46,405	$39,980	$7,496	$338,402
$64,737	$39,405	$33,949	$6,365	$287,356	$178,655	1.495	0.013	0.075	0.224	0.335	0.848	$146,525	$66,380	$40,405	$34,811	$6,527	$294,648
$54,125	$32,946	$28,384	$5,322	$240,252	$149,370	1.252	0.011	0.063	0.188	0.280	0.710	$122,709	$55,591	$33,838	$29,153	$5,466	$246,756
$43,602	$26,541	$22,866	$4,287	$193,542	$120,329	1.006	0.009	0.050	0.151	0.225	0.570	$98,598	$44,668	$27,189	$23,425	$4,392	$198,272
$25,353	$15,432	$13,296	$2,493	$112,538	$69,967	0.585	0.005	0.029	0.088	0.131	0.332	$57,336	$25,975	$15,811	$13,622	$2,554	$115,297
$64,205	$39,081	$33,670	$6,313	$284,991	$177,185	1.481	0.013	0.074	0.222	0.332	0.840	$145,153	$65,759	$40,027	$34,485	$6,466	$291,889
$84,718	$51,568	$44,427	$8,330	$376,046	$233,796	1.973	0.018	0.099	0.296	0.442	1.119	$193,374	$87,604	$53,324	$45,941	$8,614	$388,857
$6,616	$4,027	$3,469	$651	$29,366	$18,258	0.150	0.001	0.008	0.023	0.034	0.085	$14,702	$6,660	$4,054	$3,493	$655	$29,563
$9,857	$6,000	$5,169	$969	$43,754	$27,203	0.224	0.002	0.011	0.034	0.050	0.127	$21,954	$9,946	$6,054	$5,216	$978	$44,148
$13,365	$8,135	$7,009	$1,314	$59,324	$36,883	0.304	0.003	0.015	0.046	0.068	0.172	$29,795	$13,498	$8,216	$7,079	$1,327	$59,915
$11,189	$6,811	$5,868	$1,100	$49,666	$30,879	0.254	0.002	0.013	0.038	0.057	0.144	$24,895	$11,278	$6,865	$5,914	$1,109	$50,061
$8,569	$5,216	$4,494	$843	$38,038	$23,649	0.195	0.002	0.010	0.029	0.044	0.111	$19,112	$8,658	$5,270	$4,541	$851	$38,432
$5,017	$3,054	$2,631	$493	$22,271	$13,846	0.113	0.001	0.006	0.017	0.025	0.064	$11,075	$5,017	$3,054	$2,631	$493	$22,271
$12,654	$7,703	$6,636	$1,244	$56,170	$34,922	0.287	0.003	0.014	0.043	0.064	0.163	$28,129	$12,743	$7,757	$6,683	$1,253	$56,565
$18,205	$11,081	$9,547	$1,790	$80,807	$50,239	0.415	0.004	0.021	0.062	0.093	0.235	$40,674	$18,427	$11,216	$9,663	$1,812	$81,792
$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0
$355	$216	$186	$35	$1,577	$980	0.008	0.000	0.000	0.001	0.002	0.005	$784	$355	$216	$186	$35	$1,577
$2,264	$1,378	$1,188	$223	$10,052	$6,249	0.052	0.000	0.003	0.008	0.012	0.029	$5,097	$2,309	$1,405	$1,211	$227	$10,249
$2,042	$1,243	$1,071	$201	$9,066	$5,637	0.047	0.000	0.002	0.007	0.011	0.027	$4,606	$2,087	$1,270	$1,094	$205	$9,263
$1,421	$865	$745	$140	$6,307	$3,921	0.033	0.000	0.002	0.005	0.007	0.019	$3,234	$1,465	$892	$768	$144	$6,504
$2,264	$1,378	$1,188	$223	$10,052	$6,249	0.052	0.000	0.003	0.008	0.012	0.029	$5,097	$2,309	$1,405	$1,211	$227	$10,249
$5,195	$3,162	$2,724	$511	$23,059	$14,337	0.120	0.001	0.006	0.018	0.027	0.068	$11,761	$5,328	$3,243	$2,794	$524	$23,651
$1,288	$784	$675	$127	$5,716	$3,554	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913
$3,076	$1,873	$1,613	$0	$13,353	$8,302	0.032	0.001	0.004	0.011	0.017	0.000	$7,243	$3,281	$1,997	$1,721	$0	$14,243
$4,614	$2,809	$2,420	$0	$20,029	$12,452	0.047	0.001	0.005	0.016	0.024	0.000	$10,638	$4,820	$2,934	$2,527	$0	$20,919
$4,409	$2,684	$2,312	$0	$19,139	$11,899	0.044	0.001	0.005	0.015	0.023	0.000	$9,959	$4,512	$2,746	$2,366	$0	$19,584
$3,794	$2,309	$1,990	$0	$16,468	$10,239	0.037	0.001	0.004	0.013	0.019	0.000	$8,375	$3,794	$2,309	$1,990	$0	$16,468
$2,974	$1,810	$1,559	$0	$12,908	$8,025	0.029	0.001	0.003	0.010	0.015	0.000	$6,564	$2,974	$1,810	$1,559	$0	$12,908
$1,846	$1,124	$968	$0	$8,012	$4,981	0.018	0.000	0.002	0.006	0.009	0.000	$4,074	$1,846	$1,124	$968	$0	$8,012
$4,512	$2,746	$2,366	$0	$19,584	$12,176	0.045	0.001	0.005	0.016	0.023	0.000	$10,186	$4,614	$2,809	$2,420	$0	$20,029
$5,845	$3,558	$3,065	$0	$25,370	$15,773	0.058	0.001	0.007	0.020	0.030	0.000	$13,128	$5,948	$3,620	$3,119	$0	$25,815
					$166,249												
					$244,533												
					$233,687												
					$196,124												
					$155,924												
					$95,044												
					$238,620												
					$303,362												
$84,807	$51,622	$44,474	$8,339	$376,440	$234,041	1.959	0.018	0.098	0.294	0.439	1.111	$192,002	$86,983	$52,946	$45,615	$8,553	$386,098
$191,371	$116,487	$100,358	$18,817	$849,456	$528,125	4.444	0.040	0.222	0.667	0.995	2.520	$435,523	$197,305	$120,099	$103,470	$19,401	$875,797
$43,469	$26,459	$22,796	$4,274	$192,950	$119,961	0.999	0.009	0.050	0.150	0.224	0.566	$97,912	$44,357	$27,000	$23,262	$4,362	$196,892
$118,937	$72,396	$62,372	$11,695	$527,937	$328,230	2.750	0.025	0.137	0.412	0.616	1.559	$269,523	$122,102	$74,323	$64,032	$12,006	$541,985
$49,330	$30,027	$25,869	$4,851	$218,966	$136,136	1.127	0.010	0.056	0.169	0.252	0.639	$110,457	$50,040	$30,459	$26,242	$4,920	$222,120
$46,400	$28,243	$24,333	$4,562	$205,958	$128,049	1.066	0.010	0.053	0.160	0.239	0.604	$104,479	$47,332	$28,811	$24,822	$4,654	$210,097
$18,574	$11,306	$9,740	$1,826	$82,446	$51,259	0.425	0.004	0.021	0.064	0.095	0.241	$41,686	$18,885	$11,495	$9,903	$1,857	$83,826
$24,604	$14,976	$12,903	$2,419	$109,211	$67,899	0.570	0.005	0.029	0.086	0.128	0.323	$55,874	$25,312	$15,408	$13,274	$2,489	$112,357
$117,842	$71,730	$61,798	$11,587	$523,075	$325,207	2.759	0.025	0.138	0.414	0.618	1.564	$270,410	$122,504	$74,567	$64,243	$12,046	$543,769
$5,817	$3,541	$3,050	$572	$25,819	$16,052	0.132	0.001	0.007	0.020	0.030	0.075	$12,937	$5,861	$3,568	$3,074	$576	$26,016
$11,401	$6,940	$5,979	$1,121	$50,607	$31,463	0.262	0.002	0.013	0.039	0.059	0.149	$25,722	$11,653	$7,093	$6,111	$1,146	$51,724
$4,707	$2,865	$2,468	$463	$20,891	$12,989	0.106	0.001	0.005	0.016	0.024	0.060	$10,389	$4,707	$2,865	$2,468	$463	$20,891
$7,625	$4,641	$3,998	$750	$33,844	$21,042	0.177	0.002	0.009	0.026	0.040	0.100	$17,307	$7,840	$4,772	$4,112	$771	$34,802
$6,172	$3,757	$3,237	$607	$27,395	$17,032	0.140	0.001	0.007	0.021	0.031	0.079	$13,721	$6,216	$3,784	$3,260	$611	$27,592
$4,618	$2,811	$2,422	$454	$20,497	$12,744	0.104	0.001	0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497
$1,840	$1,120	$965	$181	$8,167	$5,078	0.042	0.000	0.002	0.006	0.009	0.024	$4,089	$1,852	$1,128	$971	$182	$8,223
$1,964	$1,196	$1,030	$193	$8,719	$5,421	0.045	0.000	0.002	0.007	0.010	0.025	$4,391	$1,989	$1,211	$1,043	$196	$8,830
$8,658	$5,270	$4,541	$851	$38,432	$23,894	0.199	0.002	0.010	0.030	0.045	0.113	$19,504	$8,836	$5,378	$4,634	$869	$39,221
$3,375	$2,054	$1,770	$332	$14,979	$9,313	0.077	0.001	0.004	0.012	0.017	0.044	$7,547	$3,419	$2,081	$1,793	$336	$15,176
$3,920	$2,386	$2,056	$385	$17,401	$10,819	0.091	0.001	0.005	0.014	0.020	0.051	$8,891	$4,028	$2,452	$2,112	$396	$17,880
$1,776	$1,081	$931	$175	$7,884	$4,901	0.041	0.000	0.002	0.006	0.009	0.023	$4,018	$1,820	$1,108	$955	$179	$8,081
$2,482	$1,511	$1,301	$244	$11,015	$6,848	0.057	0.001	0.003	0.009	0.013	0.032	$5,557	$2,518	$1,532	$1,320	$248	$11,175
$2,176	$1,324	$1,141	$214	$9,657	$6,004	0.051	0.000	0.003	0.008	0.011	0.029	$4,999	$2,264	$1,378	$1,188	$223	$10,052
$1,865	$1,135	$978	$183	$8,278	$5,146	0.044	0.000	0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672
$821	$499	$430	$81	$3,642	$2,264	0.019	0.000	0.001	0.003	0.004	0.011	$1,839	$833	$507	$437	$82	$3,697
$1,057	$643	$554	$104	$4,691	$2,916	0.025	0.000	0.001	0.004	0.006	0.014	$2,415	$1,094	$666	$574	$108	$4,856
$4,707	$2,865	$2,468	$463	$20,891	$12,989	0.109	0.001	0.005	0.016	0.024	0.062	$10,683	$4,840	$2,946	$2,538	$476	$21,483
					$259,406												
					$570,407												
					$137,851												
					$356,120												
					$159,172												
					$145,939												
					$58,601												
					$76,236												
					$362,090												

	2048																	
Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj
$141,155	1.210	0.011	0.061	0.182	0.271	0.686	$118,592	$53,726	$32,703	$28,175	$5,283	$238,478	$142,509	1.246	0.011	0.062	0.187	0.279
$206,267	1.769	0.016	0.088	0.265	0.396	1.003	$173,380	$78,546	$47,811	$41,191	$7,723	$348,651	$208,346	1.816	0.016	0.091	0.272	0.407
$179,597	1.533	0.014	0.077	0.230	0.343	0.869	$150,249	$68,067	$41,432	$35,696	$6,693	$302,138	$180,551	1.562	0.014	0.078	0.234	0.350
$150,405	1.282	0.012	0.064	0.192	0.287	0.727	$125,649	$56,923	$34,649	$29,851	$5,597	$252,668	$150,989	1.306	0.012	0.065	0.196	0.293
$120,853	1.036	0.009	0.052	0.155	0.232	0.587	$101,538	$46,000	$28,000	$24,123	$4,523	$204,184	$122,016	1.060	0.010	0.053	0.159	0.237
$70,277	0.603	0.005	0.030	0.090	0.135	0.342	$59,100	$26,774	$16,297	$14,041	$2,633	$118,845	$71,019	0.617	0.006	0.031	0.093	0.138
$177,915	1.526	0.014	0.076	0.229	0.342	0.865	$149,563	$67,757	$41,243	$35,533	$6,662	$300,758	$179,727	1.562	0.014	0.078	0.234	0.350
$237,020	2.024	0.018	0.101	0.304	0.453	1.148	$198,372	$89,869	$54,703	$47,128	$8,837	$398,909	$238,379	2.077	0.019	0.104	0.312	0.465
$18,020	0.152	0.001	0.008	0.023	0.034	0.086	$14,898	$6,749	$4,108	$3,539	$664	$29,958	$17,902	0.153	0.001	0.008	0.023	0.034
$26,910	0.227	0.002	0.011	0.034	0.051	0.129	$22,248	$10,079	$6,135	$5,286	$991	$44,739	$26,735	0.229	0.002	0.011	0.034	0.051
$36,520	0.307	0.003	0.015	0.046	0.069	0.174	$30,089	$13,631	$8,297	$7,148	$1,340	$60,506	$36,157	0.309	0.003	0.015	0.046	0.069
$30,514	0.257	0.002	0.013	0.039	0.058	0.146	$25,189	$11,411	$6,946	$5,984	$1,122	$50,652	$30,269	0.258	0.002	0.013	0.039	0.058
$23,426	0.197	0.002	0.010	0.030	0.044	0.112	$19,308	$8,747	$5,324	$4,587	$860	$38,827	$23,202	0.199	0.002	0.010	0.030	0.045
$13,575	0.115	0.001	0.006	0.017	0.026	0.065	$11,271	$5,106	$3,108	$2,678	$502	$22,665	$13,544	0.116	0.001	0.006	0.017	0.026
$34,478	0.290	0.003	0.015	0.044	0.065	0.164	$28,423	$12,876	$7,838	$6,753	$1,266	$57,156	$34,155	0.292	0.003	0.015	0.044	0.065
$49,855	0.419	0.004	0.021	0.063	0.094	0.238	$41,066	$18,604	$11,324	$9,756	$1,829	$82,580	$49,348	0.422	0.004	0.021	0.063	0.095
$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000
$961	0.008	0.000	0.000	0.001	0.002	0.005	$784	$355	$216	$186	$35	$1,577	$942	0.008	0.000	0.000	0.001	0.002
$6,247	0.053	0.000	0.003	0.008	0.012	0.030	$5,195	$2,353	$1,432	$1,234	$231	$10,446	$6,242	0.054	0.000	0.003	0.008	0.012
$5,646	0.048	0.000	0.002	0.007	0.011	0.027	$4,704	$2,131	$1,297	$1,118	$210	$9,460	$5,653	0.049	0.000	0.002	0.007	0.011
$3,964	0.034	0.000	0.002	0.005	0.008	0.019	$3,332	$1,510	$919	$792	$148	$6,701	$4,004	0.034	0.000	0.002	0.005	0.008
$6,247	0.053	0.000	0.003	0.008	0.012	0.030	$5,195	$2,353	$1,432	$1,234	$231	$10,446	$6,242	0.054	0.000	0.003	0.008	0.012
$14,416	0.122	0.001	0.006	0.018	0.027	0.069	$11,957	$5,417	$3,297	$2,841	$533	$24,045	$14,369	0.125	0.001	0.006	0.019	0.028
$3,604	0.030	0.000	0.002	0.005	0.007	0.017	$2,940	$1,332	$811	$699	$131	$5,913	$3,533	0.031	0.000	0.002	0.005	0.007
$8,681	0.033	0.001	0.004	0.011	0.017	0.000	$7,470	$3,384	$2,060	$1,775	$0	$14,688	$8,777	0.034	0.001	0.004	0.012	0.018
$12,751	0.048	0.001	0.006	0.017	0.025	0.000	$10,865	$4,922	$2,996	$2,581	$0	$21,364	$12,767	0.049	0.001	0.006	0.017	0.025
$11,937	0.045	0.001	0.005	0.016	0.023	0.000	$10,186	$4,614	$2,809	$2,420	$0	$20,029	$11,969	0.047	0.001	0.005	0.016	0.024
$10,038	0.038	0.001	0.004	0.013	0.020	0.000	$8,601	$3,897	$2,372	$2,043	$0	$16,913	$10,107	0.039	0.001	0.005	0.014	0.020
$7,868	0.030	0.001	0.003	0.010	0.016	0.000	$6,791	$3,076	$1,873	$1,613	$0	$13,353	$7,979	0.031	0.001	0.004	0.011	0.016
$4,883	0.019	0.000	0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022	$0	$8,457	$5,054	0.019	0.000	0.002	0.007	0.010
$12,208	0.047	0.001	0.005	0.016	0.024	0.000	$10,638	$4,820	$2,934	$2,527	$0	$20,919	$12,501	0.048	0.001	0.006	0.017	0.025
$15,735	0.059	0.001	0.007	0.020	0.031	0.000	$13,355	$6,050	$3,683	$3,173	$0	$26,260	$15,693	0.061	0.001	0.007	0.021	0.032
$167,856													$169,189					
$246,888													$248,791					
$234,301													$234,920					
$196,603													$197,018					
$156,110													$157,202					
$94,982													$95,859					
$239,017													$240,752					
$306,214													$306,954					
$235,338	2.069	0.019	0.103	0.310	0.463	1.173	$202,783	$91,867	$55,919	$48,176	$9,033	$407,778	$243,679	2.116	0.019	0.106	0.317	0.474
$533,826	4.578	0.041	0.229	0.687	1.025	2.596	$448,702	$203,275	$123,733	$106,601	$19,988	$902,298	$539,195	4.691	0.042	0.235	0.704	1.051
$120,012	1.020	0.009	0.051	0.153	0.228	0.578	$99,970	$45,290	$27,568	$23,750	$4,453	$201,031	$120,132	1.035	0.009	0.052	0.155	0.232
$330,357	2.829	0.025	0.141	0.424	0.634	1.604	$277,223	$125,591	$76,446	$65,862	$12,349	$557,471	$333,133	2.894	0.026	0.145	0.434	0.648
$135,389	1.147	0.010	0.057	0.172	0.257	0.650	$112,417	$50,929	$31,000	$26,708	$5,008	$226,061	$135,090	1.163	0.010	0.058	0.174	0.261
$128,061	1.092	0.010	0.055	0.164	0.245	0.619	$107,027	$48,486	$29,513	$25,427	$4,768	$215,221	$128,612	1.113	0.010	0.056	0.167	0.249
$51,095	0.438	0.004	0.022	0.066	0.098	0.248	$42,893	$19,432	$11,828	$10,190	$1,911	$86,254	$51,544	0.444	0.004	0.022	0.067	0.099
$68,485	0.584	0.005	0.029	0.088	0.131	0.331	$57,218	$25,922	$15,778	$13,594	$2,549	$115,061	$68,758	0.598	0.005	0.030	0.090	0.134
$331,444	2.827	0.025	0.141	0.424	0.633	1.603	$277,074	$125,523	$76,405	$65,826	$12,342	$557,171	$332,954	2.935	0.026	0.147	0.440	0.657
$15,857	0.137	0.001	0.007	0.021	0.031	0.078	$13,427	$6,083	$3,703	$3,190	$598	$27,001	$16,135	0.138	0.001	0.007	0.021	0.031
$31,527	0.269	0.002	0.013	0.040	0.060	0.152	$26,357	$11,940	$7,268	$6,262	$1,174	$53,001	$31,672	0.274	0.002	0.014	0.041	0.061
$12,734	0.107	0.001	0.005	0.016	0.024	0.061	$10,487	$4,751	$2,892	$2,491	$467	$21,089	$12,602	0.107	0.001	0.005	0.016	0.024
$21,213	0.179	0.002	0.009	0.027	0.040	0.101	$17,545	$7,948	$4,838	$4,168	$782	$35,281	$21,083	0.182	0.002	0.009	0.027	0.041
$16,818	0.141	0.001	0.007	0.021	0.032	0.080	$13,819	$6,261	$3,811	$3,283	$616	$27,790	$16,606	0.141	0.001	0.007	0.021	0.032
$12,494	0.104	0.001	0.005	0.016	0.023	0.059	$10,193	$4,618	$2,811	$2,422	$454	$20,497	$12,249	0.105	0.001	0.005	0.016	0.024
$5,012	0.042	0.000	0.002	0.006	0.009	0.024	$4,144	$1,877	$1,143	$984	$185	$8,333	$4,980	0.043	0.000	0.002	0.006	0.010
$5,382	0.045	0.000	0.002	0.007	0.010	0.026	$4,446	$2,014	$1,226	$1,056	$198	$8,940	$5,342	0.046	0.000	0.002	0.007	0.010
$23,906	0.200	0.002	0.010	0.030	0.045	0.113	$19,602	$8,880	$5,405	$4,657	$873	$39,418	$23,555	0.204	0.002	0.010	0.031	0.046
$9,250	0.081	0.001	0.004	0.012	0.018	0.046	$7,939	$3,597	$2,189	$1,886	$354	$15,964	$9,540	0.083	0.001	0.004	0.012	0.019
$10,898	0.093	0.001	0.005	0.014	0.021	0.053	$9,130	$4,136	$2,518	$2,169	$407	$18,359	$10,971	0.095	0.001	0.005	0.014	0.021
$4,925	0.042	0.000	0.002	0.006	0.009	0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$4,947	0.042	0.000	0.002	0.006	0.009
$6,811	0.058	0.001	0.003	0.009	0.013	0.033	$5,716	$2,589	$1,576	$1,358	$255	$11,494	$6,869	0.059	0.001	0.003	0.009	0.013
$6,127	0.051	0.000	0.003	0.008	0.011	0.029	$4,999	$2,264	$1,378	$1,188	$223	$10,052	$6,007	0.052	0.000	0.003	0.008	0.012
$5,286	0.044	0.000	0.002	0.007	0.010	0.025	$4,312	$1,954	$1,189	$1,025	$192	$8,672	$5,182	0.045	0.000	0.002	0.007	0.010
$2,254	0.019	0.000	0.001	0.003	0.004	0.011	$1,894	$858	$522	$450	$84	$3,808	$2,275	0.019	0.000	0.001	0.003	0.004
$2,960	0.025	0.000	0.001	0.004	0.006	0.014	$2,442	$1,106	$674	$580	$109	$4,911	$2,935	0.026	0.000	0.001	0.004	0.006
$13,094	0.112	0.001	0.006	0.017	0.025	0.064	$10,977	$4,973	$3,027	$2,608	$489	$22,074	$13,191	0.116	0.001	0.006	0.017	0.026
$260,446													$269,355					
$576,251													$581,838					
$137,671													$137,681					
$358,381													$361,085					
$158,334													$157,703					
$145,840													$146,043					
$58,360													$58,799					
$76,827													$77,035					
$368,445													$369,700					

2049								2050									
$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj	Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)	$N_{predicted}$ Fatal	$N_{predicted}$ Incap	$N_{predicted}$ Non-Incap	$N_{predicted}$ Poss Inj	$N_{predicted}$ PDO	Annual Cost Fatal	Annual Cost Incap	Annual Cost Non-Incap	Annual Cost Poss Inj
0.706	$122,120	$55,324	$33,676	$29,013	$5,440	$245,573	$143,872	1.281	0.012	0.064	0.192	0.287	0.726	$125,551	$56,878	$34,622	$29,828
1.030	$177,986	$80,633	$49,081	$42,285	$7,928	$357,914	$209,688	1.870	0.017	0.094	0.281	0.419	1.060	$183,279	$83,031	$50,540	$43,543
0.886	$153,092	$69,355	$42,216	$36,371	$6,820	$307,853	$180,360	1.600	0.014	0.080	0.240	0.358	0.907	$156,816	$71,042	$43,243	$37,256
0.741	$128,001	$57,988	$35,297	$30,410	$5,702	$257,398	$150,800	1.338	0.012	0.067	0.201	0.300	0.759	$131,137	$59,409	$36,162	$31,155
0.601	$103,891	$47,066	$28,649	$24,682	$4,628	$208,915	$122,395	1.085	0.010	0.054	0.163	0.243	0.615	$106,341	$48,176	$29,324	$25,264
0.350	$60,472	$27,396	$16,676	$14,367	$2,694	$121,604	$71,243	0.631	0.006	0.032	0.095	0.141	0.358	$61,844	$28,017	$17,054	$14,693
0.886	$153,092	$69,355	$42,216	$36,371	$6,820	$307,853	$180,360	1.597	0.014	0.080	0.240	0.358	0.905	$156,522	$70,909	$43,162	$37,186
1.178	$203,567	$92,222	$56,135	$48,363	$9,068	$409,354	$239,825	2.129	0.019	0.106	0.319	0.477	1.207	$208,663	$94,531	$57,540	$49,573
0.087	$14,996	$6,793	$4,135	$3,563	$668	$30,155	$17,666	0.155	0.001	0.008	0.023	0.035	0.088	$15,192	$6,882	$4,189	$3,609
0.130	$22,444	$10,168	$6,189	$5,332	$1,000	$45,133	$26,442	0.231	0.002	0.012	0.035	0.052	0.131	$22,640	$10,257	$6,243	$5,379
0.175	$30,285	$13,720	$8,351	$7,195	$1,349	$60,901	$35,679	0.311	0.003	0.016	0.047	0.070	0.176	$30,481	$13,809	$8,405	$7,242
0.146	$25,287	$11,456	$6,973	$6,007	$1,126	$50,849	$29,791	0.260	0.002	0.013	0.039	0.058	0.147	$25,483	$11,544	$7,027	$6,054
0.113	$19,504	$8,836	$5,378	$4,634	$869	$39,221	$22,978	0.200	0.002	0.010	0.030	0.045	0.113	$19,602	$8,880	$5,405	$4,657
0.066	$11,369	$5,151	$3,135	$2,701	$506	$22,862	$13,394	0.116	0.001	0.006	0.017	0.026	0.066	$11,369	$5,151	$3,135	$2,701
0.166	$28,619	$12,965	$7,892	$6,799	$1,275	$57,550	$33,716	0.295	0.003	0.015	0.044	0.066	0.167	$28,913	$13,098	$7,973	$6,869
0.239	$41,360	$18,737	$11,405	$9,826	$1,842	$83,172	$48,727	0.426	0.004	0.021	0.064	0.095	0.242	$41,752	$18,915	$11,514	$9,919
0.000	$0	$0	$0	$0	$0	$0	$0	0.000	0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0
0.005	$784	$355	$216	$186	$35	$1,577	$924	0.008	0.000	0.000	0.001	0.002	0.005	$784	$355	$216	$186
0.031	$5,293	$2,398	$1,459	$1,257	$236	$10,643	$6,235	0.055	0.000	0.003	0.008	0.012	0.031	$5,391	$2,442	$1,486	$1,281
0.028	$4,802	$2,176	$1,324	$1,141	$214	$9,657	$5,658	0.050	0.000	0.003	0.008	0.011	0.028	$4,901	$2,220	$1,351	$1,164
0.019	$3,332	$1,510	$919	$792	$148	$6,701	$3,926	0.035	0.000	0.002	0.005	0.008	0.020	$3,430	$1,554	$946	$815
0.031	$5,293	$2,398	$1,459	$1,257	$236	$10,643	$6,235	0.055	0.000	0.003	0.008	0.012	0.031	$5,391	$2,442	$1,486	$1,281
0.071	$12,251	$5,550	$3,378	$2,911	$546	$24,636	$14,433	0.127	0.001	0.006	0.019	0.028	0.072	$12,447	$5,639	$3,432	$2,957
0.018	$3,038	$1,376	$838	$722	$135	$6,110	$3,579	0.032	0.000	0.002	0.005	0.007	0.018	$3,136	$1,421	$865	$745
0.000	$7,696	$3,486	$2,122	$1,828	$0	$15,133	$8,866	0.034	0.001	0.004	0.012	0.018	0.000	$7,696	$3,486	$2,122	$1,828
0.000	$11,091	$5,025	$3,058	$2,635	$0	$21,809	$12,777	0.051	0.001	0.006	0.018	0.026	0.000	$11,544	$5,230	$3,183	$2,743
0.000	$10,638	$4,820	$2,934	$2,527	$0	$20,919	$12,256	0.047	0.001	0.005	0.016	0.024	0.000	$10,638	$4,820	$2,934	$2,527
0.000	$8,828	$3,999	$2,434	$2,097	$0	$17,358	$10,170	0.039	0.001	0.005	0.014	0.020	0.000	$8,828	$3,999	$2,434	$2,097
0.000	$7,017	$3,179	$1,935	$1,667	$0	$13,798	$8,084	0.032	0.001	0.004	0.011	0.017	0.000	$7,243	$3,281	$1,997	$1,721
0.000	$4,301	$1,948	$1,186	$1,022	$0	$8,457	$4,954	0.019	0.000	0.002	0.007	0.010	0.000	$4,301	$1,948	$1,186	$1,022
0.000	$10,865	$4,922	$2,996	$2,581	$0	$21,364	$12,517	0.048	0.001	0.006	0.017	0.025	0.000	$10,865	$4,922	$2,996	$2,581
0.000	$13,807	$6,255	$3,807	$3,280	$0	$27,150	$15,906	0.062	0.001	0.007	0.021	0.032	0.000	$14,034	$6,358	$3,870	$3,334
							$170,404										
							$249,831										
							$234,530										
							$196,418										
							$157,383										
							$95,827										
							$241,026										
							$308,038										
1.200	$207,389	$93,954	$57,189	$49,271	$9,238	$417,041	$244,328	2.166	0.019	0.108	0.325	0.485	1.228	$212,290	$96,174	$58,540	$50,435
2.660	$459,736	$208,275	$126,776	$109,222	$20,479	$924,488	$541,623	4.826	0.043	0.241	0.724	1.081	2.736	$472,994	$214,281	$130,432	$112,372
0.587	$101,440	$45,956	$27,973	$24,100	$4,519	$203,987	$119,508	1.056	0.010	0.053	0.158	0.237	0.599	$103,499	$46,888	$28,541	$24,589
1.641	$283,654	$128,504	$78,220	$67,389	$12,635	$570,402	$334,177	2.966	0.027	0.148	0.445	0.664	1.682	$290,719	$131,705	$80,168	$69,068
0.659	$113,986	$51,639	$31,432	$27,080	$5,078	$229,215	$134,288	1.179	0.011	0.059	0.177	0.264	0.668	$115,554	$52,349	$31,865	$27,453
0.631	$109,085	$49,419	$30,081	$25,916	$4,859	$219,360	$128,515	1.134	0.010	0.057	0.170	0.254	0.643	$111,143	$50,351	$30,649	$26,405
0.252	$43,524	$19,718	$12,002	$10,340	$1,939	$87,523	$51,277	0.451	0.004	0.023	0.068	0.101	0.255	$44,155	$20,004	$12,176	$10,490
0.339	$58,590	$26,543	$16,157	$13,920	$2,610	$117,820	$69,026	0.611	0.006	0.031	0.092	0.137	0.347	$59,908	$27,140	$16,520	$14,233
1.664	$287,659	$130,318	$79,324	$68,341	$12,814	$578,457	$338,896	3.003	0.027	0.150	0.450	0.673	1.703	$294,324	$133,338	$81,162	$69,924
0.078	$13,525	$6,127	$3,730	$3,213	$602	$27,198	$15,934	0.138	0.001	0.007	0.021	0.031	0.078	$13,525	$6,127	$3,730	$3,213
0.155	$26,833	$12,156	$7,399	$6,375	$1,195	$53,959	$31,613	0.279	0.003	0.014	0.042	0.063	0.158	$27,389	$12,408	$7,553	$6,507
0.061	$10,487	$4,751	$2,892	$2,491	$467	$21,089	$12,355	0.107	0.001	0.005	0.016	0.024	0.061	$10,487	$4,751	$2,892	$2,491
0.103	$17,862	$8,092	$4,926	$4,244	$796	$35,920	$21,044	0.185	0.002	0.009	0.028	0.042	0.105	$18,180	$8,236	$5,013	$4,319
0.080	$13,819	$6,261	$3,811	$3,283	$616	$27,790	$16,281	0.142	0.001	0.007	0.021	0.032	0.081	$13,917	$6,305	$3,838	$3,306
0.060	$10,291	$4,662	$2,838	$2,445	$458	$20,694	$12,124	0.105	0.001	0.005	0.016	0.024	0.060	$10,291	$4,662	$2,838	$2,445
0.024	$4,171	$1,890	$1,150	$991	$186	$8,388	$4,914	0.043	0.000	0.002	0.006	0.010	0.024	$4,199	$1,902	$1,158	$998
0.026	$4,473	$2,026	$1,234	$1,063	$199	$8,995	$5,270	0.046	0.000	0.002	0.007	0.010	0.026	$4,528	$2,051	$1,249	$1,076
0.116	$19,994	$9,058	$5,514	$4,750	$891	$40,206	$23,555	0.204	0.002	0.010	0.031	0.046	0.116	$19,994	$9,058	$5,514	$4,750
0.047	$8,135	$3,685	$2,243	$1,933	$362	$16,358	$9,584	0.085	0.001	0.004	0.013	0.019	0.048	$8,331	$3,774	$2,297	$1,979
0.054	$9,288	$4,208	$2,561	$2,207	$414	$18,678	$10,943	0.098	0.001	0.005	0.015	0.022	0.056	$9,606	$4,352	$2,649	$2,282
0.024	$4,116	$1,865	$1,135	$978	$183	$8,278	$4,850	0.043	0.000	0.002	0.006	0.010	0.024	$4,214	$1,909	$1,162	$1,001
0.034	$5,795	$2,625	$1,598	$1,377	$258	$11,654	$6,828	0.061	0.001	0.003	0.009	0.014	0.034	$5,954	$2,697	$1,642	$1,415
0.029	$5,097	$2,309	$1,405	$1,211	$227	$10,249	$6,004	0.053	0.000	0.003	0.008	0.012	0.030	$5,195	$2,353	$1,432	$1,234
0.026	$4,410	$1,998	$1,216	$1,048	$196	$8,869	$5,196	0.046	0.000	0.002	0.007	0.010	0.026	$4,508	$2,042	$1,243	$1,071
0.011	$1,894	$858	$522	$450	$84	$3,808	$2,231	0.020	0.000	0.001	0.003	0.004	0.011	$1,948	$883	$537	$463
0.015	$2,525	$1,144	$696	$600	$112	$5,077	$2,974	0.026	0.000	0.001	0.004	0.006	0.015	$2,580	$1,169	$711	$613
0.066	$11,369	$5,151	$3,135	$2,701	$506	$22,862	$13,394	0.118	0.001	0.006	0.018	0.026	0.067	$11,565	$5,239	$3,189	$2,748
							$269,847										
							$584,178										
							$136,713										
							$362,048										
							$156,573										
							$145,835										
							$58,422										
							$77,271										
							$375,845										

			Predicted Crash Totals
			2030 - 2050
Annual Cost PDO	Annual Cost (TOTAL)	Present Value	$N_{predicted}$ (TOTAL)
$5,593	$252,471	$145,013	19.820
$8,164	$368,557	$211,690	28.979
$6,985	$315,343	$181,125	26.475
$5,842	$263,705	$151,466	22.144
$4,737	$213,842	$122,825	17.582
$2,755	$124,363	$71,431	10.231
$6,972	$314,751	$180,785	25.892
$9,295	$419,603	$241,009	33.816
$677	$30,549	$17,546	2.910
$1,009	$45,528	$26,150	4.347
$1,358	$61,295	$35,206	6.002
$1,135	$51,243	$29,433	5.020
$873	$39,418	$22,641	3.828
$506	$22,862	$13,132	2.228
$1,288	$58,141	$33,395	5.638
$1,860	$83,960	$48,224	8.091
$0	$0	$0	0.000
$35	$1,577	$906	0.136
$240	$10,840	$6,226	0.945
$218	$9,854	$5,660	0.864
$153	$6,898	$3,962	0.595
$240	$10,840	$6,226	0.935
$554	$25,030	$14,377	2.158
$140	$6,307	$3,622	0.529
$0	$15,133	$8,692	0.546
$0	$22,700	$13,038	0.802
$0	$20,919	$12,015	0.799
$0	$17,358	$9,970	0.671
$0	$14,243	$8,181	0.525
$0	$8,457	$4,857	0.322
$0	$21,364	$12,271	0.809
$0	$27,595	$15,850	1.017
		$171,252	$3,254,013
		$251,783	$4,790,661
		$234,573	$4,813,958
		$196,529	$4,037,465
		$157,609	$3,163,570
		$95,646	$1,926,439
		$240,828	$4,845,213
		$308,706	$6,093,537
$9,457	$426,895	$245,198	33.384
$21,070	$951,149	$546,316	75.207
$4,610	$208,126	$119,542	18.218
$12,950	$584,610	$335,785	47.636
$5,147	$232,368	$133,466	21.105
$4,951	$223,499	$128,372	19.224
$1,967	$88,793	$51,000	7.800
$2,669	$120,469	$69,194	9.909
$13,111	$591,859	$339,949	46.326
$602	$27,198	$15,622	2.582
$1,220	$55,077	$31,635	4.640
$467	$21,089	$12,113	2.185
$810	$36,558	$20,998	3.153
$620	$27,987	$16,075	2.793
$458	$20,694	$11,886	2.133
$187	$8,443	$4,850	0.829
$202	$9,106	$5,230	0.865
$891	$40,206	$23,093	3.840
$371	$16,753	$9,622	1.330
$428	$19,317	$11,095	1.524
$188	$8,475	$4,868	0.755
$265	$11,973	$6,877	0.976
$231	$10,446	$6,000	0.954
$201	$9,066	$5,207	0.791
$87	$3,918	$2,250	0.345
$115	$5,187	$2,980	0.431
$515	$23,257	$13,358	1.861
		$270,442	$5,057,966
		$589,045	$11,032,797
		$136,523	$2,898,963
		$363,660	$7,038,743
		$155,541	$3,413,122
		$145,466	$3,029,883
		$58,100	$1,228,933
		$77,404	$1,525,649
		$376,400	$7,059,490

APPENDIX X

TRAFFIC ANALYSIS METHODOLOGY MEMORANDUM

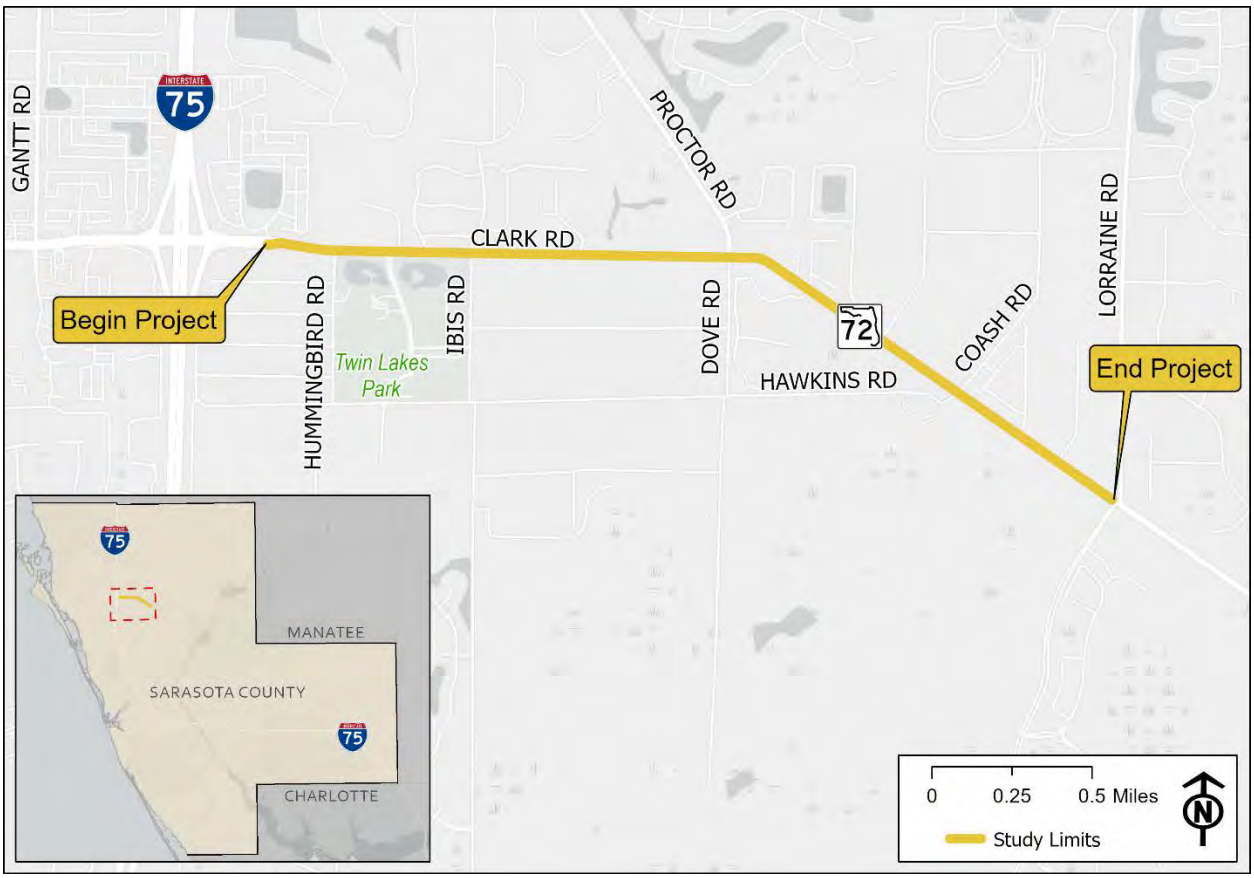
SR 72 Project Development & Environment (PD&E) Study from East of I-75 to Lorraine Road

Financial Project ID No. 444634-1-22-01

Final Traffic Analysis Methodology Memorandum

1.0 INTRODUCTION

The State Road 72 (SR 72) Project Development & Environment (PD&E) study extends from east of I-75 (i.e., the Queensbury Boulevard intersection) to the Lorraine Road intersection in Sarasota County and is depicted in the graphic below.



The length of the study corridor is approximately 2.9 miles. The purpose of this Traffic Analysis Methodology Memorandum is to document the scope of the traffic analysis that will be conducted in support of this PD&E study. This includes the specific locations that will be analyzed, the software that will be used to conduct the analysis, the methodologies that will be used to develop the future year traffic volumes, and how the analysis results will be documented.

2.0 EXISTING TRAFFIC COUNT PROGRAM

The traffic count program will include 48-hour machine traffic counts (bi-directional volumes in 15-minute increments), 72-hour vehicle classification counts (bi-directional volumes in 15-minute increments), and four-hour manual vehicle turning movement counts. The turning movement counts will be conducted in

two-hour time periods and will also include pedestrian and bicycle crossing volumes. The specific locations that will be counted are listed in Appendix A.

3.0 EXISTING YEAR TRAFFIC OPERATIONS

There are nine intersections that will be analyzed as a part of the PD&E study and these include the following:

- Hummingbird Avenue - unsignalized T-intersection
- Twin Lakes Park Entrance - unsignalized T-intersection
- Ibis Street/Talon Boulevard - unsignalized four-legged intersection
- Great Egret Boulevard - unsignalized T-intersection
- Proctor Road/Dove Avenue - signalized four-legged intersection (*a temporary signal is operating at this location while a one-lane roundabout is currently being constructed*)
- Preservation Drive/Sandhill Lake Drive - unsignalized four-legged intersection
- Aventura Drive - unsignalized T-intersection
- Hawkins Road/Coash Road - unsignalized four-legged intersection
- Lorraine Road/Skye Ranch Entrance - unsignalized four-legged intersection (*a one-lane roundabout is currently being constructed at this location*)

The unsignalized intersection analyses will be conducted using Version 11 of the SYNCHRO software and will be conducted for the weekday a.m. and p.m. peak hours. Additional unsignalized intersection analyses will be conducted for the Twin Lakes Park Entrance and the Hawkins Road/Coash Road intersection. Saturday a.m. and p.m. peak hour traffic analyses will be conducted for the Twin Lakes Park Entrance. The Hawkins Road/Coash Road intersection will also be analyzed during the Suncoast Academy afternoon dismissal time period. Signalized intersection analyses will be conducted for the Ibis Street/Talon Boulevard intersection using the SYNCHRO software for the weekday a.m. and p.m. peak hours, as well as for the Saturday a.m and p.m. peak hours. Although this intersection is currently unsignalized, FDOT will be installing a traffic signal at this location and this improvement is expected to be completed in the fall of 2022. One-lane roundabout analyses will be conducted for the Proctor Road/Dove Avenue and Lorraine Road intersections upon completion of the roundabout construction. The roundabout analyses will be conducted using the SIDRA software.

Roadway segment analyses will also be conducted for the weekday a.m. and p.m. peak hours using Version 7 of the Highway Capacity Manual software (HCS7). The following nine segments will be analyzed:

- From Queensbury Boulevard (the Camelot East entrance/exit) to Hummingbird Avenue
- From Hummingbird Avenue to the Twin Lakes Park entrance/exit
- From the Twin Lakes Park entrance/exit to Ibis Street/Talon Boulevard
- From Ibis Street/Talon Boulevard to Great Egret Boulevard
- From Great Egret Boulevard to Proctor Road/Dove Avenue
- From Proctor Road/Dove Avenue to Preservation Drive/Sandhill Lake Drive
- From Preservation Drive/Sandhill Lake Drive to Aventura Drive
- From Aventura Drive to Hawkins Road/Coash Road
- From Hawkins Road/Coash Road to Lorraine Road/Skye Ranch entrance

All of the SR 72 roadway segments from Hummingbird Avenue to Lorraine Road will be analyzed as two-lane undivided roadway segments. The number of through lanes in the section of SR 72 between Queensbury Boulevard and Hummingbird Avenue transitions from two lanes to one lane in the eastbound direction and from one lane to two lanes in the westbound direction. There is also a grass median throughout a majority of this section of SR 72. The worst case condition level of service (i.e., the level of service within the one-lane portions of this section of SR 72) will be analyzed. The analysis for this portion of SR 72 will reflect 100% no-passing. The 48-hour weekday machine traffic count data collected for the SR 72 mainline will be reviewed to determine when the highest two-hour a.m. and p.m. peak hour volumes occur. Manual vehicle turning movement counts and bicycle/pedestrian crossing counts will be conducted during these a.m. and p.m. two-hour peak time periods. The 24-hour machine traffic count data collected for the Twin Lakes Park entrance/exit on a Saturday will also be reviewed to determine when the highest two-hour a.m. and p.m. peak hour volumes occur. Manual vehicle turning movement counts and bicycle/pedestrian crossing counts will be conducted on a Saturday at this location during these a.m. and p.m. two-hour peak time periods.

The two-hour a.m. and p.m. turning movement count data will be reviewed and the time periods when the highest 60-minute volumes usually occur will be determined. The SR 72 mainline departure and approach volumes at adjacent intersections will be compared and the differences will be calculated. The reasonableness of the volume differences will be assessed based on the number of cross streets/driveways located between adjacent intersections and the intensities of the land uses that utilize these cross streets/driveways to access SR 72. Adjustments to individual movement volumes may be required to reduce (or eliminate) departure and approach volume differences. The resulting a.m. and p.m. peak hour volumes will be utilized to conduct the existing conditions intersection analyses. If the peak hour departure and approach volumes at adjacent intersections are not the same, the higher of the two volumes will be utilized to conduct the roadway segment analysis. The a.m. and p.m. peak hour truck percentages and Peak Hour Factors (PHF's) will be calculated based on the peak hour turning movement volumes and these values will be used in the existing conditions traffic analyses.

The FDOT will provide Signal Four Analytics crash data for use with this PD&E study. This data will cover the most recent five-year period that is available. FDOT will screen the data to determine whether any individual records should be removed (e.g., crashes that occurred at intersections not within the study corridor, crashes that occurred in parking lots, etc.). After the initial screening, the remaining data will be reviewed and summarized. Crash data summaries will include the number of fatal, injury and property damage only crashes by year (as well as the total number of fatalities and injuries by year), the types of crashes, the crash locations (i.e., intersections and roadway segments), and the roadway/lighting/weather conditions associated with the crashes. The detailed crash reports associated with all fatal crashes and all bicycle/pedestrian crashes will be reviewed (if provided by FDOT). Intersection and roadway segment crash rates will also be calculated for the study corridor and compared to statewide average crash rates.

4.0 FUTURE YEAR TRAFFIC VOLUMES

The FDOT will provide the 2045 Average Annual Daily Traffic (AADT) volumes obtained from utilizing the District One Regional Planning Model (D1RPM). These AADT volumes will be provided for both a No-Build Alternative (i.e., existing SR 72 laneage) and one Build Alternative (i.e., four lanes on SR 72 from Queensbury Road to Lorraine Road). The FDOT will also provide the 2015 AADT volumes obtained from the refined (i.e., subarea validated) Base Year D1RPM. Travel demand model growth rates will be

calculated for both the No-Build Alternative and the Build Alternative using the 2045 AADT volumes and the 2015 AADT volumes. A historic traffic growth rate will also be determined using the historic AADT volumes recorded at FDOT's Portable Traffic Monitoring Site No. 170024 (SR 72 west of Proctor Road), in combination with the FDOT's Traffic Trends software. Population and employment growth rates will be calculated for the study corridor using the 2015 and 2045 land use data included in the D1RPM Traffic Analysis Zones (TAZ's) that are adjacent to SR 72. Based on a comparison of these growth rates, the most appropriate growth rate(s) to be used for this study will be determined. The growth rate(s) will then be applied to the existing (2022) AADT volumes to derive the design year AADT volumes.

Since the widening of SR 72 (i.e., the actual construction) will not occur by the end of 2025, the use of a 2045 design year is not realistic. A design year of 2050 and an opening year of 2030 is recommended for this study. Depending on the magnitude of the 2045 land use projections in the study corridor, a decaying exponential growth curve might be more appropriate for use than a linear growth curve. Consequently, it is recommended that 2050 AADT volumes be developed using both a linear growth curve and a decaying exponential growth curve and these two design year AADT volume forecasts be compared to determine the most appropriate 2050 AADT volumes to use in this study. The total percentage increases in design year AADT volumes and the average yearly percentage increases in design year AADT volumes will be calculated using the two different estimates of the 2050 AADT volumes, along with the existing (2022) AADT volumes. The preliminary lane calls associated with both design year AADT volume forecasts will also be considered.

Two different methodologies will be used to derive preliminary estimates of the opening year (2030) AADT volumes. The first methodology will assume a continuation of the historic growth rate for an additional eight years. The second methodology will utilize the future growth curve that is determined to be the most appropriate for deriving the design year AADT volumes. The 2030 AADT volumes derived from both methodologies will be compared to determine the most appropriate 2030 AADT volumes to use in this study.

The opening year and design year a.m. and p.m. peak hour intersection turning movement volumes will be developed using the recommended opening year and design year AADT volumes and the FDOT's TURNS software. It is anticipated that a K-factor of 9.0% will be used for the SR 72 mainline with the TURNS software. This value is the Standard K-factor associated with this roadway and is documented in FDOT's Historical AADT Report for Count Station No. 170024. However, the peak hour-to-daily volume ratios (expressed as percentages) for the SR 72 mainline will be calculated and reviewed prior to making a final decision on the specific K-factor value to be used in the TURNS software. The use of a K-factor equal to 9.0% may not be appropriate for some cross streets. Consequently, the existing peak hour-to-daily volume ratios will be calculated for the cross streets and compared to the Standard K-factor value of 9.0%, to determine the most appropriate K-factor to use for each cross street.

The D-factors that will be used with the TURNS software will be based on a comparison of the D-factors calculated from the existing (2022) traffic count data and the historic D-factors associated with FDOT's Portable Traffic Monitoring Site No. 170024 (SR 72 west of Proctor Road). It is anticipated that the existing a.m. and p.m. peak hour turning movement percentages will also be used as input to the TURNS software for most of the study corridor intersections; however, use of the existing turning movement percentages may not be appropriate for the Ibis Street/Talon Boulevard, Proctor Road/Dove Avenue, and Lorraine Road intersections. Significant future land use is projected for the area south of SR 72 that will be accessed

via Ibis Street, Dove Avenue and the southern extension of Lorraine Road. In addition, the Sarasota/Manatee Metropolitan Planning Organization's (MPO's) 2045 Cost-Feasible Long Range Transportation Plan (LRTP) includes southern extensions of Ibis Street, Dove Avenue, and Lorraine Road. The Lorraine Road extension will ultimately connect to I-75 at the SR 681 (Venice Connector) interchange and the Ibis Street and Dove Avenue extensions will connect to the Lorraine Road extension. Under these future conditions, it is reasonable to expect the movements to and from the south via these three roadways will be a higher percentage of the total intersection volumes compared to current conditions. Consequently, the design year travel demand model departure volumes (AADT x K x (1-D)) may need to be used to calculate the initial estimate of the future year turning movement percentages.

The TURNS output will be reviewed and manually adjusted where necessary. Manual adjustments may be needed for one or more of the following reasons:

- To increase individual movement volumes that were estimated to be less than existing volumes (if there is not a reasonable explanation for this);
- To obtain SR 72 mainline departure and approach volumes that more closely reflect the desired directional distribution;
- To eliminate or reduce the difference(s) between departure and approach volumes at adjacent study intersections (when the difference(s) is/are not justifiable).

5.0 FUTURE YEAR TRAFFIC OPERATIONS

The nine intersections that will be analyzed in the existing conditions section will also be analyzed for opening year and design year conditions. The following five intersections will not be subjected to an Intersection Control Evaluation (ICE) analysis:

- Hummingbird Avenue - unsignalized
- Twin Lakes Park Entrance - unsignalized
- Great Egret Boulevard - unsignalized
- Preservation Drive/Sandhill Lake Drive - unsignalized
- Aventura Drive – unsignalized

Prior to conducting the future year intersection analyses, a preliminary access management plan will be developed. The unsignalized intersection configurations will include a combination of full median openings, directional median openings, restricted crossing u-turn intersections, and through-cut intersections. The access management plan will take into account the following factors:

- Median opening spacing criteria for an Access Class 5 roadway;
- Design speed/target speed
- Cross street connectivity
- Current and future traffic volumes (including u-turn volumes)
- U-turn travel distances
- Design vehicle u-turn movements
- Bulb-out locations and additional right-of-way requirements
- Crash history

The following four intersections will be subjected to Intersection Control Evaluation (ICE) analysis:

- Ibis Street/Talon Boulevard
- Proctor Road/Dove Avenue
- Hawkins Road/Coash Road
- Lorraine Road

As indicated earlier, one-lane roundabouts are currently being constructed at the Proctor Road/Dove Avenue and Lorraine Road intersections. These will be analyzed in the No-Build Alternative. Two-lane roundabouts will serve as the "base case" alternative in the Stage 1 ICE analyses. FDOT has also recently conducted a traffic signal warrant study at the Hawkins Road/Coash Road intersection and the results of this study indicate that a signal is warranted. Therefore, a signal will be analyzed at this intersection with the No-Build Alternative and will also serve as the "base case" alternative in the Stage 1 ICE analysis. Although a roundabout was previously approved by FDOT for the Ibis Street/Talon Boulevard intersection, it was never constructed. As indicated earlier, FDOT will be installing a traffic signal at this location and this improvement is expected to be completed in the fall of 2022. Consequently, a signalized intersection will be analyzed at the Ibis Street/Talon Boulevard intersection with the No-Build Alternative and will also serve as the "base case" alternative in the Stage 1 ICE analysis. Given the economic commitment to safety that has already been made with the construction of the roundabouts at the Proctor Road/Dove Avenue and Lorraine Road intersections, it is anticipated that the preferred alternatives for the four intersections previously listed will be determined based on the results of the Stage 1 ICE analysis.

The nine roadway segments that will be analyzed in the existing conditions section will also be analyzed for opening year and design year peak hour conditions. All of the SR 72 roadway segments from Hummingbird Avenue to Lorraine Road will be analyzed as two-lane undivided roadway segments with the No-Build Alternative. Upon completion of the I-75/SR 72 DDI construction, the laneage in the eastbound direction on SR 72 between Queensbury Boulevard and Hummingbird Avenue will remain the same as the existing condition. A small portion of the westbound SR 72 roadway is going to be widened to provide three through lanes at the Queensbury Boulevard intersection; however, the laneage in the remaining portion of the westbound SR 72 roadway will also remain the same as the existing condition. To document the need for additional capacity improvements on the section of SR 72 between Hummingbird Avenue and Queensbury Boulevard, a No-Build Alternative analysis will also be conducted for this section utilizing the same approach that will be used to conduct the existing conditions analysis. All nine roadway segments will be analyzed as multi-lane divided highway segments with the Build Alternative.

The design year peak hour intersection and roadway segment traffic operations analyses will be conducted using a Peak Hour Factor (PHF) equal to 0.95. The FDOT 2020 Quality/Level of Service Handbook indicates that a PHF equal to 0.95 is appropriate for use in urbanized areas. If the results of any of these analyses indicate that overcapacity conditions are projected to occur, the PHF will be revised to 0.97 and the specific location will be reanalyzed. This will be done to reflect the fact that vehicle arrivals become increasingly more uniform throughout the peak hour when an intersection is approaching capacity. The PHF's used to conduct the opening year peak hour intersection and roadway segment traffic operations analyses will be derived by interpolating between the existing PHF's and the design year PHF's.

Prior to conducting the future year traffic operations analyses, the future year truck volumes will be estimated. The future truck volumes for the SR 72 mainline will initially be estimated by multiplying the future year AADT volumes and peak hour volumes by the existing daily and peak hour truck percentages.

The magnitude of these initial estimates will then be reviewed for reasonableness. If the initial estimates are viewed as being unrealistically high, a second estimate of future year truck volumes will be derived. A daily truck volume growth trend analysis will be conducted using historic truck AADT volumes obtained from FDOT Count Station No. 170024 and the FDOT's Traffic Trends software. The ratio of the existing peak hour truck volumes and the existing daily truck volumes will then be calculated. The future year daily truck volumes estimated from the growth trend analysis will then be multiplied by the existing peak hour-to-daily truck volume ratios and the magnitude of these resulting future year peak hour truck volume estimates will be reviewed for reasonableness. The future year peak hour truck volumes obtained from this second methodology will then be divided by the future year total peak hour volumes to obtain the future year peak hour truck percentages.

The FDOT Project Traffic Forecasting Handbook states that for traffic forecasting purposes, the design hour truck percentage is defined as being equal to ½ of the daily truck percentage. Consequently, the cross street daily truck percentages will be estimated by multiplying the cross street peak hour truck percentages by two. The average of the a.m. and p.m. peak hour truck percentages will be used.

Although five of the nine study intersections will not be subjected to a complete Stage 1 ICE analysis, all nine intersections will be analyzed using the Safety Performance for Intersection Control Evaluation (SPICE) software and the number of future crashes expected to occur at each intersection will be quantified and summarized. The total number of future crashes expected to occur within the entire SR 72 study corridor will also be estimated. The safety analysis will be conducted in accordance with FDOT's Safety Analysis Guidebook for PD&E Studies.

6.0 STUDY DOCUMENTATION

All of the information discussed in the previous sections will be documented in the SR 72 Project Traffic Analysis Report (PTAR). Existing and future conditions traffic operations analysis input and output summary sheets will be included in appendices. Intersection performance measures will include volume-to-capacity (v/c) ratios, average delays, level of service and 95th-percentile queue lengths. Roadway segment performance measures will include v/c ratios, average travel speeds, densities, and level of service. The recommended geometry at each of the study intersections will also be documented in graphical format in the PTAR.

APPENDIX A

SR 72 TRAFFIC COUNT LOCATIONS

Traffic Counts

The CONSULTANT will collect the following traffic data:

- Current corridor traffic counts
- 48-hour traffic machine counts (approach volumes and departure volumes at 15-minute increments) at the following locations:

    - SR 72 – East of Queensbury Boulevard
    - SR 72 – East of Hummingbird Avenue
    - SR 72 – East of Ibis Street/Talon Boulevard
    - SR 72 – East of Proctor Road/Dove Avenue
    - SR 72 – East of Lorraine Road
    - Hummingbird Avenue – South of SR 72
    - Twin Lakes Park Entrance – South of SR 72 (weekday and weekend)
    - Ibis Street – South of SR 72
    - Talon Boulevard – North of SR 72
    - Great Egret Boulevard – North of SR 72
    - Proctor Road – North of SR 72
    - Dove Avenue – South of SR 72
    - Preservation Drive – South of SR 72
    - Sandhill Lake Drive – North of SR 72
    - Aventura Drive – North of SR 72
    - Hawkins Road – South of SR 72
    - Coash Road – North of SR 72
    - Lorraine Road – North of SR 72

- 4-hour manual vehicle turning movement counts for AM (2-hr) and PM (2-hr) peak periods at the following intersections along SR 72. The specific hours shall be determined based on volume count data. The turning movement counts will also capture pedestrian and bicycle crossing data:

    - Hummingbird Avenue
    - Twin Lakes Park Entrance (weekday and weekend)
    - Ibis Street/Talon Boulevard (weekday and weekend)
    - Great Egret Boulevard
    - Proctor Road/Dove Avenue
    - Preservation Drive/Sandhill Lake Drive
    - Aventura Drive
    - Hawkins Road/Coash Road (AM, school dismissal, and PM) – 2-hour TMC's for each of these three time periods
    - Lorraine Road

- 72-hour vehicle classification counts (approach volumes and departure volumes at 15-minute increments) at the following locations:
  - SR 72 – West of Ibis Street/Talon Boulevard
  - SR 72 – West of Lorraine Road