### ACCESS MANAGEMENT STUDY

S.R. 867 (McGregor Boulevard) From Cypress Lake Drive to Edinburgh Drive/Colby Drive (Section # 12040-000, M.P. 2.671 to M.P. 3.695) Lee County

Prepared for: FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1 TRAFFIC OPERATIONS

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Access Management Design Support Financial Project Identification Number: 442582-1-32-01 Contract Number: C-A082 TEDS Contract Number: 11145 Task Work Order: 23

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> > February 2022

This item has been digitally signed and sealed by

On the date adjacent to the seal

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# **1** EXECUTIVE SUMMARY

Traffic Engineering Data Solutions, Inc. conducted an Access Management Study for the segment of S.R. 867 from Cypress Lake Drive (M.P. 2.671) to Edinburgh Drive/Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. This study corridor (1.024 miles) of S.R. 867 is a four-lane undivided roadway with curb and gutter, no shoulder, and with a two-way continuous left-turn lane. Based on the traffic volume data, the field observations, crash history and the operational and safety assessment, it is recommended to convert the existing continuous two-way left-turn lane to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per Florida Department of Transportation (FDOT) Index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. Below is a summary of proposed median openings:

### Full Median Openings:

- Cypress Lake Drive (signal)
- N. Town and River Drive (unsignalized)
- Camelot Drive/S. Landings Drive (signal)
- College Parkway (signal)
- Edinburgh Drive/Colby Drive (unsignalized)

### **Directional Median Openings:**

• Key West Plaza Southern Driveway (southbound directional)

It should be noted that the limits of a new raised median will be from the Cypress Lake Drive intersection northward through the southbound left-turn lane on the north side of the College Parkway intersection. Based upon discussions with FDOT, it was determined that from the southbound left-turn lane at College Parkway northward to Edinburgh Drive/Colby Drive, this section of S.R. 867 will remain as is with a continuous two-way left-turn lane.

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# 2 INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study on S.R. 867 from Cypress Lake Drive (M.P. 2.671) to Edinburgh Drive/Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. A location map of the study corridor is shown below in *Figure 1*. This study serves as a supplement to the S.R. 867 access management study previously submitted in February 2020. The previous study included a crash analysis, a conceptual master plan, a cost estimate, and a benefit/cost analysis. However, this updated study included current traffic counts for the study roadway and a qualitative assessment. Where applicable, this new study did review and update information provided in the original study. The previous access management study is provided in its entirety in *Appendix A*.

The analysis methods used in completing this study are consistent with the <u>Manual on Uniform</u> <u>Traffic Control Devices</u> (MUTCD 2009), the Highway Safety Improvement Program Guidelines, the FDOT's 2014 Median Handbook, FDOT District 1 guidelines/procedures, Florida Administrative Code Chapter 14-97, and engineering judgment. This document contains existing conditions, vehicle counts, a summary of the previous crash analysis, qualitative assessment, improvement concepts, and final recommendations.

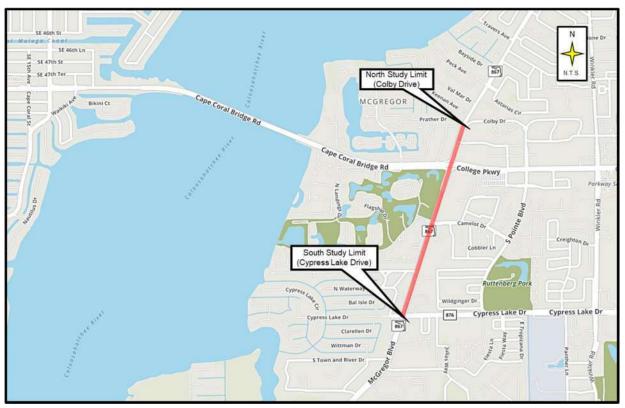


Figure 1 Corridor Location Map S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive

Map Source: MapQuest

# **3** EXISTING CONDITIONS

S.R. 867 is a north/south roadway extending from C.R. 865/867 to S.R. 82/U.S. 41 in Fort Myers (Lee County), Florida. Within the study corridor, S.R. 867 is a four-lane undivided roadway with curb and gutter, no shoulders, and with a two-way left-turn lane. Details of the study corridor and the surrounding area are summarized in *Table 1* and depicted in the Straight Line Diagram and Existing Conditions Diagram in *Appendix B*.

| Feature                             | Description  |
|-------------------------------------|--|
| Main Street                         | <ul> <li>S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby<br/>Drive</li> </ul>  |
| Area Location                       | Fort Myers (Lee County), Florida   |
| Cross Section                       | <ul> <li>Four-lane undivided roadway with curb and gutter, no shoulders, and a continuous two-way left-turn lane.</li> <li>Sidewalk along both sides of the road throughout the corridor.</li> <li>No overhead street lighting is provided along the road.</li> <li>Overhead utility poles are located along the east side of the road.</li> </ul> |
| AADT (2020)                         | <ul> <li>Cypress Lake Drive to College Parkway – 29,500 vehicles per day (vpd)</li> <li>College Parkway to Edinburgh Drive/Colby Drive – 15,300 vpd</li> </ul>   |
| Regulatory Speed<br>Limit (per RCI) | • 45 miles per hour (mph)  |
| Adjacent Land Uses                  | Commercial/residential   |
| Alignment                           | <ul> <li>Relatively straight and flat with a horizontal curve just north of<br/>W. College Point Drive.</li> </ul>   |
| Context<br>Classification           | <ul> <li>C3C – Suburban Commercial (M.P. 2.671 to 3.462)</li> <li>C3R – Suburban Residential (M.P. 3.462 to 3.695)</li> </ul>  |
| Access Class                        | Access Class 6   |
| Signalized<br>Intersections         | <ul> <li>Cypress Lake Drive (M.P. 2.671)</li> <li>Camelot Drive (M.P. 3.176)</li> <li>College Parkway (M.P. 3.465)</li> </ul>  |

Table 1Summary of Existing ConditionsS.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive

### Traffic Volumes

There is one (1) FDOT Traffic Count Station located on S.R. 867 within the study limits. Data obtained from FDOT's Florida Traffic Information from 2016 to 2020 is provided below in *Table 2*.

| Characteristics | FDOT Count Station<br>120008 |  |  |  |  |  |  |  |  |  |
|-----------------|------------------------------|--|--|--|--|--|--|--|--|--|
|                 | South of College Parkway     |  |  |  |  |  |  |  |  |  |
| 2016 AADT       | 33,500                       |  |  |  |  |  |  |  |  |  |
| 2017 AADT       | 35,500                       |  |  |  |  |  |  |  |  |  |
| 2018 AADT       | 35,500                       |  |  |  |  |  |  |  |  |  |
| 2019 AADT       | 34,500                       |  |  |  |  |  |  |  |  |  |
| 2020 AADT       | 29,500                       |  |  |  |  |  |  |  |  |  |
| 2020 K-Factor   | 9.00                         |  |  |  |  |  |  |  |  |  |
| 2020 D-Factor   | 52.80                        |  |  |  |  |  |  |  |  |  |
| 2020 T-Factor   | 2.60                         |  |  |  |  |  |  |  |  |  |

 Table 2

 Historical Local Traffic Data and Characteristics

Additionally, eight-hour turning movement counts (TMCs) were conducted from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 2:00 p.m. to 6:00 p.m. in November 2021 at the following major signalized and unsignalized intersections within the study corridor:

- Cypress Lake Drive (M.P. 2.671) (signalized)
- N. Town and River Drive (M.P. 2.904) (unsignalized)
- Camelot Drive/S. Landings Drive (M.P. 3.176) (signalized)
- Edinburgh Drive/Colby Drive (M.P. 3.695) (unsignalized)

Four-hour vehicular counts were also counted for the intersection of S.R. 867 and W. College Point Drive. Similar type counts were conducted for the northbound and southbound left-turn movements at the S.R. 867 and College Parkway intersection.

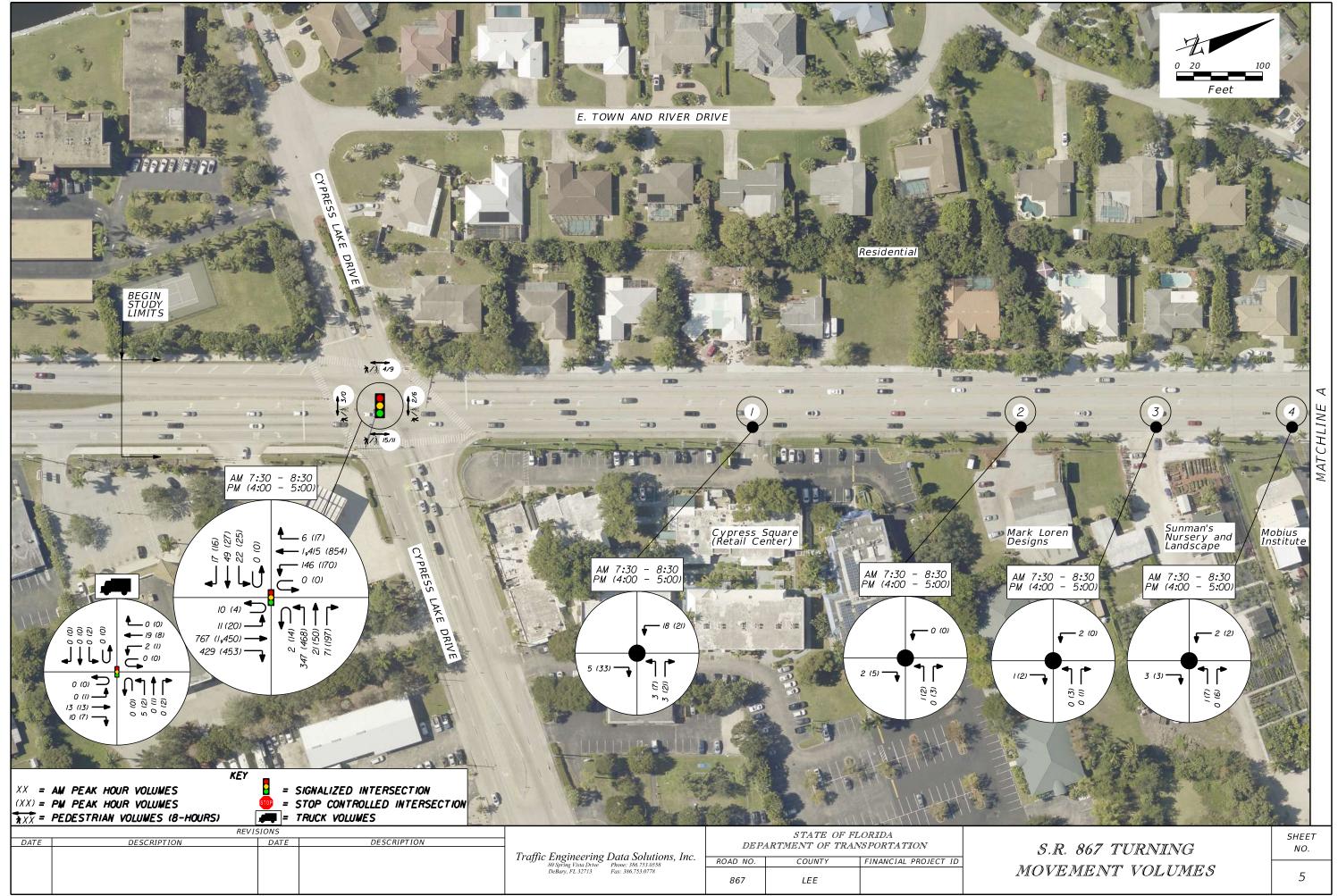
Finally, four-hour vehicular movements were counted at every driveway located throughout the S.R. 867 corridor.

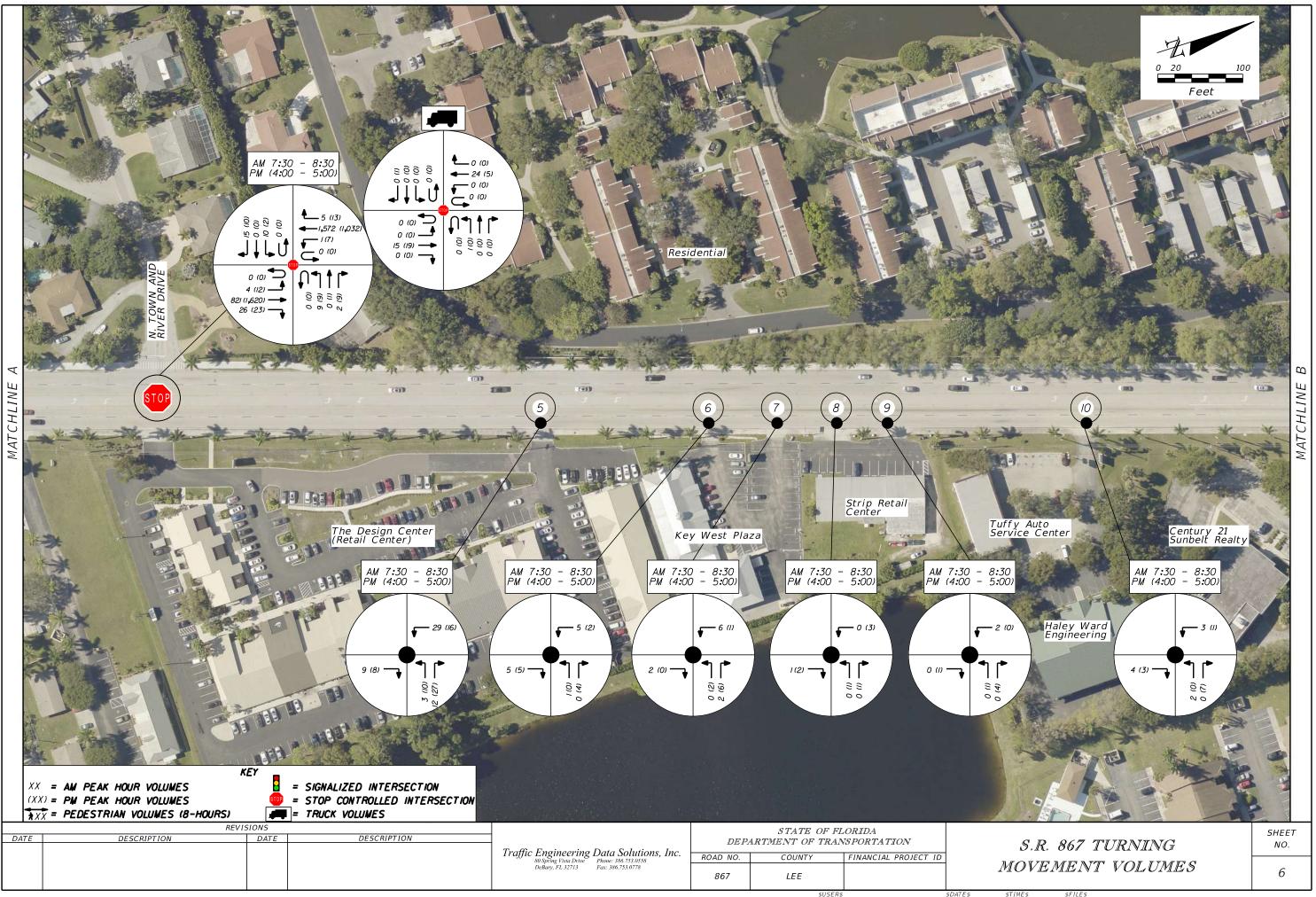
The a.m. and p.m. actual peak-hour volumes for the eight-hour TMCs are displayed on the following pages in *Figure 2*. The corresponding volumes (for the same hours) are also displayed for the side streets and the driveways. The raw traffic volumes at all locations along the study corridor are provided in *Appendix C*.

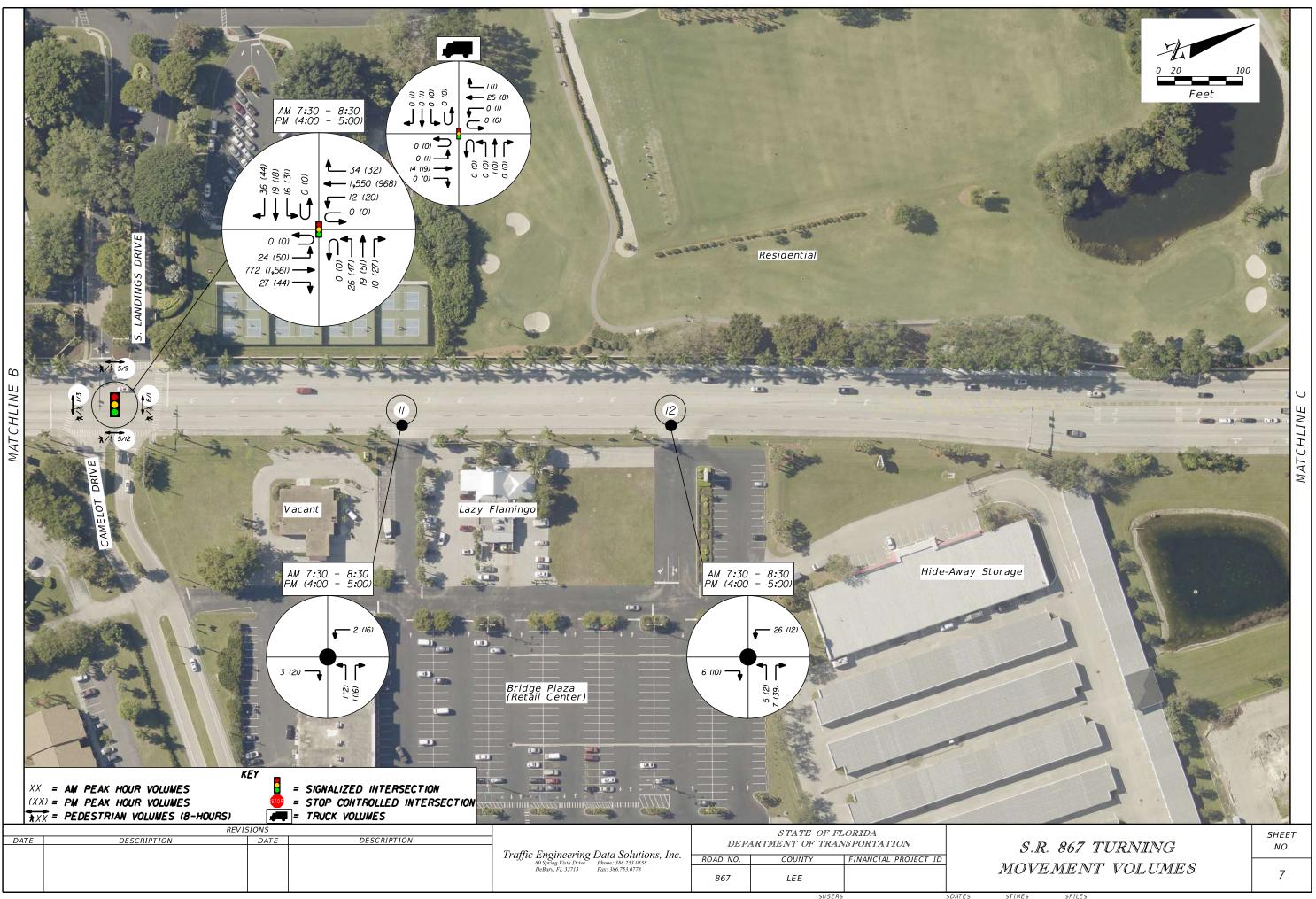
Bicycle and pedestrian counts were also obtained at each of the signalized intersections. All eight hours of their movements are displayed for the signalized intersections in *Figure 2*. Pedestrian and bicycle activity for the signalized locations is detailed below:

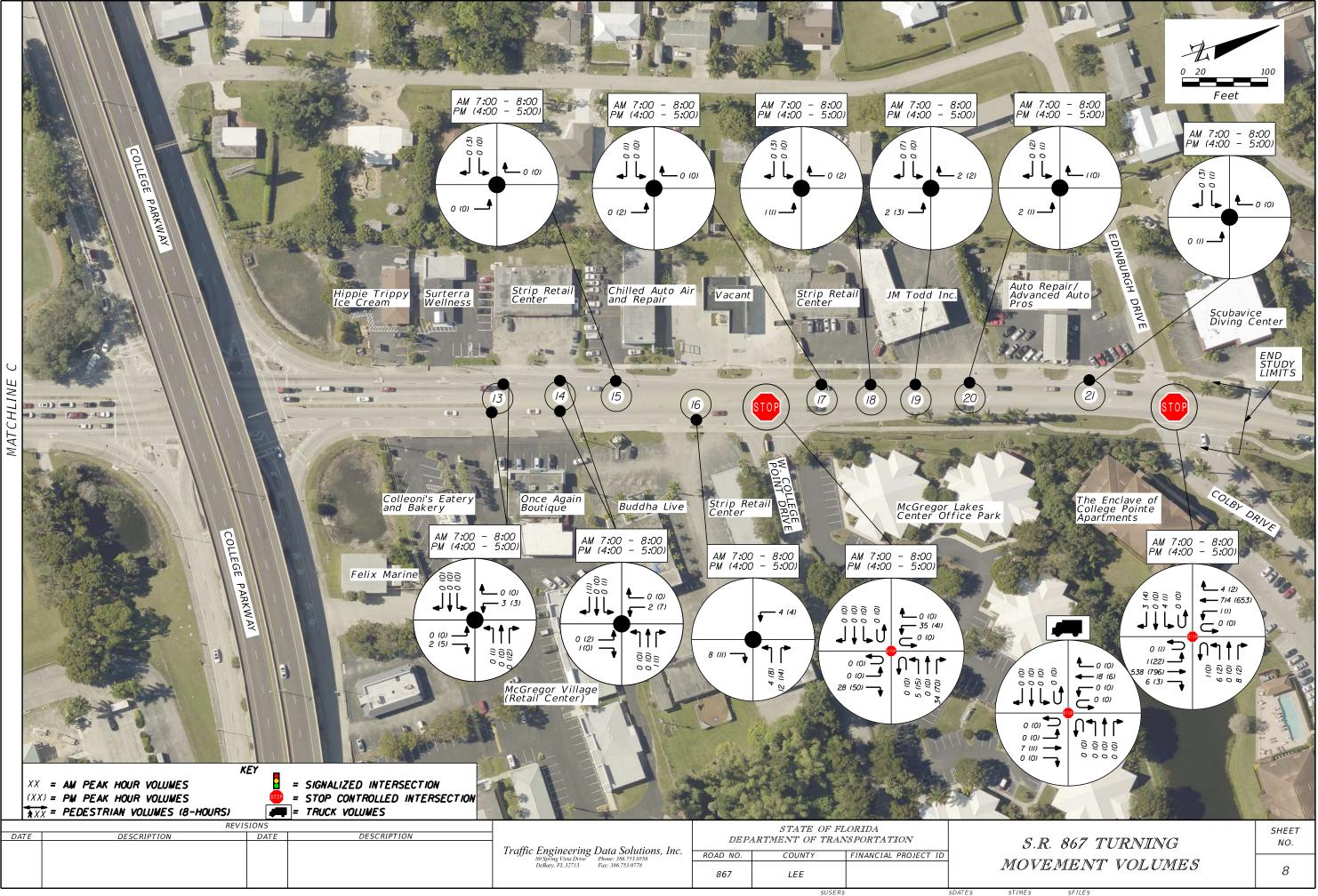
- Cypress Lake Drive 24 pedestrians and 26 bicyclists
- Camelot Drive/S. Landings Drive 17 pedestrians and 25 bicyclists

The pedestrian and bicycle counts are included in *Appendix C*.









### **Collision Data**

Crash data for the five-year period between January 1, 2014 and December 31, 2018 was obtained from FDOT's CARS database and University of Florida's *Signal Four Analytics* and included in the previous study. Collision Summaries and Crash Diagrams detailing the crashes over the entirety of the study segment (from Cypress Lake Drive to Edinburgh Drive/Colby Drive) are located with the previous study in *Appendix A*.

Crash trends applicable to this access management study update within the current study limits are discussed below.

- 10 left-turn (including one (1) fatal) and three (3) angle crashes occurred at Cypress Lake Drive.
- Three (3) angle and one (1) left-turn crash occurred at Cypress Square driveway north of Cypress Lake Drive.
- Six (6) left-turn and one (1) head-on crash occurred at Camelot Drive/ S. landings Drive.
- Seven (7) left-turn (including one (1) fatal) and two (2) angle crashes were noted at the northern Bridge Plaza Entrance.
- Seven (7) left-turn, six (6) angle, and one (1) head-on crash occurred at College Parkway.
- Four (4) angle crashes occurred at W. College Point Drive.
- Various other angle and left-turn crashes occurred at driveways throughout the study segment.

Two (2) bicycle and one (1) pedestrian crash occurred at various locations throughout the corridor, without any noticeable concentration in any particular location.

# 4

### FDOT AND COUNTY ROADWAY IMPROVEMENTS

FDOT's Five (5) Year Work Program and Lee County's Long-Range Capital Improvement Plan were reviewed for any scheduled improvements along the S.R. 867 corridor. There are no planned projects along this corridor from either FDOT or Lee County with the exception of the median project associated with this study.

## 5 DUALITATIVE ASSESS

### QUALITATIVE ASSESSMENT

The study corridor of S.R. 867 was observed by a registered professional engineer on a typical weekday during the peak periods of each day, including morning and afternoon/evening hours. The goal of the observations was to verify the need for the median improvement, including appropriate openings, as well as determine the need for any additional improvements to enhance the safety and efficiency of the corridor with regard to access management.

### **Operational and Safety Evaluation:**

- Southbound traffic appears to be the peak flow direction in the AM peak hour and northbound traffic is the peak flow direction in the PM peak hour.
- Traffic appears to be traveling at or near the 45 mph speed limit throughout the study corridor.
- Most of the traffic along the corridor appeared to be through traffic during both peak hours. Additionally, no significant amount of traffic was observed traveling onto/off of the cross streets or driveways, with the exception of the College Parkway intersection/overpass.
- A minimal number of heavy vehicles were observed in both directions along the study corridor during both peak hours.
- Little or no pedestrian and bicyclist activity was observed along the study corridor. As part of these observations, pedestrian and bicycle crossings were observed near the N. Town and River Drive intersection. However, only one (1) pedestrian was observed crossing S.R. 867 within the vicinity of this intersection throughout a typical day (eight hours). The pedestrian crossed approximately 100 feet south of N. Town and River Drive intersection. Although justification for a mid-block crossing does not necessarily have to meet a volume threshold, the consideration of a signal-related crossing device, such as a potential Pedestrian Hybrid Beacon (PHB), does involve multiple factors, including crossing volume. As documented above, this traffic control type will not be formally warranted based upon the number of crossing volumes. However, other factors, such as the current speed limit (i.e., 45 mph), daily volumes along the corridor (approximately 30,000 vehicles per day), and gaps in traffic to safely cross are critical elements in the final determination on whether a PHB should be installed at a specific location. However, based upon the information known at this time, no mid-block crossing or associated PHB is recommended along the study corridor.
- No transit bus stops/activity existed or was observed.

- For most of the study corridor, connectivity on the west side of the corridor is limited to several major residential streets. On the east side, connectivity involves several local streets as well as numerous retail-related driveways. The College Parkway intersection/overpass functions as physical barrier between the northern and southern sections of the corridor but provides direct access to the City of Cape Coral.
- During the AM peak hour, there were several locations along the corridor that experienced excessive queues. One of the locations was the southbound traffic approaching the signalized Cypress Lake Drive intersection. In several occurrences, the queue back up was approximately 25 to 30 vehicles per lane. However, based upon the extensive green time provided for the north/south through movements at this location, vehicles in the gueue were able to travel through the intersection in one signal cycle. Another area of concern was the southbound traffic at the signalized College Parkway intersection. Observations indicated that there were several occurrences where southbound through traffic would be queued north of Edinburgh Drive/Colby Drive. However, similar to the Cypress Lake Drive intersection, the green time allocated for the southbound through movement appeared to be adequate to allow though vehicles to travel through the intersection in one signal cycle. It should be noted that during the AM peak hour, including times involving these excessive queue occurrences, the southbound left-turn lane at College Parkway averaged approximately five (5) vehicles queued in this turn lane with the maximum queue observed at eight (8) to 10 vehicles.
- During the PM peak hour, only the northbound traffic approaching the signalized College Parkway intersection experienced excessive gueues. Observations indicated that there were at least six (6) occurrences where northbound traffic queued past the nearest intersection to the south (Camelot Drive/ S. Landing Drive), a distance of approximately 1,600 feet. A secondary adverse effect of these extensive queues included side street traffic that could not traverse through the intersection until northbound gueues subsided north of the intersection. The vehicles in these gueues were not able to travel through the intersection in one signal cycle, thus, triggering cycle failure through most of the peak hour. Another related issue involved the northbound dual left-turn lanes at College Parkway. The queue in these lanes during this time period was approximately 20 to 25 vehicles per lane which was equivalent to approximately 500 feet in length, the existing length of the dual left-turn lanes. It was also observed that a part of the excessive queues for the northbound through movement was attributed to vehicles in the inside through lane that wished to eventually maneuver into the left-turn lanes near the College Parkway intersection. Another issue affecting the northbound left-turn lanes is the westbound on-ramp/frontage road connecting College Parkway. It appears that there were several occurrences where the northbound left-turn vehicles were queued from the on-ramp back into the turn lanes due to heavy and merging traffic along this frontage road. A potential recommendation should be the review and adjustment of the signal timings, if applicable, specifically green times, for the northbound approach at the College Parkway intersection during the PM peak hour. This recommended improvement can be included in the upcoming median project or considered in a later project, potentially as a joint venture with Lee County, to provide additional safety measures beyond the proposed median.

A preliminary review of recent crash history (post 2018 to present) at the Cypress Lake Drive intersection verified a continuing trend of left-turning crashes, specifically for the southbound left-turn movement, as documented in the original study several years ago. Based upon current observations, and anticipated diverted left turns/U-turns to be generated by the proposed median along S.R. 867 in this area, the number of vehicles in this single left-turn lane is expected to increase which may trigger further left-turning crashes particularly with the current protected/permissive left-turn phase for this movement. Based upon this information, it is recommended that the current southbound left-turn phase (protected/permissive) be upgraded to a protected only condition. This recommended improvement can be included in the upcoming median project or considered in a later project, potentially as a joint venture with Lee County, to provide additional safety measures beyond the proposed median.

# 6

### IMPROVEMENT RECOMMENDATION

Based on the traffic volume data, field observations, crash history, and the operational and safety assessment, it is recommended that the existing continuous two-way left-turn lane be converted to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per FDOT Index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. Below is a summary of proposed median openings:

### Full Median Openings:

- Cypress Lake Drive (signal)
- N. Town and River Drive (unsignalized)
- Camelot Drive/S. Landings Drive (signal)
- College Parkway (signal)
- Edinburgh Drive/Colby Drive (unsignalized)

#### **Directional Median Openings:**

• Key West Plaza Southern Driveway (southbound directional)

It should be noted that the limits of a new raised median will be from the Cypress Lake Drive intersection northward through the southbound left-turn lane on the north side of the College Parkway intersection. Based upon discussions with FDOT, it was determined that from the southbound left-turn lane at College Parkway northward to Edinburgh Drive/Colby Drive, this section of S.R. 867 will remain as is with a continuous two-way left-turn lane.

**Table 3** summarizes the recommended median openings, including considerations involved in the development of these recommendations, along the S.R. 867 corridor. Considerations included different factors such as distances to nearest existing/proposed openings, including any potential variances needed, and the type of adjacent land uses and the connectivity to these uses. Please note that Edinburgh Drive/Colby Drive was not included in the table because the median project is intended to begin just south of this intersection, and thus, Edinburgh Drive/Colby Drive will remain a full median opening.

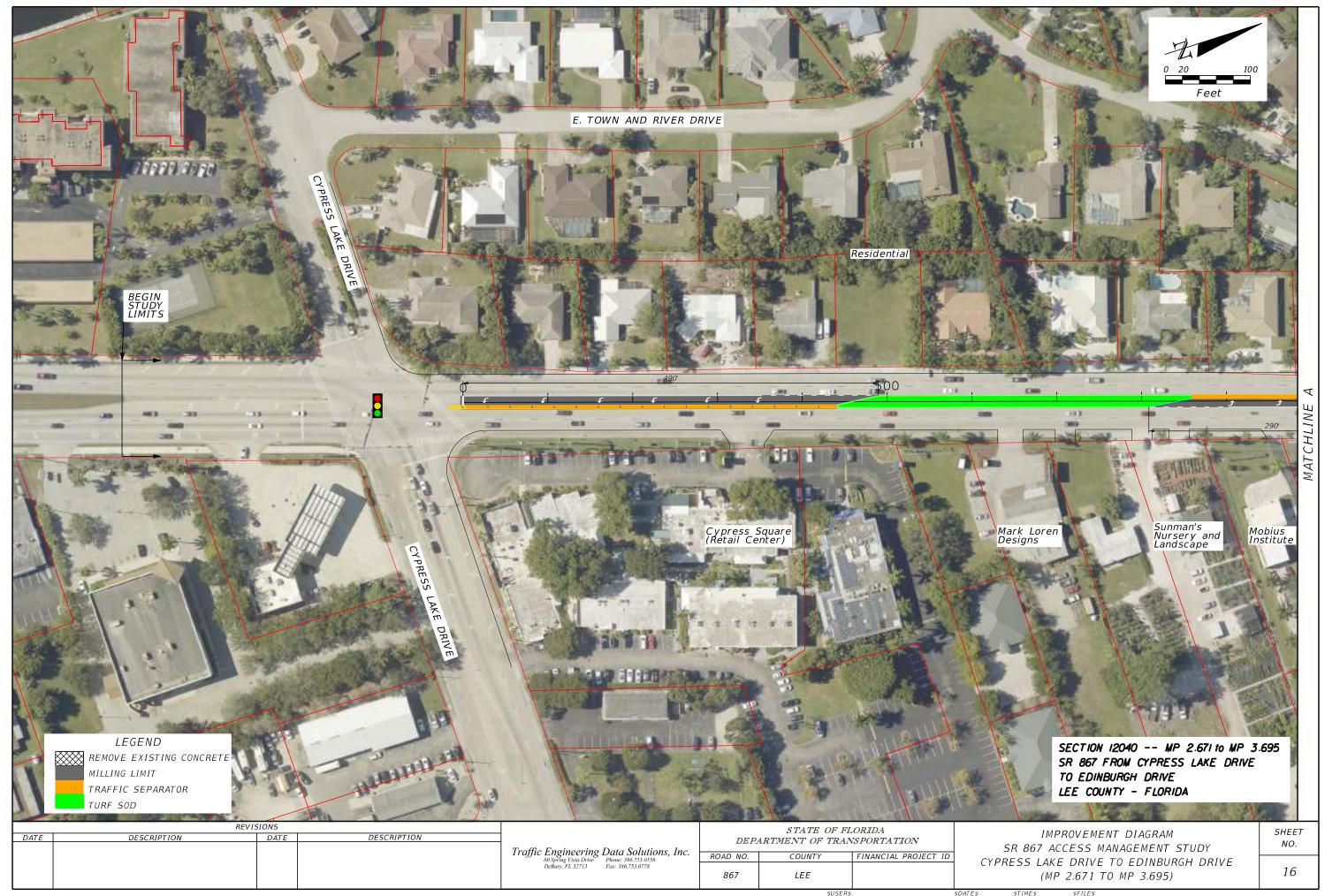
Table 3Recommended Median Openings and ConsiderationsS.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive

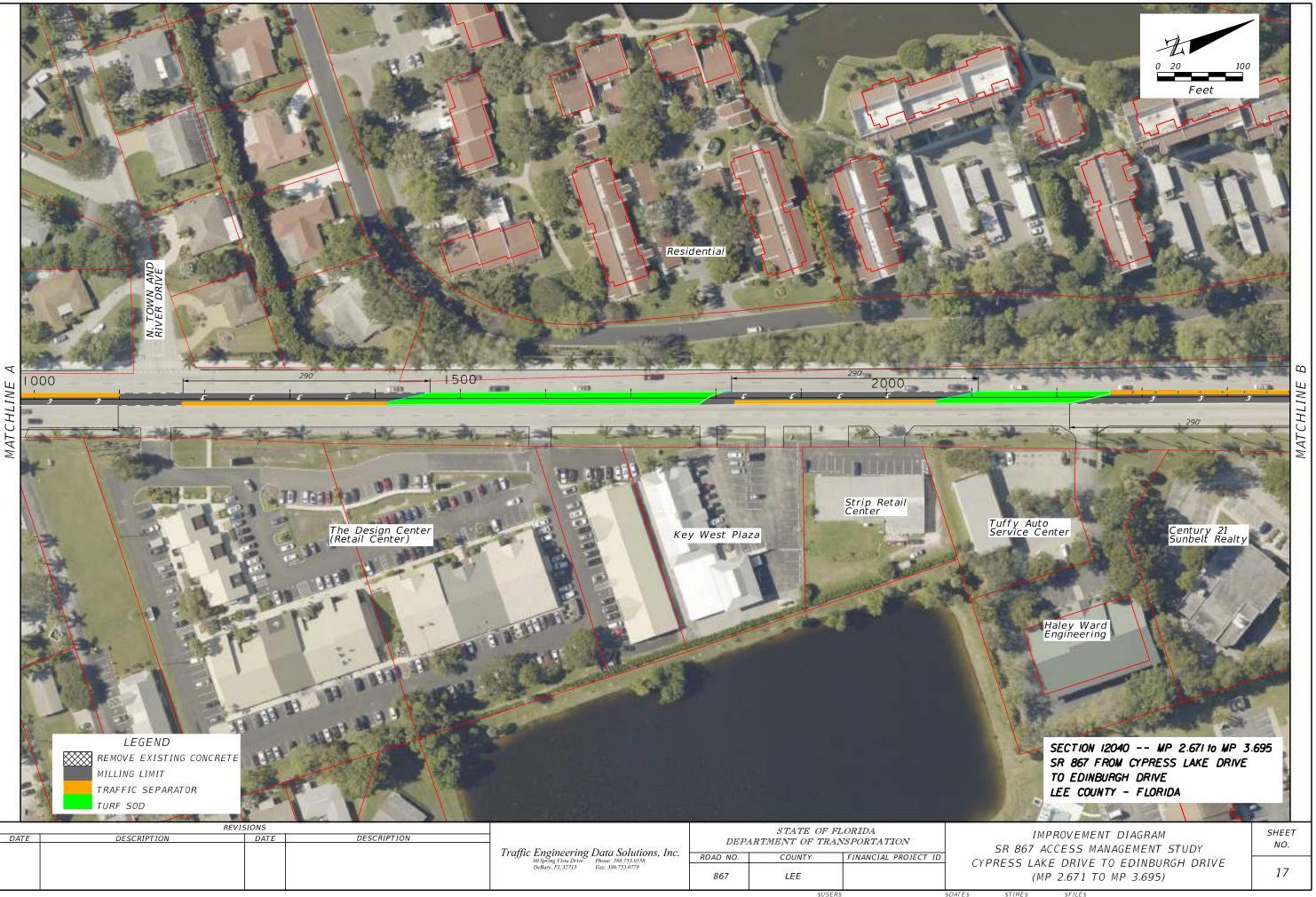
|  |                          | Distance To/ |            | Proposed Mee<br>Ft)* | dian Openings |   |   |  |
|--|--------------------------|--------------|------------|----------------------|---------------|---|---|--|
| Intersection   | Proposed<br>Opening Type | To the South |            | To the North         |               | Connectivity To                               | Comments                                  |  |
|  |                          | Distance     | Variance** | Distance             | Variance**    |   |   |  |
| Cupross Lako Drivo                                       | Full (signal)            |              |            | 1,240 (D)            | 0%            | West: Residential                             | This intersection is signalized. Retain   |  |
| Cypress Lake Drive                                       | Full (Signal)            |              |            | 1,240 (D)            | 0%            | East: Cypress Square (Retail Center), 7Eleven | southbound left-turn lane.                |  |
|  | Full<br>(unsignalized)   | 1 0 10 (7)   |            | 660 (P)              |               | West: Residential                             | This intersection is unsignalized. Retain |  |
| N. Town and River Drive                                  |                          | 1,240 (F)    | 0%         | 660 (D)              | 0%            | East: The Design Center (Retail Center)       | northbound/southbound left-turn lanes.    |  |
| Key West Plaza Southern                                  | CD dias stic and         | 660 (D)      | 0%         | 700 (F)              | 0%            | West: Residential                             | Install directional median allowing       |  |
| Driveway   | SB directional           | 660 (D)      | 0%         | 790 (F)              |               | East: Key West Plaza (Retail Center)          | southbound left-turns.                    |  |
| Camelot Drive/   | Full (signal)            | 700 (D)      | 0%         | 1 620 (5)            | 0%            | West: Residential                             | This intersection is signalized. Retain   |  |
| S. Landings Drive  | Full (signal)            | 790 (D)      | 0%         | 1,620 (F)            | 0%            | East: Century 21 Sunbelt Realty               | northbound/southbound left-turn lanes.    |  |
| Callega Darkunau   | Full (signal)            | 1 (20 (5)    | 0%         |                      |               | West: Hippie Trippy Ice Cream, Residential    | This intersection is signalized. Retain   |  |
| College Parkway  | Full (signal)            | 1,620 (F)    | 0%         |                      |               | East: Colleoni's Eatery, Hide-Away Storage    | northbound/southbound left-turn lanes.    |  |
| * - (F) = Full Median Openi<br>** - Variance from FDOT A |                          |              |            |                      |               |   |   |  |

A conceptual access management improvement plan was developed with the above recommended median openings as shown in *Figure 3*. The intent of this plan was to enhance traffic flow through and reduce crashes along the study corridor. Additionally, the typical section showing existing and proposed conditions is provided in *Appendix D*. The proposed typical section was selected in order to avoid right-of-way acquisitions and signification construction impact.

U-turn opportunities were considered when recommending median openings along the corridor. Side street connectivity was also taken into consideration when recommending the proposed median opening locations. In general, there is limited connectivity on the western side of the corridor, particularly south of College Parkway, and significant private business driveway connectivity along the eastern side.

The lengths of all left-turn lanes were calculated based on criteria/standards contained in the most recent (2022) <u>Florida Design Manual</u> (FDM) and results of a Synchro analysis. For unsignalized turn lanes, the FDM was used to estimate queue lengths. For signalized locations, a Synchro analysis was undertaken which would provide a conservative (high) estimate of queue lengths using existing signal timings and phasing patterns as well as existing lane geometry. All calculated queue lengths were rounded to the nearest 25 feet and added to the deceleration distances found in the FDM to produce the total turn lane lengths. If queues lengths were calculated at less than 50 feet, a minimum queue length of 50 feet was used. Please note that these lengths considered current side street traffic that will no longer have full access capabilities and, thus, be diverted to full or directional median openings for U-turns. The resultant turn lane length calculations are summarized in **Table 4**. The results of the Synchro analysis are provided in **Appendix E**.





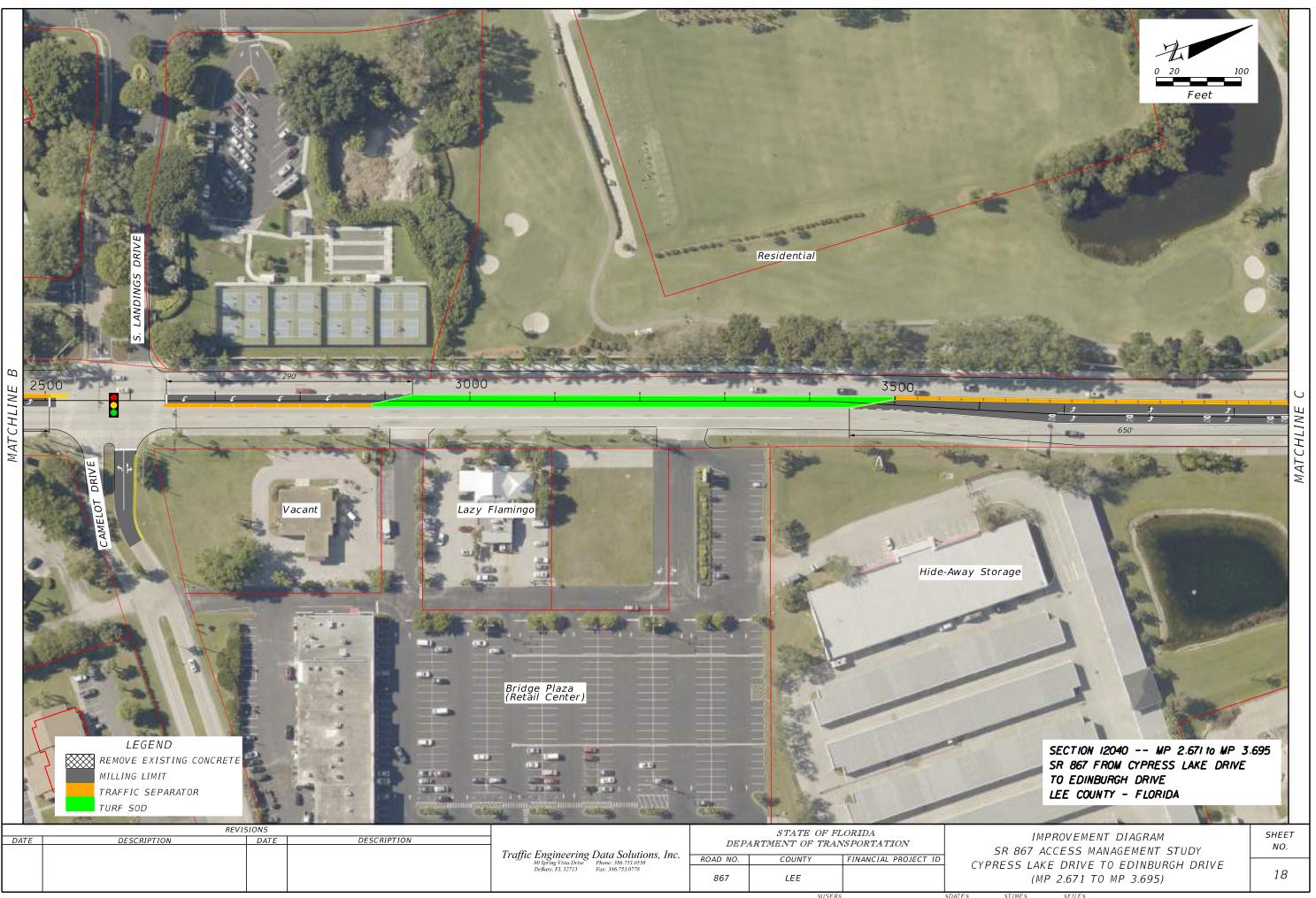




Table 4Recommended Left-Turn Lane LengthsS.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive

| Intersection   | Proposed  |    |                 | Direction | Peak Left-Turn<br>Volume in 2021 | Reassigned<br>Volume<br>(VPH) | Total Left-<br>Turn<br>Volume<br>(VPH) | Existing<br>Turn Lane<br>Length (Ft) | Queue<br>Storage (Q)<br>(Ft) | Recommended<br>Turn Lane<br>Length (Ft) |       |  |
|--|---|----|-----------------|-----------|----------------------------------|-------------------------------|--|--------------------------------------|------------------------------|---|-------|--|
|  |   |    |                 |           | AM Peak                          | Hour                          |  |                                      |                              |   |       |  |
| Cypress Lake Drive 5 50 Full (signal) 240 Northbound |   |    |                 |           |                                  |                               |  |                                      |                              |   |       |  |
| Cypress Lake Drive                                   | 5   | 50 | Full (signal)   | 240       | Southbound                       | 146                           | 22                                     | 168                                  | 225                          | 125~                                    | 365   |  |
| N. Town and River                                    | 5   | 50 | NB/SB           | 240       | Northbound                       | 4                             | 5                                      | 9                                    | N/A                          | 50*                                     | 290   |  |
| Drive  | 5   | 50 | directional     | 240       | Southbound                       | 1                             | 29                                     | 30                                   | N/A                          | 50*                                     | 290   |  |
| Key West Plaza                                       | 5   | 50 | SB directional  | 240       | Northbound                       |                               |  |                                      | _                            |   |       |  |
| Southern Driveway                                    | <b>iy</b> 5 50  |    | 3B unectional   | 240       | Southbound                       | 5                             | 11                                     | 16                                   | N/A                          | 50*                                     | 290   |  |
| Camelot Drive/                                       | 5   | 50 | Full (signal)   | 240       | Northbound                       | 24                            | 6                                      | 30                                   | 225                          | 50~                                     | 290   |  |
| S. Landings Drive                                    | andings Drive   |    | Full (Signal)   | 240       | Southbound                       | 12                            | 28                                     | 40                                   | 225                          | 50~                                     | 290   |  |
| College Parkway                                      | 5   | 50 | Full (signal)   | 240       | Northbound                       | 293                           | 6                                      | 299                                  | 500                          | 150~                                    | 650 + |  |
| College Farkway                                      | 5   | 50 | i uli (sigilai) |           | Southbound                       | 89                            | 9                                      | 98                                   | 280                          | 100~                                    | 490 † |  |
|  |   |    |                 |           | PM Peak                          | Hour                          |  |                                      |                              |   |       |  |
| Cypress Lake Drive                                   | 5   | 50 | Full (signal)   | 240       | Northbound                       |                               |  |                                      | _                            |   |       |  |
| cypress Luke Drive                                   |   |    |                 |           | Southbound                       | 170                           | 23                                     | 193                                  | 225                          | 250~                                    | 490   |  |
| N. Town and River                                    | 5   | 50 | NB/SB           | 240       | Northbound                       | 12                            | 19                                     | 31                                   | N/A                          | 50*                                     | 290   |  |
| Drive  |   | 50 | directional     | 210       | Southbound                       | 7                             | 16                                     | 23                                   | N/A                          | 50*                                     | 290   |  |
| Key West Plaza                                       | 5   | 50 | SB directional  | 240       | Northbound                       |                               |  |                                      |                              |   |       |  |
| Southern Driveway                                    | 5   | 50 | Sourceational   | 240       | Southbound                       | 2                             | 5                                      | 7                                    | N/A                          | 50*                                     | 290   |  |
| Camelot Drive/                                       | 5   | 50 | Full (signal)   | 240       | Northbound                       | 50                            | 14                                     | 64                                   | 225                          | 50~                                     | 290   |  |
| S. Landings Drive                                    |   | 50 | i an (Signar)   | 2.10      | Southbound                       | 20                            | 28                                     | 48                                   | 225                          | 50~                                     | 290   |  |
| College Parkway                                      | 5   | 50 | Full (signal)   | 240       | Northbound                       | 895                           | 4                                      | 899                                  | 500                          | 450~                                    | 650 † |  |
| Concept and  | 5   | 50 | i an (Signar)   | 240       | Southbound                       | 113                           | 15                                     | 128                                  | 280                          | 250~                                    | 490 † |  |
| * Queues for left-tu                                 | * Queues for left-turn lanes at unsignalized locations were designated at 50 feet in accordance with the FDM. |    |                 |           |                                  |                               |  |                                      |                              |   |       |  |

~ Queues for left-turn lanes at signalized locations were based on SYNCHRO analyses. The higher queue between the AM and PM peak hours was used within the concept. A minimum of 50 feet was used within all queue lengths.

Deceleration distances were designated in accordance with FDM Exhibit 212-1.

If calculated turn lane lengths were less than what is currently existing, the existing turn lane lengths were used.

<sup>+</sup> The recommended turn lane lengths for these movements were primarily based on the maximum queues observed in these lanes. For the northbound dual left-turn lanes, consideration was given to maximize the queue storage area prior to transitioning back to the proposed median area. Thus, an additional 150 feet was added to the existing length to produce two (2) 650-foot left-turn lanes. For the southbound left-turn lane, a maximum queue length of 250 feet was observed and with a deceleration distance of 240 feet, the total recommended turn lane length was calculated at 490 feet. This length was able to "fit in" south of W. College Pointe Drive so as to allow the current two-way left-turn configuration north of this area to remain as is per discussions with FDOT staff.

### **APPENDIX**

# **APPENDIX A**

SR 867: Previous Access Management Study

### ACCESS MANAGEMENT STUDY

State Road 867 From Cypress Lake Drive to Colby Drive (Section # 12040-000, M.P. 2.671 to M.P. 3.695) Lee County

Prepared for:

### FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1 TRAFFIC OPERATIONS

P.O. Box 1249 801 North Broadway Avenue, MS 1-8 Bartow, Florida 33831-1249



Access Management Design Support Financial Project Identification Number: 442582-1-32-01 Contract Number: C-AO82 TEDS Contract Number: 11145 Task Work Order: 14

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> > September 2020

This item has been digitally signed and sealed by

On the date adjacent to the seal

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# **1** INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study on State Road (S.R.) 867 from Cypress Lake Drive (M.P. 2.671) to Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. A location map of the study corridor is shown below in *Figure 1*.

The analysis methods used in completing this study are consistent with the <u>Manual on Uniform</u> <u>Traffic Control Devices</u> (MUTCD 2009), the Highway Safety Improvement Program Guidelines, the FDOT's 2019 Access Management Guidebook, FDOT Design Manual (January 2020), FDOT District 1 guidelines/procedures, Florida Administrative Code Chapter 14-97, and engineering judgment. This document includes existing conditions, crash analysis, a conceptual access management plan, and a benefit-to-cost analysis.

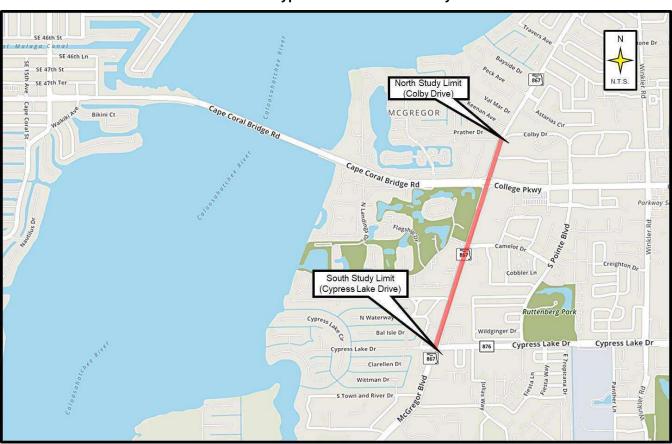


Figure 1 Corridor Location Map S.R. 867 from Cypress Lake Drive to Colby Drive

Map Source: MapQuest

## **2** EXISTING CONDITIONS

S.R. 867 is a north/south roadway extending from C.R. 865/867 to S.R. 82/U.S. 41 in Fort Myers. Within the study corridor, S.R. 867 is a four-lane undivided roadway with a two-way left-turn lane. Details of the study corridor and the surrounding area are summarized in *Table 1* and depicted in the Straight Line Diagram and Existing Conditions Diagram in *Appendix A*.

| Feature                             | Description   |
|-------------------------------------|---|
| Main Street                         | • S.R. 867 from Cypress Lake Drive to Colby Drive.  |
| Area Location                       | Fort Myers (Lee County), Florida  |
| Cross Section                       | <ul> <li>Four-lane undivided roadway with curb and gutter, no shoulders, and a continuous two-way left-turn lane</li> <li>Sidewalk along both sides of the road throughout the corridor.</li> <li>No overhead street lighting is provided along the road.</li> <li>Overhead utility poles are located along the east side of the road.</li> </ul> |
| AADT (2018)                         | <ul> <li>Study Corridor – 35,500 vehicles per day (vpd)</li> </ul>  |
| Regulatory Speed<br>Limit (per RCI) | Varies from 40 to 45 mph  |
| Adjacent Land Uses                  | Commercial/residential  |
| Alignment                           | <ul> <li>Relatively straight and flat with a horizontal curve just north of<br/>W College Point Drive.</li> </ul>   |
| Context<br>Classification           | <ul> <li>C3C – Suburban Commercial (M.P. 2.671 to 3.462)</li> <li>C3R – Suburban Residential (M.P. 3.462 to 3.603)</li> <li>C3R – Suburban Residential (M.P. 3.603 to 3.695)</li> </ul>   |
| Access Class                        | Access Class 6  |
| Signalized<br>Intersections         | <ul> <li>Cypress Lake Drive (M.P. 2.671)</li> <li>Camelot Drive (M.P. 3.176)</li> <li>Cape Coral Bridge Drive (M.P. 3.465)</li> </ul>   |

| Table 1   |
|---|
| Summary of Existing Conditions                  |
| S.R. 867 from Cypress Lake Drive to Colby Drive |

# 3

### COLLISION DATA

Crash data for the 48-month period between January 1, 2014 and December 31, 2017 was obtained from the FDOT's CARS database and the University of Florida's *Signal Four Analytics*. Additionally, the crash information from both databases for 2018 was used to verify crash trends and accuracy. Over the five-year period there were a total of 275 crashes that occurred on S.R. 867, consisting of the following crash types:

| CRASH TYPE   | 2014 | 2015 | 2016 | 2017 | 2018 | TOTAL | AVERAGE<br>PER YEAR |  |
|--------------|------|------|------|------|------|-------|---------------------|--|
|              |      |      |      |      |      |       |                     |  |
| Angle        | 6    | 4    | 4    | 2    | 3    | 19    | 3.2                 |  |
| Backed-Into  | 0    | 0    | 0    | 2    | 0    | 2     | 0.3                 |  |
| Bicycle      | 1    | 1    | 0    | 0    | 0    | 2     | 0.3                 |  |
| Fixed-Object | 3    | 2    | 0    | 2    | 2    | 9     | 1.5                 |  |
| Head-On      | 0    | 0    | 1    | 0    | 1    | 2     | 0.3                 |  |
| Left-Turn    | 9    | 5    | 10   | 10   | 7    | 42    | 7.0                 |  |
| Pedestrian   | 0    | 1    | 0    | 0    | 0    | 1     | 0.2                 |  |
| Rear-End     | 37   | 23   | 28   | 33   | 30   | 151   | 25.2                |  |
| Right-Turn   | 0    | 1    | 0    | 0    | 5    | 6     | 1.0                 |  |
| Rollover     | 0    | 1    | 0    | 0    | 0    | 1     | 0.2                 |  |
| Side-Swipe   | 6    | 8    | 7    | 10   | 8    | 39    | 6.5                 |  |
| Other        | 1    | 0    | 0    | 0    | 0    | 1     | 0.2                 |  |
| Total        | 63   | 46   | 50   | 59   | 56   | 275   | 45.8                |  |

Table 2Crash Type SummaryS.R. 867 from Cypress Lake Drive to Colby Drive

- The crashes resulted in three (3) fatalities, 91 injuries, and \$1,267,691 in estimated property damage.
- 214 of the crashes (78%) occurred during the day and the remaining 61 crashes (22%) occurred during the night.
- 241 of the crashes (88%) occurred on dry pavement conditions, 32 crashes (12%) occurred on wet pavement conditions and two (2) crashes (<1%) occurred on unknown pavement conditions.</li>
- Two (2) fatal left-turn crashes occurred at the Bridge Plaza Entrance and Cypress Lake Drive.
- The two (2) bicycle and one (1) pedestrian crash occurred at various locations throughout the corridor, without any noticeable concentration in any particular location.
- Based on a review of the crash data, angle and left-turn crashes along the corridor at unsignalized locations were noted to be dispersed throughout the corridor with a higher concentration of crashes noted at the following locations:
  - Seven (7) left-turn (including one (1) fatal) and two (2) angle crashes were noted at the Bridge Plaza Entrance.

• In reviewing the crash data, we identified a high number of left-turn crashes associated with the left-turn movements at the Cypress Lake Drive intersection (two (2) northbound and eight (8) southbound crashes in 5 years). It is recommended that potential conversion to protected-only left-turn phasing for the southbound left-turn movement be evaluated.

Detailed collision summaries and diagrams are provided in Appendix B.

# 4

### FDOT AND COUNTY ROADWAY IMPROVEMENTS

FDOT's Five (5) Year Work Program and Lee County's Long-Range Capital Improvement Plan were reviewed for any scheduled improvements along the S.R. 867 corridor. There are no planned projects along this corridor from either FDOT or Lee County.

# 5

### CONCEPTUAL ACCESS MANAGEMENT PLAN

A conceptual access management improvement plan was developed, consisting of full median openings at signalized intersections. Unsignalized full median openings and directional median openings are not provided in this plan due to the potential changes in corridor turning movements and crash trends between the time of this study effort and the design phase. The placement of additional median openings at unsignalized locations (full and directional) should be determined during the design and be based on turning movement volumes, type of land use, an operational evaluation of the corridor, field observations, collision data provided in this report, side street connectivity, public outreach, the FDOT Access Management Guidelines and engineering judgement. The intent of this plan is to provide the typical section with a raised median, along with probable costs and a benefit/cost analysis associated with the construction of a raised median. Recognizing that the location of median openings will be assessed in more detail during the design stages of the project, noted consideration should be given at such time towards re-evaluating and addressing the relatively high concentration of angle and left-turn crashes at the Bridge Plaza Entrance.

A critical component in developing an access management improvement plan is the FDOT context classification. The corridor was determined by FDOT to be C3C-Suburban Commercial from Cypress Lake Drive to just south of College Parkway and C3R-Suburban Residential from just south of College Parkway to Edinburgh Drive. Currently throughout the study corridor, S.R. 867 from Cypress Lake Drive to Edinburgh Drive has an access classification of 6, which is non-restrictive median type. Signalized full median openings are provided at Cypress Lake Drive, Camelot Drive/Landings Drive, and College Parkway. Bike lanes are not currently provided on the study segment or along the adjacent roadway segments.

The typical right-of-way width varies along the corridor from approximately 80 feet to 100 feet. The roadway width for the typical section is 67 feet (varying by one (1) to two (2) feet) and consists of four (4) 13-foot lanes, a 15-foot two-way left-turn lane and Type F curb and gutter on both sides of the road. Included in *Appendix C* is a typical section showing existing and proposed conditions. It is recommended to convert the existing continuous two-way left-turn lane to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per FDOT index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. The proposed typical section was selected in order to avoid right-of-way acquisitions and significant construction impacts, but may require a design variation and/or exception for lane width (FDM Table 201.2.1) involving travel lanes and auxiliary lanes. For the purposes of this study, the design speed was assumed to be 5-mph above the posted speed limit.

Side street connectivity was reviewed and the surrounding street network appears to provide adequate alternate routes to access signalized intersections and to accommodate a more restrictive median along the corridor, however, there are many driveways along the corridor that will not benefit from a grid network. Thus, U-turn opportunities should be considered when recommending median openings along the corridor. The proposed typical section for S.R. 867 is a four-lane divided roadway and given the surrounding roadway grid, U-turn movements are anticipated to be low. However, given the roadway width, U-turn aprons are likely to be needed and should be evaluated during the design phase.

For the purposes of this effort, the lengths of the left-turn lanes at signalized intersections were

based on the existing turn-lane length. For locations where the existing turn-lane storage was less than the current criteria/standards contained in the FDM, the turn-lane length was increased to meet current standards for the roadway. During the design phase, the turning movement volumes, including additional volumes resulting from new U-turns, should be used to determine the required left-turn storage.

As shown in the typical section included in **Appendix C**, the recommended improvements will not add additional travel lanes or widen the existing roadway. The existing roadway is in an urban section with curb & gutter on the outside that collects runoff in a series of inlets, which is then conveyed in a series of pipe culverts. As shown in **Appendix C**, removal of existing pavement and installation of a sodded median in locations where it does not presently exist is expected to result in a net decrease of impervious area. Throughout most of the corridor, existing drainage patterns will be maintained. However, in areas of proposed left-turn lanes, overbuild is proposed to remove the existing crown of the road, such that runoff form all portions of the proposed turn-lane will be directed across the adjacent travel lanes to the outside curb line. Though no impacts to the existing outside curb & gutter are anticipated, spread calculations for existing inlets may need to be analyzed during design to ensure that additional inlets are not required as a result of these minor changes in existing drainage patterns.

# 6 COST ESTIMATE

The overall improvement costs were estimated based on FDOT historical unit prices as shown in *Table 3*. The total cost of the improvements, including engineering and CEI, are estimated at approximately \$477,188. The cost estimate includes reasonable assumptions for the length of left-turn lanes and should be updated as part of the design phase. An Improvement Diagram is provided in *Appendix C*.

| Table 3   |
|---|
| Engineer's Estimate of Probable Costs           |
| S.R. 867 from Cypress Lake Drive to Colby Drive |

|            | ENGINEER'S OPINION OF PROBABLE COSTS<br>S.R. 867 from Cypress Lake to Colby Drive |       |                       |              |                 |              |  |  |  |  |  |  |  |
|------------|---|-------|-----------------------|--------------|-----------------|--------------|--|--|--|--|--|--|--|
| PAY ITEM   | PAY ITEM DESCRIPTION  | UNITS | QUANTITY              | UN           | IIT PRICE       | TOTAL        |  |  |  |  |  |  |  |
| 0660 2106  | LOOP ASSEMBLY, F&I, TYPE F  | AS    | 3                     | \$           | 902.40          | \$2,707.20   |  |  |  |  |  |  |  |
|            |   |       | SIGN                  | AL S         | UBTOTAL         | \$2,707.20   |  |  |  |  |  |  |  |
| 0104 18    | INLET PROTECTION SYSTEM   | EA    | 24                    | \$           | 102.23          | \$2,453.52   |  |  |  |  |  |  |  |
| 0110 1 1   | CLEARING & GRUBBING   | AC    | 1.04                  | Ŧ            | 14,035.21       | \$14,596.62  |  |  |  |  |  |  |  |
| 0327 70 1  | MILLING EXIST ASPH PAVT, 1" AVG DEPTH   | SY    | 1,377                 | \$           | 2.19            | \$3,015.63   |  |  |  |  |  |  |  |
| 0337 7 82  | ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22   | TN    | 75.735                | \$           | 142.35          | \$10,780.88  |  |  |  |  |  |  |  |
| 0520 2 2   | CONCRETE CURB, TYPE B   | LF    | 6,617                 | \$           | 25.56           | \$169,130.52 |  |  |  |  |  |  |  |
| 0520 5 11  | TRAF SEP CONC-TYPE I, 4' WIDE   | LF    | 870                   | \$           | 42.11           | \$36,635.70  |  |  |  |  |  |  |  |
| 0520 70    | CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT  | SY    | 39                    | \$           | 73.86           | \$2,880.54   |  |  |  |  |  |  |  |
| 0570 1 2   | PERFORMANCE TURF, SOD   | SY    | 4,650                 | \$           | 2.57            | \$11,950.50  |  |  |  |  |  |  |  |
|            |   | AY S  | <b>UBTOTAL</b>        | \$251,443.91 |                 |              |  |  |  |  |  |  |  |
| 0711 14125 | THERMOPLASTIC, PREFORM, WHITE, SOLID,24"  | LF    | 45                    | \$           | 16.63           | \$748.35     |  |  |  |  |  |  |  |
| 0711 14170 | THERMOPLASTIC, PREFORMED, WHITE, ARROW  | EA    | 15                    | \$           | 154.52          | \$2,317.80   |  |  |  |  |  |  |  |
| 0711 15101 | THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"   | GM    | 0.161                 | \$           | 4,326.95        | \$696.64     |  |  |  |  |  |  |  |
| 0711 15131 | THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"  | GM    | 0.095                 | \$           | 1,515.57        | \$143.98     |  |  |  |  |  |  |  |
| 0711 15201 | THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"  | GM    | 1.645                 | \$           | 4,283.65        | \$7,046.60   |  |  |  |  |  |  |  |
|            |   | P     | AVEMENT MARKI         | NG S         | <b>UBTOTAL</b>  | \$10,953.37  |  |  |  |  |  |  |  |
|            |   |       |                       | S            | <b>SUBTOTAL</b> | \$265,104.48 |  |  |  |  |  |  |  |
|            |   |       |                       |              |                 |              |  |  |  |  |  |  |  |
| 0101 1     |   | MO    | BILIZATION (10%)      |              |                 | \$26,510.45  |  |  |  |  |  |  |  |
| 0102 1     | MAINT   |       | OF TRAFFIC (20%)      |              |                 | \$53,020.90  |  |  |  |  |  |  |  |
| 0999 25    |   |       | NTINGENCY (20%)       |              |                 | \$53,020.90  |  |  |  |  |  |  |  |
|            |   | CONST | <b>FRUCTION TOTAL</b> |              |                 | \$397,656.72 |  |  |  |  |  |  |  |
|            |   |       |                       |              |                 |              |  |  |  |  |  |  |  |
|            |   | EN    | GINEERING (20%)       |              |                 | \$53,020.90  |  |  |  |  |  |  |  |
|            |   |       | CEI (10%)             |              |                 | \$26,510.45  |  |  |  |  |  |  |  |
|            |   |       |                       |              |                 |              |  |  |  |  |  |  |  |
|            |   |       | PR                    | OJE          | CT TOTAL        | \$477,188.06 |  |  |  |  |  |  |  |

\*Note: Milling and resurfacing restricted to left-turn lanes

## 7 BENEFIT/COST ANALYSIS

A benefit cost analysis was conducted for the construction of a raised median to determine if the project is justified based on criteria outlined in the Highway Safety Improvement Program Manual. The benefit of the improvement is determined as the cost associated with any crash susceptible to correction by the improvement.

The Federal Highway Administration's (FHWA) CMF Clearinghouse identifies a Crash Modification Factor (CMF) of 0.61 for the installation of a raised median for a prior road condition with no raised median. This CMF was applied to all long form crashes within the study corridor minus crashes that occurred within the signalized intersections and rear-end crashes on approach to the signalized intersections. Crash modification factor information sheets are provided in *Appendix D*.

Based on the Benefit Cost Analysis spreadsheet shown as **Table 4**, upon applying the CMF factors to 74 long form crashes along the corridor, the improvements are projected to result in a reduction of 5.77 crashes per year. The cost per crash is \$207,971 as obtained from FDOT's CAR Segment Based Crash Rate Statistics (statewide suburban 4-5 lane 2-way undivided roadway). Therefore, the Benefit/Cost ratio of the proposed improvements is 31.73. The proposed improvements are justified as a candidate project for federal safety funding.

The Net Present Value (NPV) for the improvements is estimated at \$15,836,757. The NPV calculations are provided in *Appendix E*.

# Table 4Benefit/Cost AnalysisS.R. 867 from Cypress Lake Drive to Colby Drive

| -        |  |   |           |           |         |         |          |          |                         |                   |                   |              |   |                 |
|----------|--|---|-----------|-----------|---------|---------|----------|----------|-------------------------|-------------------|-------------------|--------------|---|-----------------|
| 2.<br>3. | SUBMITTED BY<br>DATE SUBMITTED<br>PROJECT NO.<br>ALTERNATIVE NO. | TEDS<br>1/30/2020<br>1                        |           |           |         |         |          | -        | FM #                    |                   | 5.<br>SN          | 12040        | SAFETY PRIC<br>ENV. STUDY<br>SKID (ID)<br>SPEED |                 |
| 6.       | DISTRICT   | 1 COUNTY Lee                                  |           |           | _       |         | SECT     | ION      | 12040                   |                   | SR                |              | U.S. ROAD                                       | N/A             |
| 7.       | BEGIN MILE POST  | 2.671   |           |           | EN      | D MILE  | POST     | 3.695    |                         |                   | LENGTH            | 1.024        | NODE  | N/A             |
| 10.      | PROPOSED IMPRO   | OVEMENTS (LIST AND DISCUSS):                  |           |           |         |         |          |          |                         |                   |                   |              |   |                 |
|          | Install a raised medi  | an  |           |           |         |         |          |          |                         |                   |                   |              |   |                 |
| 11.      | YEAR   |   | 2014      | 2015      | 2016    | 2017    | 2018     | AVG      |                         |                   | 14.               | CRASH IN     | FORMATION F                                     | FOR FACILITY    |
| 12.      | Benefit: Install a Raised  | NO. OF CRASHES                                | 17        | 14        | 9       | 21      | 13       | 14.8     |                         |                   |                   | COST/CRAS    | SH  | \$207,971.00    |
|          | Median<br>[CMF= 0.610]   | NO. CRASHES POTENTIALLY<br>REDUCED BY PROJECT | 6.63      | 5.46      | 3.51    | 8.19    | 5.07     | 5.77     |                         |                   |                   | CRASH CL     |   | -\$100.00<br>4% |
|          | Cr   | ashes Reduced                                 |           |           |         |         | 15.      |          | ANNUAL COS              |                   | MPROVEMEN<br>COST | LIFE         |   | AN'L COST       |
|          | 9.00   |   |           | I         |         |         |          |          | R-O-W                   | \$                | -                 | 50           |   | \$0             |
|          | 9.00   |   |           |           |         |         |          |          | PECEI                   | \$                | 79,531.34         | 20           |   | \$5,854         |
|          | 8.00   |   |           |           |         |         |          |          | STRUCTURAL<br>SIGNAL    | . <u>\$</u><br>\$ | 4.060.80          | 50<br>20     |   | \$0<br>\$299    |
|          | 7.00   |   |           | ł         |         |         |          |          | STRIPING                | \$                | 4,060.80          | 2(           |   | \$2,440         |
|          | 6.00   |   |           | i         |         |         |          |          | ROADWAY                 | \$                | 377,165.86        | 20           |   | \$27,759        |
|          |  |   |           |           |         |         |          |          | SUBTOTAL                | \$                | 477,188.06        |              |   | \$36,352        |
|          | 5.00   |   |           |           |         |         |          |          | LIGHTING<br>CRASH CLEAN | \$                | -                 | 15           | 5 0.0899  | \$0<br>\$1,480  |
|          | 4.00   |   |           |           |         |         |          |          | TOTAL                   | NUP               |                   |              |   | \$37,832        |
|          | 3.00   |   |           | i         |         |         |          |          |                         |                   |                   |              |   |                 |
|          | 2.00   |   |           | l         |         |         | 16.      | BENE     | FIT                     |                   |                   |              | -   | \$1,200,409     |
|          | 1.00   |   |           |           |         |         |          |          |                         |                   |                   |              |   |                 |
|          | 0.00   | 4 2015 2016 2017 2018                         |           | ļ         |         |         | 17.      | BENE     | FIT / COST              |                   |                   |              | -   | 31.73           |
|          |  |   |           |           |         |         |          |          |                         |                   |                   |              |   |                 |
|          | PREPARED BY:   |   |           |           |         |         |          | APPR     | OVED BY:                |                   |                   |              | DATE:   |                 |
| • Co     | ost per crash based on C   | Category 25- Suburban 4-5 Lane 2 Way U        | Individeo | d (\$207, | 971) as | obtaine | d from t | the Segr | nent Based crash        | Rate Sta          | tistics for FDOT  | (year 2018). |   |                 |

• Installation of a raised median has a CMF of 0.61 pertaining to all crash types; this CMF was applied to all the long-form crashes throughout the corridor minus crashes that occurred in the signalized intersections and rear-end crashes on approach to the signalized intersections.

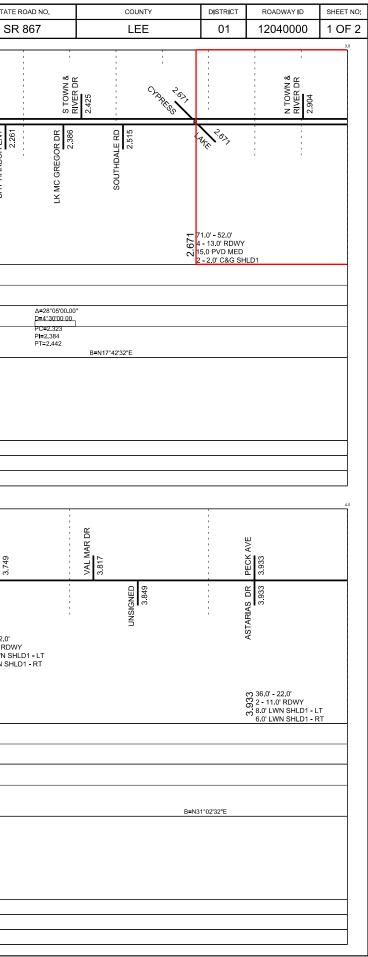
## APPENDIX

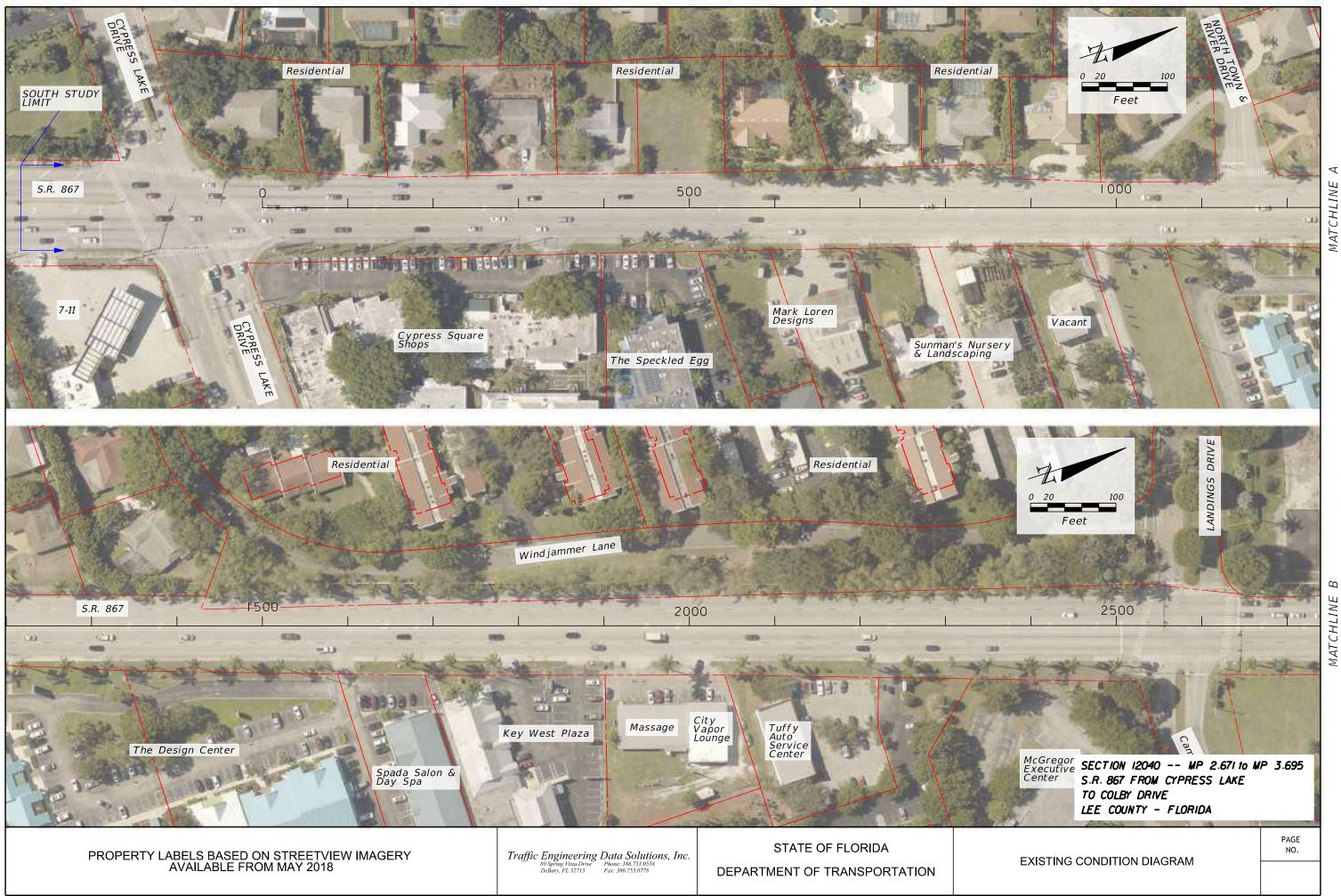
### **APPENDIX A**

### STRAIGHT LINE DIAGRAM AND EXISTING CONDITION DIAGRAM

| DATE    |                             | 5 YR INV<br>06/26/2017  | SLD REV<br>07/21/2017  | BMP EMP IN<br>3.489 6.485 06/26 | /2019 7/11/19(430887/433221/  | FLORIDA DEPARTMENT OF TRANSPORTATI  |  |                                      | SECTION STATUS  | INT. or US ROUTE NO.   | ST                                      |
|---------|-----------------------------|---|--|---------------------------------|---|---|--|--------------------------------------|---|--|---|
| BY      |                             | FTE   | FTE  | 0.000 6.485                     | 440119)<br>09/19/19 (F241)  |   | RAM OF ROAD INV  | ENTORY                               | 12  |  | <u>.</u>                                |
|         | ILD MCGREGOR                | INSIDE URBAN, OUTSIDE CITY<br>INSIDE URBAN, OUTSIDE CITY<br>INSIDE CORAL<br>INSIDE CORAL<br>INI   |  | 0.626 0.626                     | ENT<br>1800   | 0900<br>.157<br>.157<br>.0090<br>.090   |  | 1.757<br>PLASS<br>1.757<br>PLACID DR | 1.305<br>1.305  | 1.993<br>DEEP<br>LAGON LN  |   |
|         | ومیا<br>ROADWAY<br>FEATURES | × 00<br>0 22<br>0 24<br>0 24<br>0 20<br>0 24<br>0 20<br>0 24<br>0 20<br>0 20<br>0<br>0 20<br>0 20<br>0<br>0 20<br>0 20<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 15.0° - 52.0°<br>- 13.0° RDWY<br>-9.0 CB8VEG MED<br>- 2.0° C&G INSHLD1<br>- 2.0° C&G INSHLD1<br>- 2.0° C&G SHLD1 | PINE RIDGE RD                   | MCGREGOR<br>PARK ENT<br>0.800   | MAHOE CT<br>1.015<br>1.090<br>MARTIN DR<br>1.157<br>1.157   | ABACO<br>LAKES DR<br>1497  | : :                                  |   |  | BAY HARBOR ENT                          |
| L<br>AJ | ANE WIDTHS<br>RE AVERAGED   | 2 - 12.0'L + 2 - 13.0'R RDW<br>35.0 CB&VEG MED<br>2 - 2.0' C&G INSHLD1<br>2 - 2.0' C&G SHLD1  | Ŷ  |                                 |   |   |  |                                      |   |  |   |
|         | ROADWAY                     | 28/FC-4<br>28/FC-4  |  |                                 |   |   |  |                                      |   |  |   |
|         | HORIZONTAL<br>ALIGNMENT     | CUR∨E DATA N□T  | FIELD VERIFIED   |                                 | ∆=3°40'00.00"<br><u>P=1'00'00 00</u><br>PC=0.719<br>PI=0.754<br>PT=0.788<br>B=N45°47'32"E |   |  |                                      |   |  |   |
|         | STRUCTURE                   |   |  |                                 |   |   | ) 1.407<br>16' X 6' X 154 CBC  |                                      |   | 2.62<br>2.6 X 5 X 135 CBC  |   |
|         | DISTRICT USE                |   |  |                                 |   |   |  |                                      |   |  |   |
| -       | SIS<br>FUN CLASS            | URBAN MINOR ART   |  |                                 |   |   |  |                                      |   |  |   |
|         |                             |   |  |                                 |   |   |  |                                      |   |  |   |
|         | UU<br>VU<br>VU              | 10<br>INSIDE URBAN, OUTSIDE CITY<br>CAPE CORAL<br>T=MCGREGOR BLVD<br>T=SR 867   |  | a.176                           |   | TURNOUT   |  | TL                                   | \$0 <sub>10</sub>   | the of the second  | KEENAN AVE                              |
|         | ROADWAY<br>FEATURES         |   |  | CAMELOT DR<br>3.176             | BRIDGE PLZ ENT<br>3.294   | TURNOUT<br>3.462  | COLLER ATU.  | )' - 24.0'L+12.0'R                   | 3.609<br>WEST COLLEGE<br>PT DR  | 230  | 2 38.0' - 22<br>2 - 11.0'<br>2 - 00' LW |
|         | LANE WIDTHS<br>ARE AVERAGED | 71.0' - 52.0'<br>4 - 13.0' RDWY<br>15.0 PVD MED   |  |                                 |   | ← 81.0' - 48.0'<br>∞ 4 - 12.0' RDWY<br><sup>∞</sup> 29.0 TFSP MED<br><sup>∞</sup> 1.0' PVD INSHLD1 - LT | ເດ 16.0<br>ຕ 5.0'<br>2.0'  | LWN SHLD2 - LT 00 2 -                | 0' - 24.0'<br>12.0' RDWY<br>) PVD MED<br>PVD SHLD1 - LT<br>CRG SHLD1 - RT | 51.0' - 24.0'<br>51.0' - 24.0'<br>2 - 12.0' RDW<br>9.0 PVD MED<br>5.0' PVD SHL | 6.0' LWN                                |
| -       |                             | 2 - 2.0' C&G SHLD1  |  |                                 |   | 2 - 2.0' C&G SHLD1  | 2 - 2.0' C&G SHLD1   | 12.0                                 | 0' LWN SHLD2 - LT   | 6.0' LWN SHL<br>7.0' LWN SHL   |   |
|         | ROADWAY                     | 28/FC-4   |  |                                 |   |   |  |                                      |   | 2<br>9<br>0  | 28/FC-4                                 |
| F       | - Sim Cornon                | 28/FC-4<br>CUR∨E DATA N⊡T   | FIELD VERIFIED   |                                 |   |   |  |                                      | PC=3.6  | 45   |   |
|         | HORIZONTAL<br>ALIGNMENT     |   |  |                                 |   |   |  |                                      | PI=3.68<br>PT=3.6<br>Δ=13°2<br>D=3°00                                     | 82   |   |
|         | STRUCTURE                   |   |  |                                 |   |   | 00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00 |                                      |   | 3,726  | 1 - 24" X 24' CC                        |
|         | DISTRICT USE                |   |  |                                 |   |   |  |                                      |   |  |   |
| ⊢       | SIS<br>FUN CLASS            | URBAN MINOR ART   |  |                                 |   |   |  |                                      |   |  |   |
|         |                             |   |  |                                 |   |   |  |                                      |   |  |   |

Version: 1.4.2.27 07/11/2019







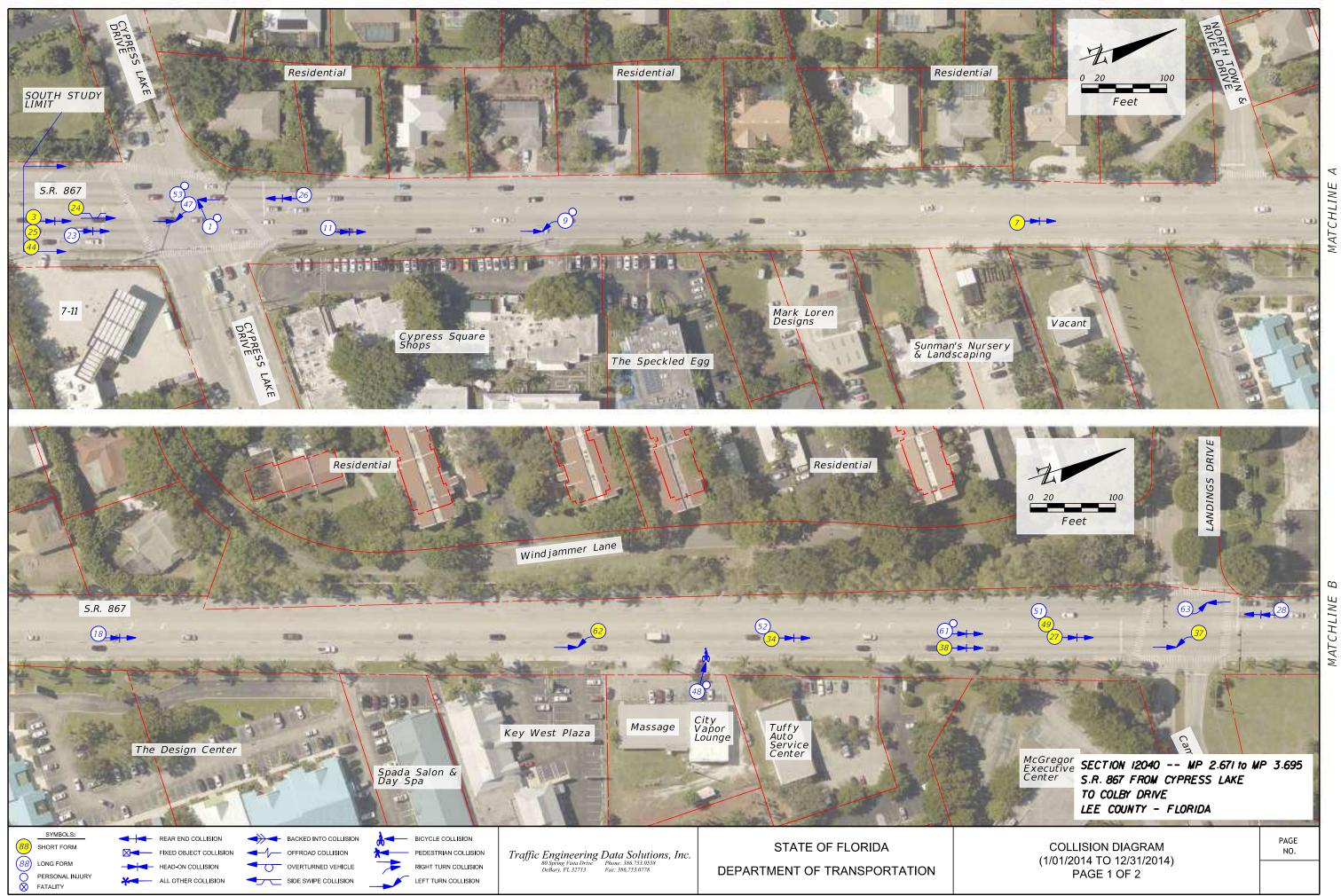
 $\mathcal{O}$ MATCHLINE

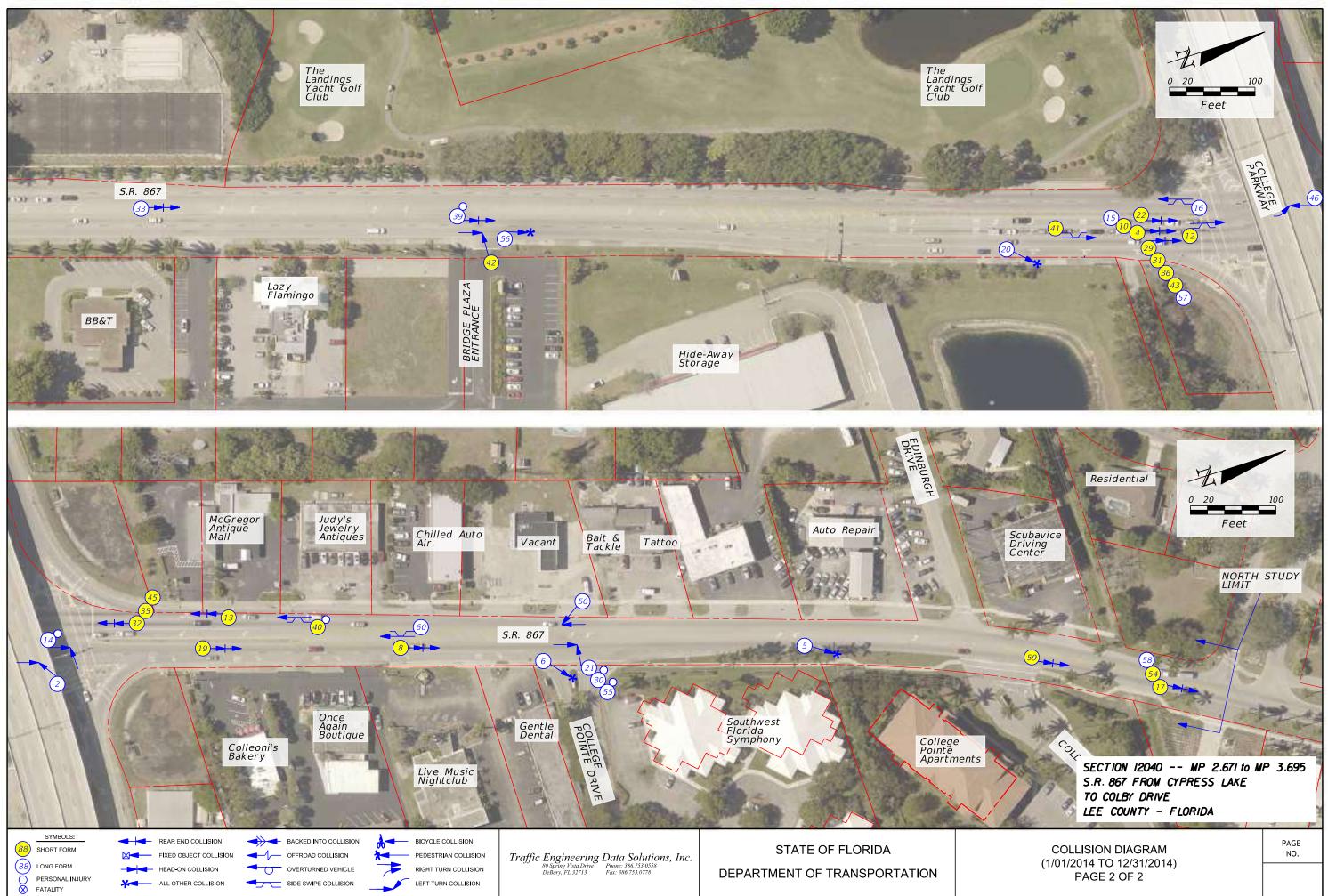
#### **APPENDIX B**

## COLLISION SUMMARIES & DIAGRAMS

|              |                      |                   | FL             | ORI     | DA I   | DEPARTN                        | MENT (             | OF TRA               | ANSPO        | )RTA     | TION           | [            |                                       |
|--------------|----------------------|-------------------|----------------|---------|--------|--------------------------------|--------------------|----------------------|--------------|----------|----------------|--------------|---------------------------------------|
|              |                      |                   |                |         |        | COLLI                          | SION               | SUMMAI               | R Y          |          |                |              |                                       |
| Section:     | 12040                |                   |                |         |        | State Road:                    | 867                |                      |              | County:  | Lee            |              |                                       |
| Intersecting | g route:             | Cypress I         | Lake / C       | Colby D | rive   | Milepost:                      | 2.671 - 3.69       | 5                    |              | Data by: | SEN            |              |                                       |
| Study perio  | od:                  | 1/1/2014          | to             | 12/31/2 | 2014   |                                |                    |                      |              | Date:    | 1/16/2020      | )            |                                       |
| NO.          | DATE                 | DAY               | TIME           | FATAL   | INJURY | INJURY<br>SEVERITY             | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT     | FORM         | DUI      | DAY /<br>NIGHT | WET /<br>DRY | CONTRIBUTING CAUSE                    |
| 1            | 01/07/14             | Tuesday           | 0:47           | 0       | 1      | 3-Non-Incapacitating           | \$7,000            | Left-Turn            | Long         | No       | Night          | Dry          | Ran Red Light                         |
| 2            | 01/08/14             | Wednesday         | 12:56          | 0       | 0      | 1-None                         | \$10,000           | Angle                | Long         | No       | Day            | Dry          | Ran Red Light                         |
| 3            | 01/11/14             | Saturday          | 18:24          | 0       | 0      | 1-None                         | \$10,000           | Rear-End             | Short        | No       | Night          | Dry          | Careless Driving                      |
| 4            | 01/15/14             | Wednesday         | 23:47          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Night          | ?            | Careless Driving                      |
| 5            | 01/19/14             | Sunday            | 2:02           | 0       | 0      | 1-None                         | \$5,000            | Fixed-Object         | Long         | No       | Night          | Dry          | DUI                                   |
| 6            | 01/25/14             | Saturday          | 2:19           | 0       | 0      | 1-None                         | \$2,000            | Fixed-Object         | Long         | Yes      | Night          | Dry          | Careless Driving                      |
| 7            | 01/30/14             | Thursday          | 17:14          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Wet          | Careless Driving                      |
| 8            | 02/07/14             | Friday            | 10:19          | 0       | 0      | 1-None                         | \$4,000            | Rear-End             | Short        | No       | Day            | ?            | Careless Driving                      |
| 9            | 02/08/14             | Saturday          | 20:22          | 0       | 1      | 4-Incapacitating               | \$7,000            | Left-Turn            | Long         | No       | Night          | Dry          | FTYROW                                |
| 10           | 02/13/14             | Thursday          | 20:19          | 0       | 0      | 1-None                         | \$1,000            | Rear-End             | Short        | No       | Night          | Dry          | Careless Driving                      |
| 11           | 02/18/14             | Tuesday           | 18:58          | 0       | 0      | 1-None                         | \$14,000           | Rear-End             | Long         | No       | Night          | Dry          | Careless Driving                      |
| 12           | 02/27/14             | Thursday          | 7:24           | 0       | 0      | 1-None                         | \$0                | Side-Swipe           | Short        | No       | Day            | Dry          | Improper Lane Change                  |
| 13           | 02/27/14             | Thursday          | 20:36          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Night          | Wet          | Careless Driving                      |
| 14           | 02/28/14             | Friday            | 23:05          | 0       | 1      | 2-Possible                     | \$17,000           | Angle                | Long         | Yes      | Night          | Dry          | DUI                                   |
| 15           | 03/24/14             | Monday            | 21:58          | 0       | 0      | 1-None                         | \$5,000            | Rear-End             | Long         | No       | Night          | Wet          | Careless Driving                      |
| 16           | 04/01/14             | Tuesday           | 18:37          | 0       | 0      | 1-None                         | \$250              | Side-Swipe           | Long         | No       | Day            | Dry          | Improper Lane Change                  |
| 17           | 04/08/14             | Tuesday           | 15:31          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Wet          | Careless Driving                      |
| 18           | 04/10/14             | Thursday          | 16:05          | 0       | 0      | 1-None                         | \$11,500           | Rear-End             | Long         | No       | Day            | Dry          | Careless Driving                      |
| 19           | 04/11/14             | Friday            | 12:30          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 20           | 04/27/14             | Sunday            | 10:30          | 0       | 0      | 1-None                         | \$2,000            | Fixed-Object         | Long         | No       | Day            | Dry          | Lost Control                          |
| 21           | 05/02/14             | Friday            | 16:22          | 0       | 0      | 1-None                         | \$10,000           | Angle                | Long         | No       | Day            | Dry          | FTYROW                                |
| 22           | 05/05/14             | Monday            | 17:50          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 23           | 05/07/14             | Wednesday         | 20:48          | 0       | 0      | 1-None                         | \$1,750            | Rear-End             | Long         | Yes      | Night          | Dry          | Careless Driving                      |
| 24           | 06/02/14             | Monday            | 0:30           | 0       | 0      | 1-None                         | \$0                | Side-Swipe           | Short        | No       | Night          | Dry          | Improper Lane Change                  |
| 25           | 06/09/14             | Monday            | 14:59          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 26           | 06/10/14             | Tuesday           | 21:07          | 0       | 0      | 1-None                         | \$2,000            | Rear-End             | Long         | Yes      | Night          | Dry          | DUI                                   |
| 27           | 06/17/14             | Tuesday           | 17:40          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 28           | 06/19/14             | Thursday          | 17:17          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Long         | No       | Day            | Dry          | Careless Driving                      |
| 29           | 06/22/14             | Sunday            | 11:18          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 30           | 06/22/14             | Sunday            | 18:13          | 0       | 1      | 2-Possible                     | \$10,000           | Left-Turn            | Long         | Yes      | Day            | Dry          | FTYROW                                |
| 31           | 06/25/14             | Wednesdav         | 14:36          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 32           | 07/02/14             | Wednesday         | 12:59          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 33           | 07/03/14             | Thursday          | 15:38          | 0       | 0      | 1-None                         | \$13,000           | Rear-End             | Long         | No       | Day            | Dry          | Careless Driving                      |
| 34           | 07/11/14             | Friday            | 15:24          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Wet          | Lost Control                          |
| 35           | 07/16/14             | Wednesday         | 13:55          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 36           | 07/24/14             | Thursday          | 8:29           | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
| 30           | 07/25/14             | Friday            | 16:38          | 0       | 0      | 1-None                         | \$15,000           | Left-Turn            | Short        | No       | Day            | Dry          | FTYROW                                |
| 38           | 07/26/14             | Saturday          | 14:05          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Wet          | Following Too Closely                 |
| 39           | 08/06/14             | Wednesday         | 17:30          | 0       | 1      | 2-Possible                     | \$16,100           | Rear-End             | Long         | No       | Day            | Dry          | Careless Driving                      |
| 40           | 08/14/14             | Thursday          | 14:52          | 0       | 0      | 1-None                         | \$0                | Side-Swipe           | Short        | No       | Day            | Dry          | Reckless Driving                      |
| 40           | 08/21/14             | Thursday          | 14:12          | 0       | 0      | 1-None                         | \$0                | Side-Swipe           | Short        | No       | Day            | Dry          | Improper Lane Change                  |
| 41           | 08/21/14             | Thursday          | 17:50          | 0       | 0      | 1-None                         | \$0                | Angle                | Short        | No       | Day            | Dry          | FTYROW                                |
| 42           | 09/02/14             | Tuesday           | 16:09          | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short        | No       | Day            | Wet          | Careless Driving                      |
| 43           | 09/02/14             | Wednesday         | 8:35           | 0       | 0      | 1-None                         | \$12,000           | Rear-End             | Short        | No       | Day            | Dry          | Careless Driving                      |
|              |                      | -                 |                | 0       | 0      |                                |                    |                      |              |          | -              |              | , , , , , , , , , , , , , , , , , , , |
| 45<br>46     | 09/13/14             | Saturday          | 16:47<br>0:14  | 0       | 0      | 1-None<br>1-None               | \$0<br>\$3,000     | Rear-End             | Short        | No<br>No | Day<br>Night   | Dry<br>Wet   | Careless Driving                      |
|              | 10/04/14             | Saturday          |                | 0       | 0      |                                |                    | Left-Turn            | Long         |          | Night<br>Night |              | Ran Red Light                         |
| 47<br>48     | 10/07/14<br>10/13/14 | Tuesday<br>Monday | 20:55<br>14:54 | 0       | 0      | 1-None<br>3-Non-Incapacitating | \$4,000<br>\$500   | Left-Turn<br>Bicycle | Long<br>Long | Yes      | Night<br>Day   | Dry<br>Dry   | FTYROW<br>FTYROW                      |
|              |                      | n/ionday/         |                |         |        |                                |                    |                      |              |          |                |              |                                       |

|              |            |                          |          |          |              | COLLI                | SION               | SUMMAI           | R Y        |          |                |              |                  |            |
|--------------|------------|--------------------------|----------|----------|--------------|----------------------|--------------------|------------------|------------|----------|----------------|--------------|------------------|------------|
| Section:     | 12040      |                          |          |          |              | State Road:          | 867                |                  |            | County:  | Lee            |              |                  |            |
| Intersectin  | g route:   | Cypress I                | Lake / C | Colby D  | rive         | Milepost:            | 2.671 - 3.695      | 5                |            | Data by: | SEN            |              |                  |            |
| Study perio  | od:        | 1/1/2014                 | to       | 12/31/2  | 014          |                      |                    |                  |            | Date:    | 1/16/2020      | )            |                  |            |
| NO.          | DATE       | DAY                      | TIME     | FATAL    | INJURY       | INJURY<br>SEVERITY   | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT | FORM       | DUI      | DAY /<br>NIGHT | WET /<br>DRY | CONTRIBUT        | TING CAUSE |
| 50           | 10/21/14   | Tuesday                  | 11:34    | 0        | 0            | 1-None               | \$4,000            | Angle            | Long       | No       | Day            | Dry          | FTYI             | ROW        |
| 51           | 10/27/14   | Monday                   | 18:16    | 0        | 0            | 1-None               | \$10,000           | Rear-End         | Long       | No       | Day            | Dry          | Careless Driving |            |
| 52           | 11/01/14   | Saturday                 | 11:53    | 0        | 0            | 1-None               | \$1,600            | Rear-End         | Long       | No       | Day            | Dry          | Careless Driving |            |
| 53           | 11/04/14   | Tuesday                  | 14:10    | 0        | 2            | 2-Possible           | \$4,000            | Left-Turn        | Long       | No       | Day            | Dry          | FTYI             | ROW        |
| 54           | 11/09/14   | Sunday                   | 11:45    | 0        | 0            | 1-None               | \$0                | Rear-End         | Short      | No       | Day            | Wet          | Careless         | Driving    |
| 55           | 11/09/14   | Sunday                   | 18:23    | 0        | 1            | 2-Possible           | \$5,000            | Angle            | Long       | No       | Night          | Wet          | FTY              | ROW        |
| 56           | 11/11/14   | Tuesday                  | 15:36    | 0        | 0            | 1-None               | \$10,000           | Other            | Long       | No       | Day            | Dry          | Careless Driving |            |
| 57           | 11/14/14   | Friday                   | 18:00    | 0        | 0            | 1-None               | \$3,500            | Rear-End         | Long       | No       | Day            | Dry          | Careless         | Driving    |
| 58           | 11/19/14   | Wednesday                | 19:04    | 0        | 0            | 1-None               | \$6,000            | Rear-End         | Long       | No       | Day            | Dry          | Careless         | Driving    |
| 59           | 12/03/14   | Wednesday                | 16:00    | 0        | 0            | 1-None               | \$0                | Rear-End         | Short      | No       | Day            | Dry          | Distracte        | d Driving  |
| 60           | 12/10/14   | Wednesday                | 8:41     | 0        | 0            | 1-None               | \$3,000            | Side-Swipe       | Long       | No       | Day            | Dry          | Careless         | Driving    |
| 61           | 12/16/14   | Tuesday                  | 16:53    | 0        | 1            | 3-Non-Incapacitating | \$22,500           | Rear-End         | Long       | No       | Day            | Dry          | Careless         | Driving    |
| 62           | 12/19/14   | Friday                   | 14:34    | 0        | 0            | 1-None               | \$0                | Left-Turn        | Short      | No       | Day            | Dry          | FTY              | ROW        |
| 63           | 12/31/14   | Wednesday                | 11:14    | 0        | 0            | 1-None               | \$6,000            | Left-Turn        | Long       | No       | Day            | Wet          | FTY              | ROW        |
|              |            |                          |          |          |              |                      |                    |                  |            |          |                |              |                  |            |
| TOTAL        |            |                          |          | 0        | 10           |                      | \$259,600          |                  |            |          |                |              |                  |            |
| TOTAL<br>NO. | Property D | Injury Sev<br>amage Only | 5        | Fatality | Rear-<br>End | Side-Swipe           | Fixed-Object       | Left-Turn        | Bicycle    | Angle    | Other          |              |                  |            |
| 63           | 1 2        | 4                        | 9        | 0        | 37           | 6                    | 3                  | 9                | 1          | 6        | 1              | 0            | 0                | 0          |
| Percent      | 8          | 6%                       | 14%      | 0%       | 59%          | 10%                  | 5%                 | 14%              | 2%         | 10%      | 2%             | 0%           | 0%               | 0%         |
| CONTRIB      | Time       | of Day                   | Par      | vement C | ond.         | Improper Lane        | Careless           | Following        | Distracted | DUI      | FTUDOT         | Lost         | Reckless         | Ran Red    |
| CAUSE        | Day        | Night                    | Dry      | Wet      | ?            | Change               | Driving            | Too Closely      | Driving    | DUI      | FTYROW         | Control      | Driving          | Light      |
| Total        | 46         | 17                       | 50       | 11       | 0            | 4                    | 36                 | 1                | 1          | 3        | 12             | 2            | 1                | 3          |
| Percent      | 73%        | 27%                      | 79%      | 17%      | 0%           | 6%                   | 57%                | 2%               | 2%         | 5%       | 19%            | 3%           | 2%               | 5%         |





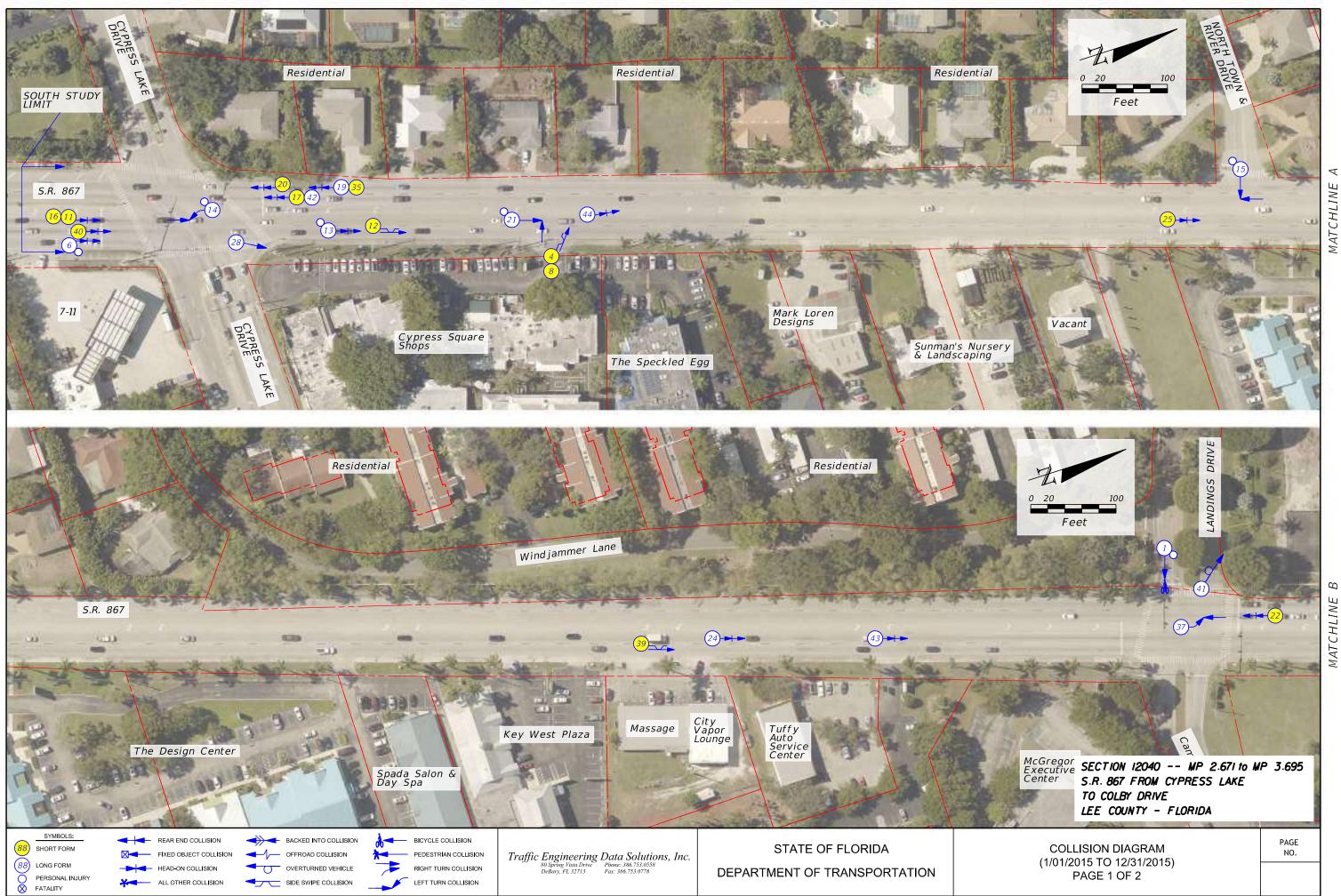
MATCHLINE C

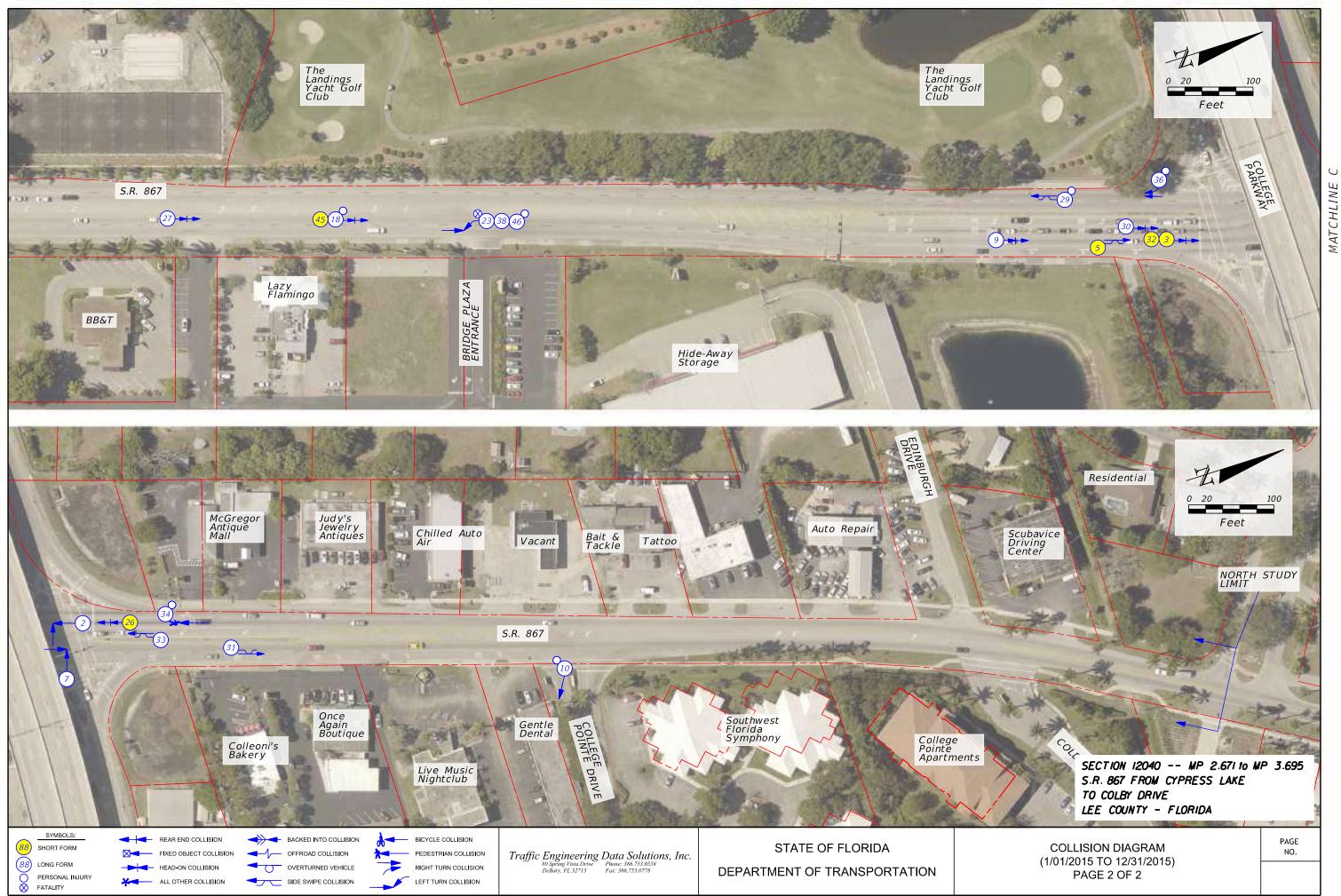
MATCHLINE C

| FLORIDA | DEPARTMENT OF TRANSPORTATION |
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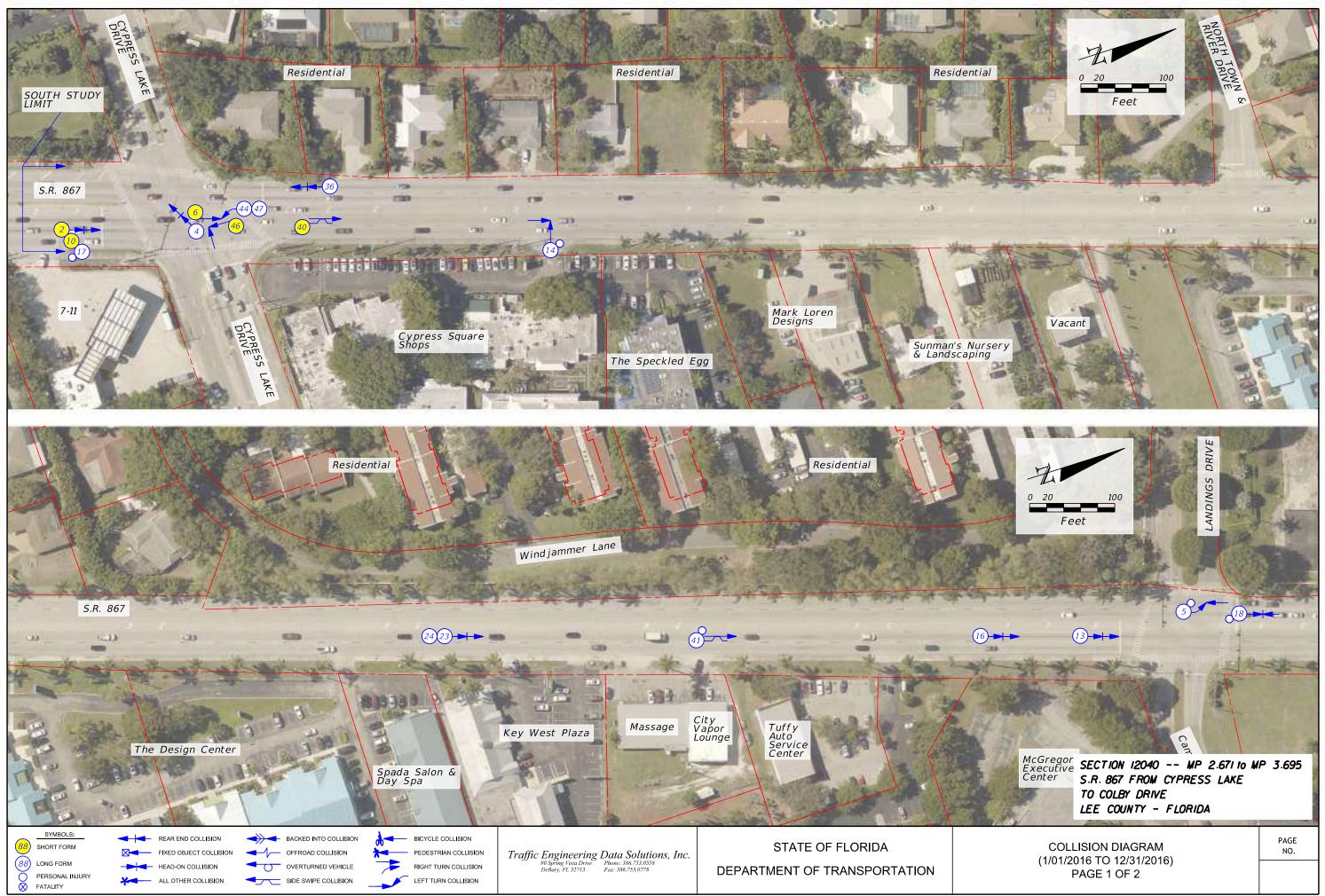
|                             |                      |                       |               |                |         |                          |                         |                     |                   | 51 01           |                   |                  |                  |                     |                        |
|-----------------------------|----------------------|-----------------------|---------------|----------------|---------|--------------------------|-------------------------|---------------------|-------------------|-----------------|-------------------|------------------|------------------|---------------------|------------------------|
| 6 <b></b>                   | 120.40               |                       |               |                |         |                          | LISION                  | S U M               | MARY              |                 | Compten           | I                |                  |                     |                        |
| Section:                    | 12040                | C I                   | -1 / 0        | - II D-        | •       | State Road:              |                         |                     |                   |                 | •                 | Lee              |                  |                     |                        |
| Intersecting<br>Study perio | ·                    | Cypress L<br>1/1/2015 | to            | 12/31/2        |         | Milepost:                | 2.671 - 3.695           | ,                   |                   |                 | Data by:<br>Date: | TSH<br>1/16/2019 |                  |                     |                        |
| Study perio                 | ·u.                  | 1/1/2013              | 10            | 12/31/2        | 015     | INJURY                   | PROPERTY                |                     |                   |                 | Date.             |                  | WET /            |                     |                        |
| NO.                         | DATE                 | DAY                   | TIME          | FATAL          | INJURY  | SEVERITY                 | DAMAGE                  | HARMF               | UL EVENT          | FORM            | DUI               | DAY /<br>NIGHT   | DRY              | CONTRIBUT           | TING CAUSE             |
| 1                           | 01/09/15             | Friday                | 16:34         | 0              | 1       | 3-Non-Incapacitating     | \$1,150                 | В                   | icycle            | Long            | No                | Day              | Dry              | Bike-F              | ΓYROW                  |
| 2                           | 01/11/15             | Sunday                | 19:45         | 0              | 0       | 1-None                   | \$30,000                | A                   | Angle             | Long            | No                | Night            | Wet              | Ran Re              | ed Light               |
| 3                           | 01/14/15             | Wednesday             | 13:18         | 0              | 0       | 1-None                   | \$0                     | Re                  | ar-End            | Short           | No                | Day              | Dry              | Careles             | s Driving              |
| 4                           | 01/16/15             | Friday                | 20:50         | 0              | 0       | 1-None                   | \$0                     | Side                | e-Swipe           | Short           | No                | Night            | Dry              | FTY                 | ROW                    |
| 5                           | 01/19/15             | Monday                | 10:20         | 0              | 0       | 1-None                   | \$0                     | Side                | e-Swipe           | Short           | No                | Day              | Dry              |                     | ane Change.            |
| 6                           | 01/20/15             | Tuesday               | 23:15         | 0              | 2       | 2-Possible               | \$11,000                |                     | ar-End            | Long            | No                | Night            | Dry              |                     | s Driving              |
| 7                           | 02/06/15             | Friday                | 20:04         | 0              | 0       | 1-None                   | \$15,000                |                     | Angle             | Long            | No                | Night            | Dry              |                     | ed Light               |
| 8                           | 02/13/15             | Friday                | 10:50         | 0              | 0       | 1-None                   | \$0                     |                     | e-Swipe           | Short           | No                | Day              | Dry              |                     | ROW                    |
| 9                           | 02/23/15             | Monday                | 19:16         | 0              | 0       | 1-None                   | \$4,000                 |                     | ar-End            | Long            | No                | Night            | Dry              |                     | s Driving              |
| 10                          | 02/27/15             | Friday                | 14:16         | 0              | 1       | 3-Non-Incapacitating     | \$2,000                 |                     | d-Object          | Long            | No                | Day              | Dry              |                     | s Driving              |
| 11                          | 02/27/15             | Friday                | 15:00         | 0              | 0       | 1-None                   | \$0                     |                     | ar-End            | Short           | No                | Day              | Dry              |                     | Too Closely            |
| 12                          | 03/09/15             | Monday                | 16:00         | 0              | 0       | 1-None                   | \$0                     |                     | e-Swipe           | Short           | No                | Day              | Dry              |                     | ane Change             |
| 13                          | 03/12/15             | Thursday              | 8:48          | 0              | 1       | 2-Possible               | \$8,000                 |                     | ar-End            | Long            | No                | Day              | Dry              |                     | s Driving              |
| 14<br>15                    | 03/13/15             | Friday                | 2:16<br>11:10 | 0              | 1       | 2-Possible               | \$2,000                 |                     | ft-Turn           | Long            | No                | Night            | Dry              |                     | ROW                    |
|                             |                      | Friday                |               |                |         | 3-Non-Incapacitating     | \$6,500                 |                     | Angle             | Long            | No                | Day              | Dry              |                     | Fraffic Control        |
| 16<br>17                    | 03/18/15<br>03/20/15 | Wednesday<br>Friday   | 14:17<br>8:00 | 0              | 0       | 1-None<br>1-None         | \$0<br>\$0              |                     | ar-End<br>ar-End  | Short<br>Short  | No<br>No          | Day<br>Day       | Dry<br>Dry       |                     | s Driving<br>s Driving |
| 17                          | 03/20/13             | Monday                | 16:00         | 0              | 2       | 2-Possible               | \$7,000                 |                     | ar-End<br>ar-End  | Long            | No                | Day              | Dry              |                     | s Driving              |
| 18                          | 03/23/15             | Friday                | 15:10         | 0              | 0       | 1-None                   | \$3,500                 |                     | ar-End            | Long            | No                | Day              | Wet              |                     | s Driving              |
| 20                          | 03/30/15             | Monday                | 8:41          | 0              | 0       | 1-None                   | \$3,500                 |                     | ar-End            | Short           | No                | Day              | Dry              |                     | Too Closely            |
| 20                          | 04/05/15             | Sunday                | 21:03         | 0              | 2       | 2-Possible               | \$30,000                |                     | Angle             | Long            | Yes               | Night            | Dry              |                     | ROW                    |
| 22                          | 04/28/15             | Tuesday               | 11:20         | 0              | 0       | 1-None                   | \$1,750                 |                     | ar-End            | Short           | No                | Day              | Dry              |                     | s Driving              |
| 23                          | 05/13/15             | Wednesday             | 17:35         | 2              | 2       | 5-Fatal                  | \$20,800                |                     | ft-Turn           | Long            | No                | Day              | Wet              |                     | ROW                    |
| 23                          | 05/13/15             | Wednesday             | 18:03         | 0              | 0       | 1-None                   | \$6,500                 |                     | ar-End            | Long            | No                | Day              | Dry              |                     | s Driving              |
| 25                          | 05/15/15             | Friday                | 17:02         | 0              | 0       | 1-None                   | \$1,700                 |                     | ar-End            | Short           | No                | Day              | Dry              | Careless Driving    |                        |
| 26                          | 05/31/15             | Sunday                | 13:40         | 0              | 0       | 1-None                   | \$0                     |                     | ar-End            | Short           | No                | Day              | Dry              |                     | s Driving              |
| 27                          | 06/01/15             | Monday                | 17:17         | 0              | 0       | 1-None                   | \$11,500                |                     | ar-End            | Long            | No                | Day              | Dry              |                     | Too Closely            |
| 28                          | 06/10/15             | Wednesday             | 22:29         | 0              | 0       | 1-None                   | \$2,500                 | Fixe                | d-Object          | Long            | No                | Night            | Wet              |                     | nanical                |
| 29                          | 06/12/15             | Friday                | 22:07         | 0              | 1       | 2-Possible               | \$7,000                 | Side                | e-Swipe           | Long            | Yes               | Night            | Dry              | D                   | UI                     |
| 30                          | 06/13/15             | Saturday              | 17:06         | 0              | 0       | 1-None                   | \$1,000                 | Re                  | ar-End            | Long            | Yes               | Day              | Dry              | D                   | UI                     |
| 31                          | 06/24/15             | Wednesday             | 15:58         | 0              | 0       | 1-None                   | \$1,000                 | Side                | e-Swipe           | Long            | No                | Day              | Dry              | Imprope             | er Passing             |
| 32                          | 07/11/15             | Saturday              | 21:09         | 0              | 0       | 1-None                   | \$0                     | Re                  | ar-End            | Short           | No                | Night            | Dry              | Following           | Too Closely            |
| 33                          | 07/21/15             | Tuesday               | 15:48         | 0              | 0       | 1-None                   | \$2,500                 | Side                | e-Swipe           | Long            | No                | Day              | Dry              | Careles             | s Driving              |
| 34                          | 08/04/15             | Tuesday               | 21:09         | 0              | 1       | 3-Non-Incapacitating     | \$100                   | Peo                 | lestrian          | Long            | Yes               | Night            | Dry              | Ped-F7              | YROW                   |
| 35                          | 08/05/15             | Wednesday             | 12:24         | 0              | 0       | 1-None                   | \$0                     | Re                  | ar-End            | Short           | No                | Day              | Dry              | Following           | Too Closely            |
| 36                          | 08/17/15             | Monday                | 9:55          | 0              | 2       | 2-Possible               | \$3,500                 | Rig                 | ht-Turn           | Long            | No                | Day              | Dry              | FTY                 | ROW                    |
| 37                          | 10/06/15             | Tuesday               | 17:09         | 0              | 0       | 1-None                   | \$6,000                 | Le                  | ft-Turn           | Long            | No                | Day              | Dry              | FTY                 | ROW                    |
| 38                          | 10/21/15             | Wednesday             | 16:14         | 0              | 0       | 1-None                   | \$7,000                 | Le                  | ft-Turn           | Long            | Yes               | Day              | Dry              | D                   | UI                     |
| 39                          | 12/01/15             | Tuesday               | 6:43          | 0              | 0       | 1-None                   | \$2,190                 | Side                | e-Swipe           | Short           | No                | Day              | Dry              | Improper I          | ane Change.            |
| 40                          | 12/12/15             | Saturday              | 16:20         | 0              | 0       | 1-None                   | \$0                     | Re                  | ar-End            | Short           | No                | Day              | Dry              | Careles             | s Driving              |
| 41                          | 12/22/15             | Tuesday               | 12:21         | 0              | 0       | 1-None                   | \$5,000                 |                     | ollover           | Long            | No                | Day              | Dry              | 1                   | s Driving              |
| 42                          | 12/23/15             | Wednesday             | 14:05         | 0              | 0       | 1-None                   | \$2,500                 |                     | ar-End            | Long            | No                | Day              | Dry              |                     | Too Closely            |
| 43                          | 12/29/15             | Tuesday               | 16:50         | 0              | 0       | 1-None                   | \$10,000                |                     | ar-End            | Long            | No                | Day              | Dry              |                     | Too Closely            |
| 44                          | 12/30/15             | Wednesday             | 15:26         | 0              | 0       | 1-None                   | \$14,000                |                     | ar-End            | Long            | No                | Day              | Dry              | -                   | Too Closely            |
| 45                          | 12/30/15             | Wednesday             | 17:15         | 0              | 0       | 1-None                   | \$1,000                 |                     | ar-End            | Short           | No                | Day              | Dry              |                     | s Driving              |
| 46                          | 12/30/15             | Wednesday             | 18:29         | 0              | 3       | 2-Possible               | \$6,000                 | Le                  | ft-Turn           | Long            | No                | Day              | Dry              | FTY                 | ROW                    |
| TOTAL                       |                      |                       |               |                | 21      |                          | 6777 (00                |                     |                   |                 |                   |                  |                  |                     |                        |
| TOTAL                       |                      | Initian Ca            | oritri        | 2              | 21      |                          | \$233,690               |                     |                   |                 |                   |                  |                  |                     |                        |
| TOTAL<br>NO.                | Dream to D           | Injury Seve           | -             | Eat. It.       | Angle   | Fixed-Object             | Left-Turn               | Right-Turn          | Pedestrian        | Rollover        | Rear-End          | Side-Swipe       | Bicycle          |                     |                        |
|                             |                      | amage Only            | Injury        | Fatality       | 4       | 2                        | E                       | 1                   | 1                 | 1               | 22                | 0                | 1                | 0                   | 0                      |
| 46<br>Paraant               | 3.                   | 3<br>:%               | 12<br>26%     | 1 2%           | 4<br>9% | 2 4%                     | 5                       | 1 2%                | 1 2%              | 1 2%            | 23<br>50%         | 8<br>17%         | 1                | 0                   | 0                      |
| Percent                     |                      | of Day                |               | 2%<br>nt Cond. | 9%      |                          |                         |                     | 2%<br>Disregarded |                 | 30%               |                  | 2%               |                     | 0%0                    |
| CONTRIB-<br>CAUSE           | Day                  | -                     |               | Wet            | DUI     | Following Too<br>Closely | Improper<br>Lane Change | Improper<br>Passing | Traffic           | Bike-<br>FTYROW | FTYROW            | Ped-<br>FTYROW   | Ran Red<br>Light | Careless<br>Driving | Mechanical             |
|                             | Day<br>35            | Night                 | Dry<br>42     |                | 2       | -                        |                         |                     | Control           |                 | 0                 |                  | 2                |                     | 1                      |
| Total                       |                      | 2494                  |               | 4              | 3       | 8                        | 3                       | 1                   | 1                 | 1               | 8                 | 1                |                  | 17                  | 1                      |
| Percent                     | 76%                  | 24%                   | 91%           | 9%             | 7%      | 17%                      | 7%                      | 2%                  | 2%                | 2%              | 17%               | 2%               | 4%               | 37%                 | 2%                     |





|              |          |           | F       | LOF     | RIDA   | DEPART               | 'MENT              | OF TR            | ANSP  | ORTA     | TIO            | N         |                                |
|--------------|----------|-----------|---------|---------|--------|----------------------|--------------------|------------------|-------|----------|----------------|-----------|--------------------------------|
|              |          |           |         |         |        | COLI                 | LISION             | SUMMA            | RY    |          |                |           |                                |
| Section:     | 12040    |           |         |         |        | State Road:          |                    |                  |       | County:  | Lee            |           |                                |
| Intersecting |          | Cypress L | ake / C | Colby D | rive   |                      | 2.671 - 3.69       | 5                |       | Data by: | TSH            |           |                                |
| Study perio  | ,        | 1/1/2016  | to      | 12/31/2 |        |                      |                    | -                |       | Date:    | 1/16/202       | 0         |                                |
| NO.          | DATE     | DAY       | TIME    | FATAL   | INJURY | INJURY<br>SEVERITY   | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT | FORM  | DUI      | DAY /<br>NIGHT | WET / DRY | CONTRIBUTING CAUSE             |
| 1            | 01/08/16 | Friday    | 6:45    | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Night          | Wet       | Too Fast for Conditions        |
| 2            | 01/09/16 | Saturday  | 18:21   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Night          | Wet       | Following Too Closely          |
| 3            | 01/18/16 | Monday    | 16:14   | 0       | 2      | 2-Possible           | \$10,000           | Angle            | Long  | No       | Day            | Dry       | Improper Turn                  |
| 4            | 01/21/16 | Thursday  | 19:00   | 0       | 0      | 1-None               | \$2,600            | Rear-End         | Long  | No       | Night          | Dry       | Careless Driving               |
| 5            | 01/30/16 | Saturday  | 14:50   | 0       | 2      | 3-Non-Incapacitating | \$6,000            | Left-Turn        | Long  | No       | Day            | Dry       | Ran Red Light                  |
| 6            | 02/02/16 | Tuesday   | 10:05   | 0       | 0      | 1-None               | \$0                | Left-Turn        | Short | No       | Day            | Dry       | Ran Red Light                  |
| 7            | 02/12/16 | Friday    | 16:39   | 0       | 0      | 1-None               | \$10,000           | Rear-End         | Long  | No       | Day            | Dry       | Careless Driving               |
| 8            | 02/16/16 | Tuesday   | 5:45    | 0       | 3      | 2-Possible           | \$22,500           | Left-Turn        | Long  | No       | Night          | Wet       | Ran Red Light                  |
| 9            | 02/20/16 | Saturday  | 12:55   | 0       | 0      | 1-None               | \$2,000            | Side-Swipe       | Short | No       | Day            | Dry       | Improper Lane Change           |
| 10           | 02/23/16 | Tuesday   | 17:26   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 11           | 03/08/16 | Tuesday   | 11:00   | 0       | 0      | 1-None               | \$4,000            | Side-Swipe       | Long  | No       | Day            | Dry       | Careless Driving               |
| 12           | 03/08/16 | Tuesday   | 14:30   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 12           | 03/11/16 | Friday    | 15:19   | 0       | 0      | 1-None               | \$11,000           | Rear-End         | Long  | No       | Day            | Dry       | Following Too Closely          |
| 14           | 03/14/16 | Monday    | 19:10   | 0       | 1      | 2-Possible           | \$1,000            | Angle            | Long  | No       | Day            | Dry       | FTYROW                         |
| 15           | 03/18/16 | Friday    | 21:55   | 0       | 0      | 1-None               | \$2,000            | Rear-End         | Short | No       | Night          | Dry       | Careless Driving               |
| 16           | 04/02/16 | Saturday  | 23:00   | 0       | 0      | 1-None               | \$7,000            | Rear-End         | Long  | No       | Night          | Wet       | Careless Driving               |
| 10           | 04/02/16 | Friday    | 22:15   | 0       | 1      | 2-Possible           | \$1,700            | Rear-End         | U     | No       | Night          | Dry       | Following Too Closely          |
|              |          |           |         | -       | -      |                      |                    |                  | Long  |          |                | · · ·     |                                |
| 18<br>19     | 05/01/16 | Sunday    | 12:36   | 0       | 2      | 3-Non-Incapacitating | \$11,800           | Head-On          | Long  | No       | Day            | Dry       | Careless Driving               |
| -            | 05/02/16 | Monday    | 6:55    | -       | -      | 1-None               | \$4,800            | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 20           | 05/09/16 | Monday    | 8:34    | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Following Too Closely          |
| 21           | 06/12/16 | Sunday    | 15:38   | 0       | 0      | 1-None               | \$10,000           | Left-Turn        | Long  | No       | Day            | Dry       | Ran Red Light                  |
| 22           | 06/15/16 | Wednesday | 16:21   | 0       | 0      | 1-None               | \$1,000            | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 23           | 06/17/16 | Friday    | 14:17   | 0       | 0      | 1-None               | \$2,000            | Rear-End         | Long  | No       | Day            | Wet       | Following Too Closely          |
| 24           | 06/17/16 | Friday    | 14:17   | 0       | 0      | 1-None               | \$4,000            | Rear-End         | Long  | No       | Day            | Wet       | Following Too Closely          |
| 25           | 06/28/16 | Tuesday   | 17:40   | 0       | 0      | 1-None               | \$2,000            | Rear-End         | Long  | No       | Day            | Dry       | Following Too Closely          |
| 26           | 06/28/16 | Tuesday   | 19:00   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Night          | Dry       | Careless Driving               |
| 27           | 07/11/16 | Monday    | 16:18   | 0       | 1      | 2-Possible           | \$10,000           | Side-Swipe       | Long  | No       | Day            | Dry       | Improper Turn                  |
| 28           | 07/14/16 | Thursday  | 15:00   | 0       | 2      | 3-Non-Incapacitating | \$9,000            | Left-Turn        | Long  | No       | Day            | Dry       | Ran Red Light                  |
| 29           | 07/16/16 | Saturday  | 21:03   | 0       | 0      | 1-None               | \$0                | Left-Turn        | Short | No       | Night          | Wet       | Ran Red Light                  |
| 30           | 08/03/16 | Wednesday | 10:11   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Failed to Maintain Single Lane |
| 31           | 08/04/16 | Thursday  | 8:43    | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Following Too Closely          |
| 32           | 08/04/16 | Thursday  | 16:36   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Following Too Closely          |
| 33           | 08/06/16 | Saturday  | 13:56   | 0       | 0      | 1-None               | \$0                | Side-Swipe       | Short | No       | Day            | Dry       | Careless Driving               |
| 34           | 08/18/16 | Thursday  | 12:10   | 0       | 2      | 2-Possible           | \$11,000           | Left-Turn        | Long  | No       | Day            | Dry       | FTYROW                         |
| 35           | 08/30/16 | Tuesday   | 5:17    | 0       | 1      | 2-Possible           | \$6,000            | Angle            | Long  | No       | Night          | Dry       | Ran Red Light                  |
| 36           | 09/12/16 | Monday    | 15:24   | 0       | 0      | 1-None               | \$2,000            | Rear-End         | Long  | No       | Day            | Dry       | Careless Driving               |
| 37           | 09/28/16 | Wednesday | 16:59   | 0       | 0      | 1-None               | \$2,000            | Side-Swipe       | Short | No       | Day            | Dry       | Improper Lane Change           |
| 38           | 10/03/16 | Monday    | 9:00    | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 39           | 10/07/16 | Friday    | 14:17   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 40           | 10/11/16 | Tuesday   | 16:20   | 0       | 0      | 1-None               | \$0                | Side-Swipe       | Short | No       | Day            | Dry       | Improper Lane Change           |
| 41           | 10/12/16 | Wednesday | 19:50   | 0       | 1      | 2-Possible           | \$19,000           | Side-Swipe       | Long  | Yes      | Night          | Wet       | DUI                            |
| 42           | 10/16/16 | Sunday    | 9:27    | 0       | 0      | 1-None               | \$10,000           | Rear-End         | Long  | No       | Day            | Dry       | Careless Driving               |
| 43           | 10/18/16 | Tuesday   | 15:15   | 0       | 0      | 1-None               | \$2,700            | Rear-End         | Long  | No       | Day            | Dry       | Following Too Closely          |
| 44           | 11/03/16 | Thursday  | 19:57   | 0       | 0      | 1-None               | \$5,000            | Left-Turn        | Long  | No       | Night          | Dry       | FTYROW                         |
| 45           | 11/12/16 | Saturday  | 14:00   | 0       | 0      | 1-None               | \$0                | Rear-End         | Short | No       | Day            | Dry       | Careless Driving               |
| 46           | 11/20/16 | Sunday    | 16:17   | 0       | 0      | 1-None               | \$3,000            | Angle            | Short | No       | Day            | Dry       | Ran Red Light                  |
| 47           | 11/24/16 | Thursday  | 18:00   | 0       | 0      | 1-None               | \$7,000            | Left-Turn        | Long  | No       | Night          | Dry       | FTYROW                         |
| 48           | 11/28/16 | Monday    | 17:41   | 0       | 0      | 1-None               | \$0                | Left-Turn        | Short | No       | Day            | Wet       | FTYROW                         |

|              |                    |            |          |          |                    | COL                | LISION           | SUMMA        | RY          |                |           |           |            |         |  |  |
|--------------|--------------------|------------|----------|----------|--------------------|--------------------|------------------|--------------|-------------|----------------|-----------|-----------|------------|---------|--|--|
| Section:     | 12040              |            |          |          |                    | State Road:        | 867              |              |             | County:        | Lee       |           |            |         |  |  |
| Intersecting | g route:           | Cypress I  | Lake / C | Colby Di | rive               | Milepost:          | 2.671 - 3.695    | 5            |             | Data by:       | TSH       |           |            |         |  |  |
| Study perio  | od:                | 1/1/2016   | to       | 12/31/2  | 016                |                    |                  |              |             | Date:          | 1/16/202  | 0         |            |         |  |  |
| NO.          | DATE DAY TIME FATA |            | FATAL    | INJURY   | INJURY<br>SEVERITY | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT | FORM         | DUI         | DAY /<br>NIGHT | WET / DRY | CONTRIBUT | TING CAUSE |         |  |  |
| 49           | 12/16/16           | Friday     | 16:39    | 0        | 3                  | 2-Possible         | \$6,000          | Rear-End     | Long        | No             | Day       | Dry       | Careless   | Driving |  |  |
| 50           | 12/27/16           | Tuesday    | 17:04    | 0        | 0                  | 1-None             | \$0              | Rear-End     | Long        | No             | Day       | Dry       | Careless   | Driving |  |  |
|              |                    |            |          |          |                    |                    |                  |              |             |                |           |           |            |         |  |  |
| TOTAL        |                    |            |          | 0        | 21                 |                    | \$208,100        |              |             |                |           |           |            |         |  |  |
| TOTAL        |                    | Injury Sev | erity    |          | Angla              | Head-On            | Left-Turn        | Rear-End     | Side-Swipe  |                |           |           |            |         |  |  |
| NO.          | Property D         | amage Only | Injury   | Fatality | Angle              | Head-On            | Len-Turn         | Rear-End     | side-swipe  |                |           |           |            |         |  |  |
| 50           | 3                  | 8          | 12       | 0        | 4                  | 1                  | 10               | 28           | 7           | 0              | 0         | 0         | 0          | 0       |  |  |
| Percent      | 70                 | 5%         | 24%      | 0%       | 8%                 | 2%                 | 20%              | 56%          | 14%         | 0%             | 0%        | 0%        | 0%         | 0%      |  |  |
| CONTRIB-     | Time               | of Day     | Paveme   | nt Cond. | DUI                | Failed to Maintain | Following Too    | Too Fast For | Improper    | Ran Red        | FTYROW    | Improper  | Careless   |         |  |  |
| CAUSE        | Day                | Night      | Dry      | Wet      | DUI                | Single Lane        | Closely          | Conditions   | Lane Change | Light          | FITROW    | Turn      | Driving    |         |  |  |
| Total        | 37                 | 13         | 41       | 9        | 1                  | 1                  | 10               | 1            | 3           | 8              | 5         | 2         | 19         | 0       |  |  |
| Percent      | 74%                | 26%        | 82%      | 18%      | 2%                 | 2%                 | 20%              | 2%           | 6%          | 16%            | 10%       | 4%        | 38%        | 0%      |  |  |



MATCHLINE A

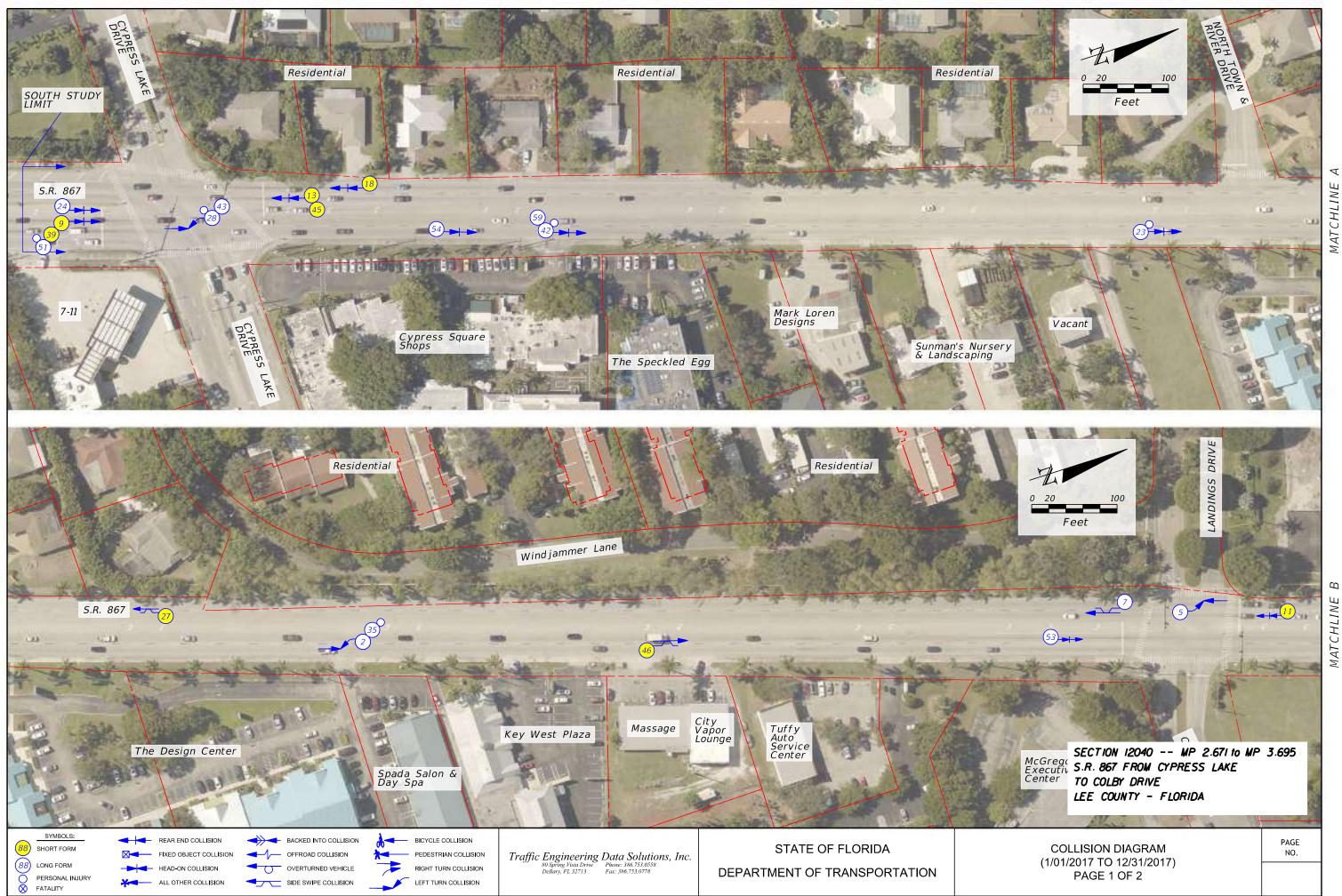
MATCHLINE B

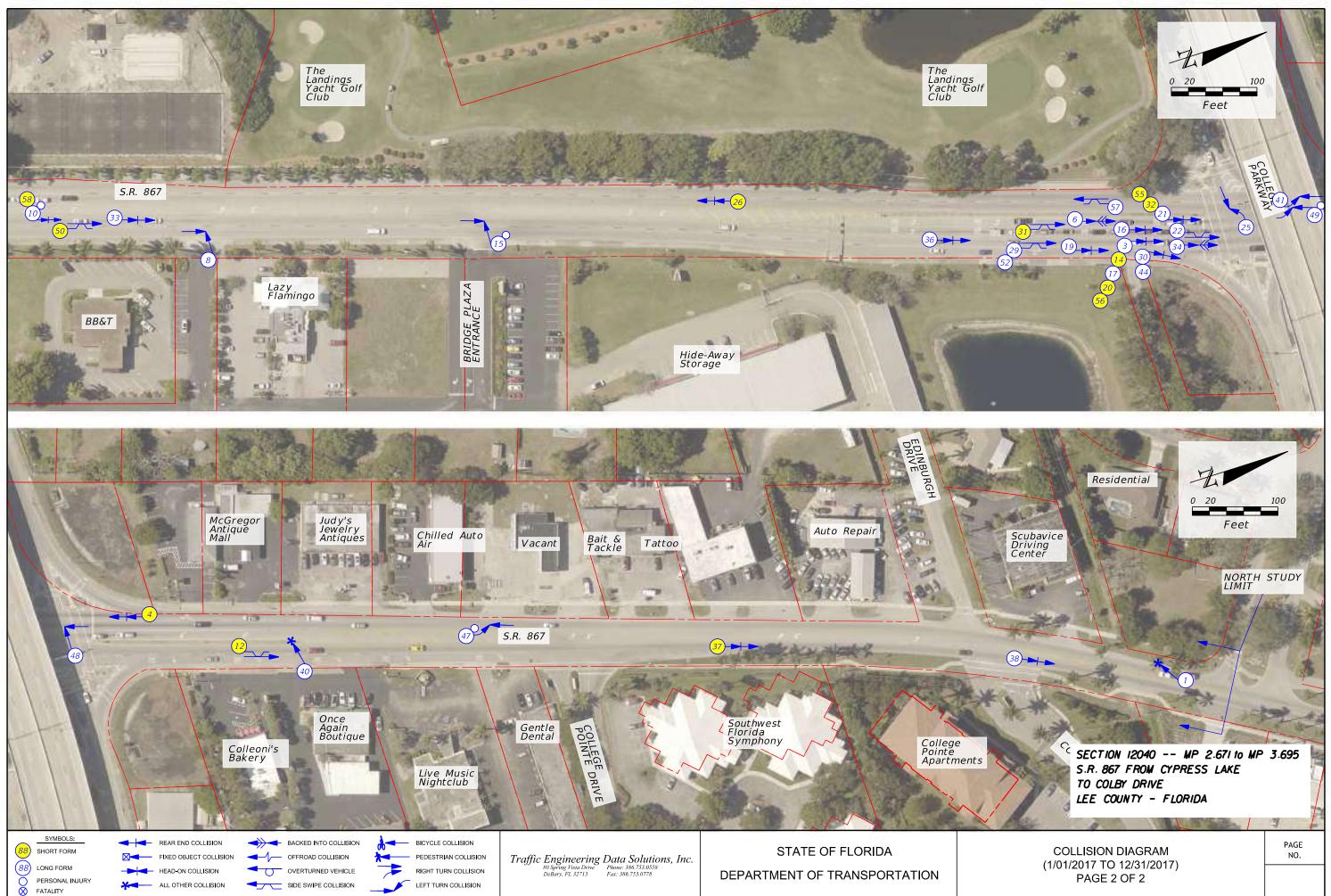


MATCHLINE C

|             |          |           | FL       | ORI     | DA I   | DEPARTN                        | AENT               | OF TRA               | ANSPO         | <b>DRTA</b> | TIO            | N            |                       |
|-------------|----------|-----------|----------|---------|--------|--------------------------------|--------------------|----------------------|---------------|-------------|----------------|--------------|-----------------------|
|             |          |           |          |         |        | COLLI                          | SION               | SUMMA                | R Y           |             |                |              |                       |
| Section:    | 12040    |           |          |         |        | State Road:                    | 867                |                      |               | County:     | Lee            |              |                       |
| Intersectin | g route: | Cypress I | Lake / C | Colby D | rive   | Milepost:                      | 2.671 - 3.69       | 5                    |               | Data by:    | SEN            |              |                       |
| Study perio | od:      | 1/1/2017  | to       | 12/31/2 |        | · · ·                          |                    |                      |               | Date:       | 1/17/20        | 20           |                       |
| NO.         | DATE     | DAY       | TIME     | FATAL   | INJURY | INJURY<br>SEVERITY             | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT     | FORM          | DUI         | DAY /<br>NIGHT | WET /<br>DRY | CONTRIBUTING CAUSE    |
| 1           | 01/11/17 | Wednesday | 0:12     | 0       | 0      | 1-None                         | \$10,000           | Fixed-Object         | Long          | Yes         | Night          | Dry          | Lost Control          |
| 2           | 01/12/17 | Thursday  | 13:25    | 0       | 0      | 1-None                         | \$6,000            | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 3           | 01/13/17 | Friday    | 9:21     | 0       | 0      | 1-None                         | \$1,200            | Rear-End             | Long          | No          | Day            | Wet          | Following Too Closely |
| 4           | 01/18/17 | Wednesday | 15:50    | 0       | 0      | 1-None                         | \$2,100            | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 5           | 01/19/17 | Thursday  | 18:22    | 0       | 0      | 1-None                         | \$3,000            | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 6           | 01/27/17 | Friday    | 14:25    | 0       | 0      | 1-None                         | \$1,000            | Backed-Into          | Long          | No          | Day            | Dry          | Improper Backing      |
| 7           | 02/01/17 | Wednesday | 11:59    | 0       | 0      | 1-None                         | \$3,000            | Side-Swipe           | Long          | No          | Day            | Dry          | Careless Driving      |
| 8           | 02/11/17 | Saturday  | 19:15    | 0       | 0      | 1-None                         | \$2,000            | Angle                | Long          | Yes         | Night          | Dry          | DUI                   |
| 9           | 02/11/17 | Saturday  | 20:13    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Night          | Dry          | Following Too Closely |
| 10          | 02/14/17 | Tuesday   | 18:08    | 0       | 1      | 2-Possible                     | \$3,200            | Rear-End             | Long          | No          | Day            | Dry          | Careless Driving      |
| 11          | 02/17/17 | Friday    | 15:23    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 12          | 02/20/17 | Monday    | 14:23    | 0       | 0      | 1-None                         | \$1,000            | Side-Swipe           | Short         | No          | Day            | Dry          | Improper Lane Change  |
| 13          | 03/06/17 | Monday    | 6:22     | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Night          | Dry          | Careless Driving      |
| 14          | 03/10/17 | Friday    | 19:50    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 15          | 04/10/17 | Monday    | 16:08    | 0       | 1      | 2-Possible                     | \$12,300           | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 16          | 04/16/17 | Sunday    | 20:59    | 0       | 0      | 1-None                         | \$2,800            | Rear-End             | Long          | Yes         | Night          | Dry          | Careless Driving      |
| 17          | 04/17/17 | Monday    | 16:43    | 0       | 0      | 1-None                         | \$6,300            | Rear-End             | Long          | No          | Day            | Wet          | Careless Driving      |
| 18          | 04/18/17 | Tuesday   | 5:50     | 0       | 0      | 1-None                         | \$1,250            | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 19          | 04/19/17 | Wednesday | 11:18    | 0       | 0      | 1-None                         | \$3,000            | Rear-End             | Long          | No          | Day            | Dry          | Following Too Closely |
| 20          | 04/19/17 | Friday    | 21:15    | 0       | 0      | 1-None                         | \$3,000            | Rear-End             | Short         | No          | Day            | Dry          | Following Too Closely |
| 20          | 04/22/17 | Saturday  | 22:24    | 0       | 0      | 1-None                         | \$2,000            | Rear-End             | Long          | No          | Night          | Dry          | Careless Driving      |
| 21          | 04/22/17 | Monday    | 14:57    | 0       | 0      | 1-None                         | \$2,000            | Side-Swipe           |               | No          | Day            |              |                       |
| 22          | 04/27/17 | Thursday  | 21:43    | 0       | 2      |                                |                    | ·                    | Long          | No          | 5              | Dry          | Improper Lane Change  |
| 23          | 05/03/17 | Wednesday | 21:43    | 0       | 0      | 3-Non-Incapacitating<br>1-None |                    | Rear-End<br>Rear-End | Long<br>Short | No          | Night          | Dry          | Careless Driving      |
|             |          | Thursday  |          | 0       | 0      |                                | \$2,500            |                      |               | -           | Night          | Dry          | Careless Driving      |
| 25          | 05/04/17 | ,         | 12:19    | -       | -      | 1-None                         | \$6,200            | Left-Turn            | Long          | No          | Day            | Dry          | Ran Red Light         |
| 26          | 05/17/17 | Wednesday | 8:59     | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Following Too Closely |
| 27          | 05/23/17 | Tuesday   | 14:23    | 0       | 0      | 1-None                         | \$500              | Side-Swipe           | Short         | No          | Day            | Dry          | Improper Lane Change  |
| 28          | 05/24/17 | Wednesday | 14:40    | 0       | 2      | 2-Possible                     | \$2,000            | Left-Turn            | Long          | Yes         | Day            | Dry          | FTYROW                |
| 29          | 05/25/17 | Thursday  | 13:46    | 0       | 0      | 1-None                         | \$500              | Side-Swipe           | Long          | No          | Day            | Dry          | Careless Driving      |
| 30          | 05/26/17 | Friday    | 9:12     | 0       | 0      | 1-None                         | \$1,800            | Rear-End             | Long          | No          | Day            | Dry          | Careless Driving      |
| 31          | 05/30/17 | Tuesday   | 8:58     | 0       | 0      | 1-None                         | \$500              | Side-Swipe           | Short         | No          | Day            | Dry          | Improper Lane Change  |
| 32          | 07/07/17 | Friday    | 15:30    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 33          | 07/17/17 | Monday    | 17:30    | 0       | 0      | 1-None                         | \$6,000            | Rear-End             | Long          | No          | Day            | Dry          | Careless Driving      |
| 34          | 07/17/17 | Monday    | 21:45    | 0       | 0      | 1-None                         | \$2,000            | Backed-Into          | Long          | No          | Night          | Dry          | Improper Backing      |
| 35          | 07/24/17 | Monday    | 16:10    | 0       | 2      | 2-Possible                     | \$5,000            | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 36          | 07/25/17 | Tuesday   | 15:43    | 0       | 0      | 1-None                         | \$6,000            | Rear-End             | Long          | No          | Day            | Dry          | Careless Driving      |
| 37          | 07/25/17 | Tuesday   | 16:06    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 38          | 08/04/17 | Friday    | 11:49    | 0       | 0      | 1-None                         | \$20,000           | Rear-End             | Long          | No          | Day            | Dry          | Careless Driving      |
| 39          | 08/04/17 | Friday    | 12:15    | 0       | 0      | 1-None                         | \$0                | Rear-End             | Short         | No          | Day            | Dry          | Careless Driving      |
| 40          | 08/11/17 | Friday    | 12:57    | 0       | 0      | 1-None                         | \$5,000            | Fixed-Object         | Long          | No          | Day            | Dry          | Careless Driving      |
| 41          | 08/12/17 | Saturday  | 19:03    | 0       | 0      | 1-None                         | \$7,000            | Left-Turn            | Long          | No          | Day            | Dry          | Ran Red Light         |
| 42          | 08/14/17 | Monday    | 19:07    | 0       | 1      | 2-Possible                     | \$7,500            | Rear-End             | Long          | No          | Day            | Wet          | Careless Driving      |
| 43          | 08/20/17 | Sunday    | 12:50    | 0       | 0      | 1-None                         | \$10,000           | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 44          | 08/25/17 | Friday    | 8:22     | 0       | 0      | 1-None                         | \$0                | Rear-End             | Long          | No          | Day            | Wet          | Careless Driving      |
| 45          | 08/30/17 | Wednesday | 20:25    | 0       | 0      | 1-None                         | \$4,000            | Rear-End             | Short         | No          | Night          | Dry          | Careless Driving      |
| 46          | 09/25/17 | Monday    | 13:06    | 0       | 0      | 1-None                         | \$1,000            | Side-Swipe           | Short         | No          | Day            | Dry          | Improper Lane Change  |
| 47          | 09/25/17 | Monday    | 15:35    | 0       | 1      | 4-Incapacitating               | \$15,000           | Left-Turn            | Long          | No          | Day            | Dry          | FTYROW                |
| 48          | 10/02/17 | Monday    | 11:19    | 0       | 0      | 1-None                         | \$6,000            | Angle                | Long          | No          | Day            | Dry          | Ran Red Light         |
| 49          | 10/03/17 | Tuesday   | 6:38     | 0       | 2      | 2-Possible                     | \$13,000           | Left-Turn            | Long          | No          | Day            | Dry          | Ran Red Light         |

|              |            |                          |                 |          |          | COLLI              | SION               | SUMMA            | R Y          |          |                |              |                      |            |
|--------------|------------|--------------------------|-----------------|----------|----------|--------------------|--------------------|------------------|--------------|----------|----------------|--------------|----------------------|------------|
| Section:     | 12040      |                          |                 |          |          | State Road:        | 867                |                  |              | County:  | Lee            |              |                      |            |
| Intersectin  | g route:   | Cypress I                | Lake / C        | Colby D  | rive     | Milepost:          | 2.671 - 3.695      | 5                |              | Data by: | SEN            |              |                      |            |
| Study perio  | od:        | 1/1/2017                 | to              | 12/31/2  | 017      |                    |                    |                  |              | Date:    | 1/17/20        | 20           |                      |            |
| NO.          | DATE       | DAY                      | TIME            | FATAL    | INJURY   | INJURY<br>SEVERITY | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT | FORM         | DUI      | DAY /<br>NIGHT | WET /<br>DRY | CONTRIBUT            | TING CAUSE |
| 50           | 10/25/17   | Wednesday                | 13:40           | 0        | 0        | 1-None             | \$750              | Side-Swipe       | Short        | No       | Day            | Dry          | Careless             | Driving    |
| 51           | 11/03/17   | Friday                   | 19:18           | 0        | 1        | 2-Possible         | \$12,000           | Rear-End         | Long         | No       | Day            | Dry          | Careless Driving     |            |
| 52           | 11/07/17   | Tuesday                  | 14:11           | 0        | 0        | 1-None             | \$5,200            | Side-Swipe       | Long         | No       | Day            | Dry          | Careless Driving     |            |
| 53           | 11/21/17   | Tuesday                  | 16:56           | 0        | 0        | 1-None             | \$15,000           | Rear-End         | Long         | No       | Day            | Dry          | Careless Driving     |            |
| 54           | 11/22/17   | Wednesday                | 14:58           | 0        | 0        | 1-None             | \$16,000           | Rear-End         | Long         | No       | Day            | Dry          | Following Too Closel |            |
| 55           | 12/04/17   | Monday                   | 21:46           | 0        | 0        | 1-None             | \$1,500            | Rear-End         | Short        | No       | Night          | Dry          | Careless Driving     |            |
| 56           | 12/14/17   | Thursday                 | 16:41           | 0        | 0        | 1-None             | \$5,000            | Rear-End         | Short        | No       | Day            | Dry          | Careless Driving     |            |
| 57           | 12/15/17   | Friday                   | 21:05           | 0        | 1        | 2-Possible         | \$1,100            | Side-Swipe       | Long         | No       | Night          | Dry          | Careless             | Driving    |
| 58           | 12/18/17   | Monday                   | 17:09           | 0        | 0        | 1-None             | \$1,500            | Rear-End         | Short        | No       | Day            | Dry          | Careless             | Driving    |
| 59           | 12/26/17   | Tuesday                  | 9:20            | 0        | 0        | 1-None             | \$15,000           | Rear-End         | Long         | No       | Day            | Dry          | Careless             | Driving    |
|              |            |                          |                 |          |          |                    |                    |                  |              |          |                |              |                      |            |
| TOTAL        |            |                          |                 | 0        | 14       |                    | \$265,700          |                  |              |          |                |              |                      |            |
| TOTAL<br>NO. | Property D | Injury Sev<br>amage Only | erity<br>Injury | Fatality | Angle    | Side-Swipe         | Backed-Into        | Left-Turn        | Fixed-Object | Rear-End |                |              |                      |            |
| 59           |            | 9                        | 10              | 0        | 2        | 10                 | 2                  | 10               | 2            | 33       | 0              | 0            | 0                    | 0          |
| Percent      | 83         | 3%                       | 17%             | 0%       | 3%       | 17%                | 3%                 | 17%              | 3%           | 56%      | 0%             | 0%           | 0%                   | 0%         |
| CONTRIB      | Time       | of Day                   | Paveme          | nt Cond. | Careless | Improper Lane      | Following          | Improper         | Ran Red      | Lost     | DUI            | FTYROW       |                      |            |
| CAUSE        | Day        | Night                    | Dry             | Wet      | Driving  | Change             | Too Closely        | Backing          | Light        | Control  | DUI            | TIKOW        |                      |            |
| Total        | 47         | 12                       | 55              | 4        | 33       | 5                  | 6                  | 2                | 4            | 1        | 1              | 7            | 0                    | 0          |
| Percent      | 80%        | 20%                      | 93%             | 7%       | 56%      | 8%                 | 10%                | 3%               | 7%           | 2%       | 2%             | 12%          | 0%                   | 0%         |

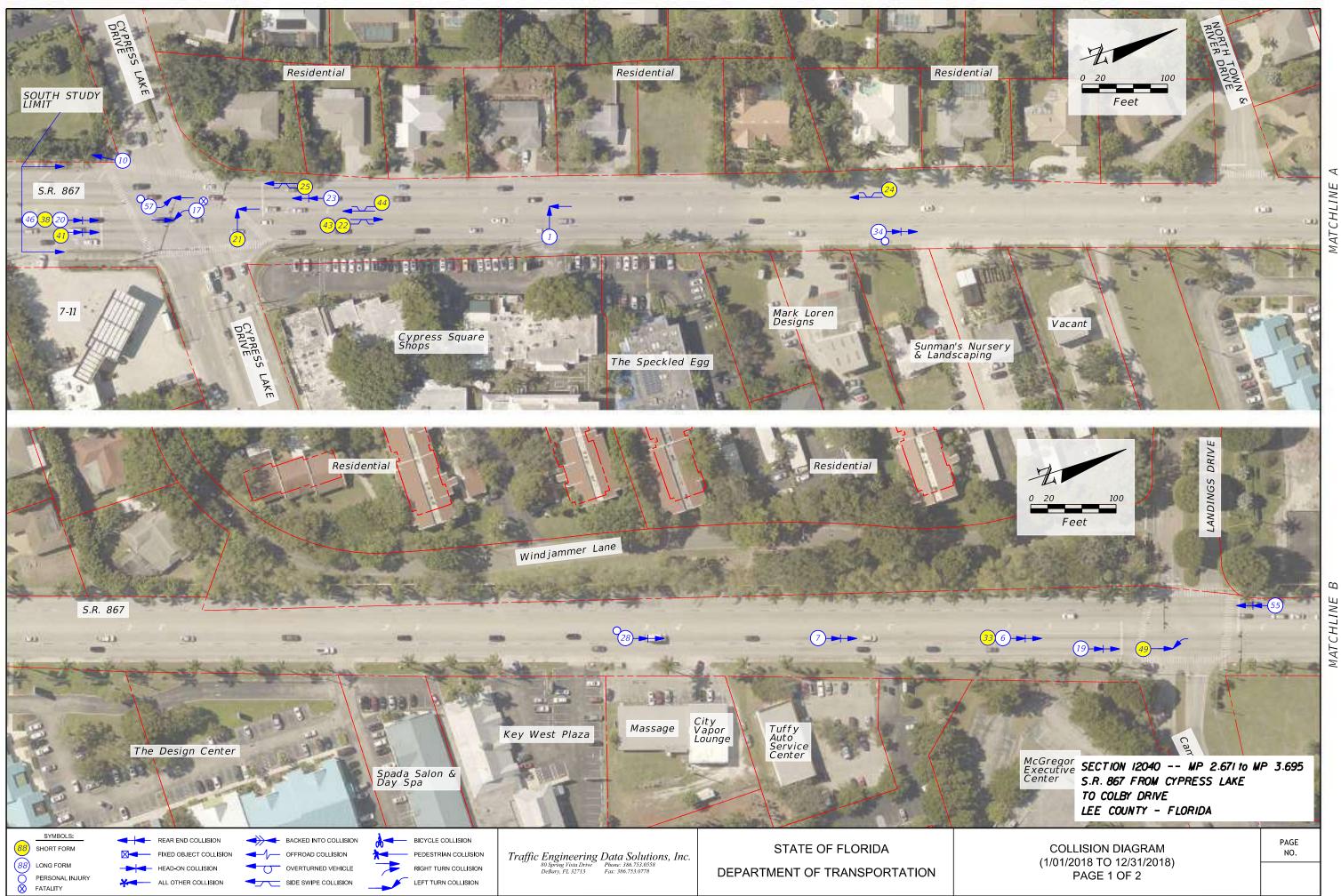


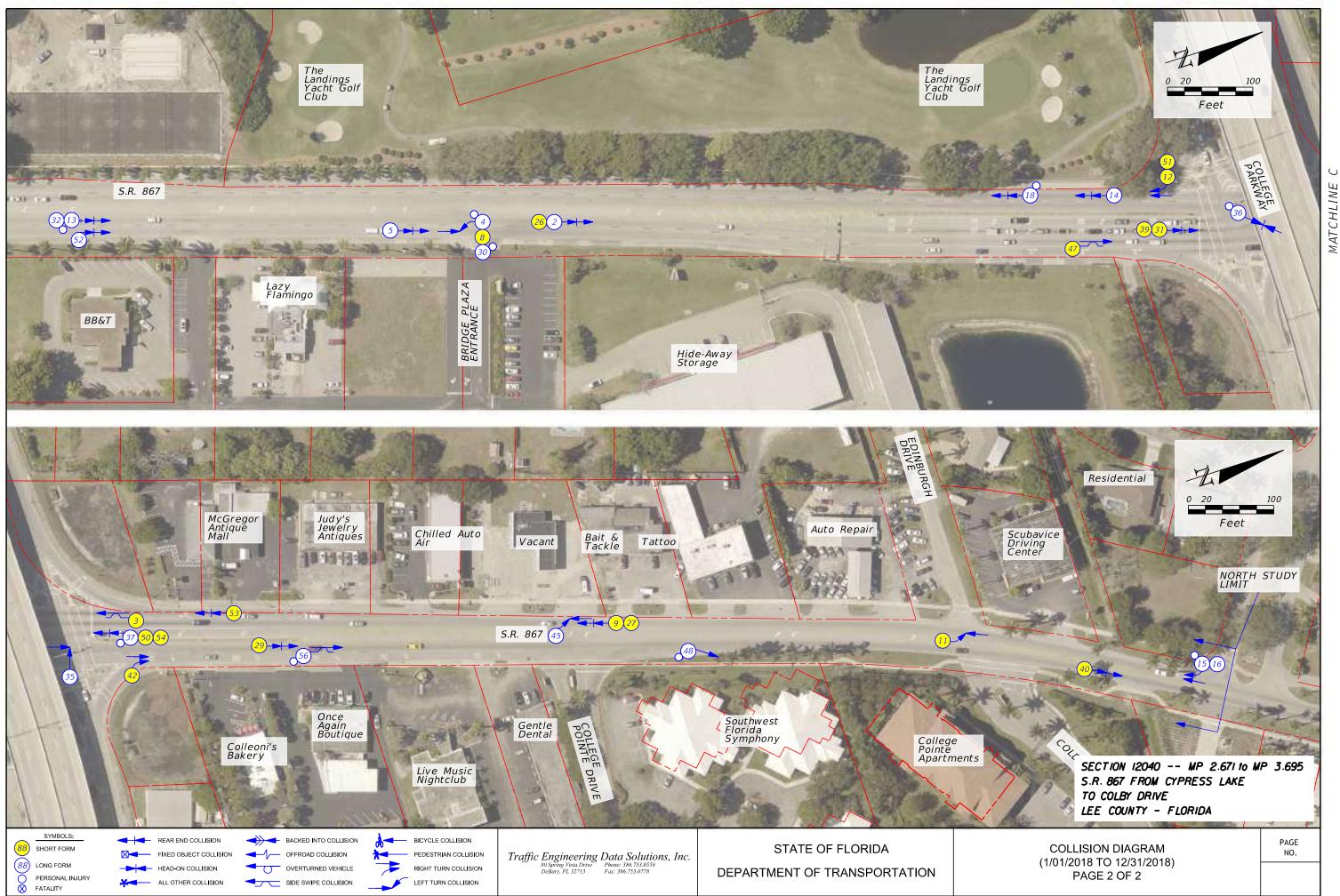


MATCHLINE C

|             |          |           | FL       | ORI     | [ <b>DA</b> ] | DEPARTN              | <b>MENT</b>        | OF TR            | ANSPO | ORTA     | TIO            | N            |                              |
|-------------|----------|-----------|----------|---------|---------------|----------------------|--------------------|------------------|-------|----------|----------------|--------------|------------------------------|
|             |          |           |          |         |               | COLLI                | SION               | SUMMA            | R Y   |          |                |              |                              |
| Section:    | 12040    |           |          |         |               | State Road:          | 867                |                  |       | County:  | Lee            |              |                              |
| Intersectin | g route: | Cypress I | Lake / C | Colby D | rive          | Milepost:            | 2.671 - 3.69       | 5                |       | Data by: | TSH            |              |                              |
| Study peri  | od:      | 1/1/2018  | to       | 12/31/2 | 2018          |                      |                    |                  |       | Date:    | 1/20/20        | 19           |                              |
| NO.         | DATE     | DAY       | TIME     | FATAL   | INJURY        | INJURY<br>SEVERITY   | PROPERTY<br>DAMAGE | HARMFUL<br>EVENT | FORM  | DUI      | DAY /<br>NIGHT | WET /<br>DRY | CONTRIBUTING CAUSE           |
| 1           | 01/03/18 | Wednesday | 15:14    | 0       | 0             | 1-None               | \$4,500            | Angle            | Long  | No       | Day            | Dry          | FTYROW                       |
| 2           | 01/16/18 | Tuesday   | 14:47    | 0       | 0             | 1-None               | \$5,000            | Rear-End         | Short | No       | Day            | Dry          | Careless Driving             |
| 3           | 02/01/18 | Thursday  | 6:50     | 0       | 0             | 1-None               | \$2,500            | Side-Swipe       | Short | No       | Day            | Dry          | Improper Lane Change         |
| 4           | 02/01/18 | Thursday  | 17:38    | 0       | 1             | 3-Non-Incapacitating | \$7,000            | Left-Turn        | Long  | No       | Day            | Dry          | FTYROW                       |
| 5           | 02/09/18 | Friday    | 12:28    | 0       | 0             | 1-None               | \$6,000            | Rear-End         | Long  | Yes      | Day            | Dry          | Careless Driving             |
| 6           | 02/12/18 | Monday    | 11:10    | 0       | 0             | 1-None               | \$10,000           | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 7           | 02/22/18 | Thursday  | 15:07    | 0       | 0             | 1-None               | \$500              | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 8           | 02/26/18 | Monday    | 15:25    | 0       | 0             | 1-None               | \$3,000            | Left-Turn        | Short | No       | Day            | Dry          | FTYROW                       |
| 9           | 03/01/18 | Thursday  | 16:00    | 0       | 0             | 1-None               | \$800              | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 10          | 03/11/18 | Sunday    | 3:50     | 0       | 0             | 1-None               | \$10,000           | Fixed-Object     | Long  | No       | Night          | Wet          | Lost Control                 |
| 11          | 03/13/18 | Tuesday   | 21:57    | 0       | 0             | 1-None               | \$1,000            | Left-Turn        | Short | No       | Night          | Dry          | FTYROW                       |
| 12          | 03/14/18 | Wednesday | 18:00    | 0       | 0             | 1-None               | \$10,000           | Right-Turn       | Short | No       | Day            | Dry          | FTYROW                       |
| 13          | 03/16/18 | Friday    | 15:21    | 0       | 0             | 1-None               | \$12,000           | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 14          | 03/16/18 | Friday    | 15:38    | 0       | 0             | 1-None               | \$2,500            | Rear-End         | Long  | No       | Day            | Dry          | Following Too Closely        |
| 15          | 03/19/18 | Monday    | 14:30    | 0       | 1             | 2-Possible           | \$6,500            | Right-Turn       | Long  | No       | Day            | Dry          | FTYROW                       |
| 16          | 03/19/18 | Monday    | 14:49    | 0       | 0             | 1-None               | \$8,000            | Right-Turn       | Long  | No       | Day            | Dry          | FTYROW                       |
| 17          | 03/24/18 | Saturday  | 6:22     | 1       | 1             | 5-Fatal              | \$7,000            | Left-Turn        | Long  | No       | Night          | Dry          | FTYROW                       |
| 18          | 03/27/18 | Tuesday   | 17:30    | 0       | 1             | 2-Possible           | \$500              | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 19          | 03/28/18 | Wednesday | 10:25    | 0       | 0             | 1-None               | \$1,000            | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 20          | 04/14/18 | Saturday  | 11:03    | 0       | 0             | 1-None               | \$14,000           | Rear-End         | Long  | No       | Day            | Dry          | Following Too Closely        |
| 21          | 04/14/18 | Saturday  | 17:54    | 0       | 0             | 1-None               | \$1,500            | Angle            | Short | No       | Day            | Dry          | Failed to Maintain Single La |
| 22          | 04/21/18 | Saturday  | 14:10    | 0       | 0             | 1-None               | \$2,000            | Side-Swipe       | Short | No       | Day            | Dry          | Improper Lane Change         |
| 23          | 04/23/18 | Monday    | 8:42     | 0       | 3             | 3-Non-Incapacitating | \$34,000           | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 24          | 04/25/18 | Wednesday | 12:53    | 0       | 0             | 1-None               | \$1,600            | Side-Swipe       | Short | No       | Day            | Dry          | Improper Lane Change         |
| 25          | 04/29/18 | Sunday    | 13:51    | 0       | 0             | 1-None               | \$4,000            | Side-Swipe       | Short | No       | Day            | Dry          | Failed to Maintain Single La |
| 26          | 05/01/18 | Tuesday   | 15:37    | 0       | 0             | 1-None               | \$1,700            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 27          | 05/08/18 | Tuesday   | 10:57    | 0       | 0             | 1-None               | \$6,000            | Rear-End         | Long  | No       | Day            | Dry          | Following Too Closely        |
| 28          | 05/08/18 | Tuesday   | 13:25    | 0       | 1             | 2-Possible           | \$8,000            | Rear-End         | Long  | No       | Day            | Dry          | Following Too Closely        |
| 29          | 05/17/18 | Thursday  | 7:15     | 0       | 0             | 1-None               | \$5,000            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 30          | 05/22/18 | Tuesday   | 17:15    | 0       | 6             | 3-Non-Incapacitating | \$10,000           | Left-Turn        | Long  | No       | Day            | Dry          | FTYROW                       |
| 31          | 06/01/18 | Friday    | 18:55    | 0       | 0             | 1-None               | \$4,000            | Rear-End         | Short | No       | Day            | Wet          | Following Too Closely        |
| 32          | 06/05/18 | Tuesday   | 17:25    | 0       | 3             | 2-Possible           | \$2,000            | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 33          | 06/11/18 | Monday    | 14:25    | 0       | 0             | 1-None               | \$3,000            | Rear-End         | Short | No       | Day            | Dry          | Careless Driving             |
| 34          | 06/18/18 | Monday    | 10:30    | 0       | 3             | 2-Possible           | \$8,000            | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 35          | 06/21/18 | Thursday  | 11:02    | 0       | 0             | 1-None               | \$8,000            | Angle            | Long  | No       | Day            | Dry          | Ran Red Light                |
| 36          | 06/22/18 | Friday    | 14:21    | 0       | 1             | 4-Incapacitating     | \$10,000           | Head-On          | Long  | No       | Day            | Dry          | Careless Driving             |
| 37          | 06/29/18 | Friday    | 10:05    | 0       | 1             | 2-Possible           | \$300              | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 38          | 07/03/18 | Tuesday   | 13:07    | 0       | 0             | 1-None               | \$5,000            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 39          | 07/03/18 | Tuesday   | 13:31    | 0       | 0             | 1-None               | \$1,100            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 40          | 07/19/18 | Thursday  | 16:08    | 0       | 0             | 1-None               | \$3,500            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 41          | 07/20/18 | Friday    | 11:37    | 0       | 0             | 1-None               | \$1,000            | Rear-End         | Short | No       | Day            | Dry          | Following Too Closely        |
| 42          | 07/31/18 | Tuesday   | 11:27    | 0       | 0             | 1-None               | \$1,500            | Right-Turn       | Short | No       | Day            | Dry          | FTYROW                       |
| 43          | 08/03/18 | Friday    | 9:15     | 0       | 0             | 1-None               | \$2,000            | Side-Swipe       | Short | No       | Day            | Dry          | Failed to Maintain Single La |
| 44          | 08/16/18 | Thursday  | 8:40     | 0       | 0             | 1-None               | \$400              | Side-Swipe       | Short | No       | Day            | Dry          | Careless Driving             |
| 45          | 08/17/18 | Friday    | 13:57    | 0       | 0             | 1-None               | \$10,000           | Left-Turn        | Long  | No       | Day            | Wet          | FTYROW                       |
| 46          | 08/22/18 | Wednesday | 17:57    | 0       | 0             | 1-None               | \$2,501            | Rear-End         | Long  | No       | Day            | Dry          | Careless Driving             |
| 47          | 09/21/18 | Friday    | 6:44     | 0       | 0             | 1-None               | \$2,000            | Side-Swipe       | Short | No       | Night          | Dry          | Careless Driving             |
| 48          | 10/31/18 | Wednesday | 20:54    | 0       | 1             | 3-Non-Incapacitating | \$7,000            | Fixed-Object     | Long  | Yes      | Night          | Dry          | DUI                          |
| 49          | 11/06/18 | Tuesday   | 18:13    | 0       | 0             | 1-None               | \$2,500            | Left-Turn        | Short | No       | Night          | Dry          | FTYROW                       |

|                   |             |                  |               |                 |   | COLL                              | ISION                    | S U M M A I             | R Y              |                  |                 |              |                     |             |
|-------------------|-------------|------------------|---------------|-----------------|---|-----------------------------------|--------------------------|-------------------------|------------------|------------------|-----------------|--------------|---------------------|-------------|
| Section:          | 12040       |                  |               |                 |   | State Road:                       | 867                      |                         |                  | County:          | Lee             |              |                     |             |
| Intersectin       | g route:    | <b>Cypress</b> I | Lake / C      | Colby D         | blby Drive Milepost: 2.671 - 3.695 Data by: TSH |                                   |                          |                         |                  |                  |                 |              |                     |             |
| Study perio       | od:         | 1/1/2018         | to            | 12/31/2         | 018   |                                   |                          |                         |                  | Date:            | 1/20/20         | )19          |                     |             |
| NO.               | DATE        | DAY              | TIME          | FATAL           | INJURY  | INJURY<br>SEVERITY                | PROPERTY<br>DAMAGE       | HARMFUL<br>EVENT        | FORM             | DUI              | DAY /<br>NIGHT  | WET /<br>DRY | CONTRIBU            | ΓING CAUSE  |
| 50                | 11/08/18    | Thursday         | 19:26         | 0               | 0   | 1-None                            | \$0                      | Rear-End                | Short            | No               | Night           | Dry          | Following           | Too Closely |
| 51                | 11/14/18    | Wednesday        | 6:00          | 0               | 0   | 1-None                            | \$1,500                  | Right-Turn              | Short            | No               | Night           | Dry          | FTY                 | ROW         |
| 52                | 11/14/18    | Wednesday        | 10:30         | 0               | 0   | 1-None                            | \$1,700                  | Rear-End                | Long             | No               | Day             | Dry          | Following           | Too Closely |
| 53                | 11/14/18    | Wednesday        | 12:37         | 0               | 0   | 1-None                            | \$5,000                  | Rear-End                | Short            | No               | Day             | Dry          | Careles             | s Driving   |
| 54                | 11/15/18    | Thursday         | 17:20         | 0               | 0   | 1-None                            | \$1,000                  | Rear-End                | Short            | No               | Day             | Dry          | Careless Driving    |             |
| 55                | 12/05/18    | Wednesday        | 10:40         | 0               | 0   | 1-None                            | \$4,500                  | Rear-End                | Long             | No               | Day             | Dry          | Following           | Too Closely |
| 56                | 12/20/18    | Thursday         | 18:35         | 0               | 1   | 2-Possible                        | \$2,500                  | Side-Swipe              | Long             | No               | Day             | Wet          | Improp              | oer Turn    |
|                   |             |                  |               |                 |   |                                   |                          |                         |                  |                  |                 |              |                     |             |
| TOTAL             |             |                  |               | 1               | 24  |                                   | \$275,601                |                         |                  |                  |                 |              |                     |             |
| TOTAL             |             | Injury Sev       | 2             |                 | Angle   | Fixed-Object                      | Head-On                  | Left-Turn               | Rear-End         | Right-           | Side-           |              |                     |             |
| NO.               | Property D  | amage Only       | Injury        | Fatality        | 1   |                                   |                          |                         |                  | Turn             | Swipe           |              |                     |             |
| 56                | 4           | 3                | 12            | 1               | 3   | 2                                 | 1                        | 7                       | 30               | 5                | 8               | 0            | 0                   | 0           |
| Percent           | 7'          | 7%               | 21%           | 2%              | 5%  | 4%                                | 2%                       | 13%                     | 54%              | 9%               | 14%             | 0%           | 0%                  | 0%          |
| CONTRIB-<br>CAUSE | Time<br>Day | of Day<br>Night  | Paveme<br>Dry | nt Cond.<br>Wet | DUI   | Failed to Maintain<br>Single Lane | Following<br>Too Closely | Improper<br>Lane Change | Improper<br>Turn | Ran Red<br>Light | Lost<br>Control | FTYROW       | Careless<br>Driving |             |
| Total             | 48          | 8                | 52            | 4               | 1   | 3                                 | 15                       | 3                       | 1                | 1                | 1               | 13           | 18                  | 0           |
| Percent           | 86%         | 14%              | 93%           | 7%              | 2%  | 5%                                | 27%                      | 5%                      | 2%               | 2%               | 2%              | 23%          | 32%                 | 0%          |

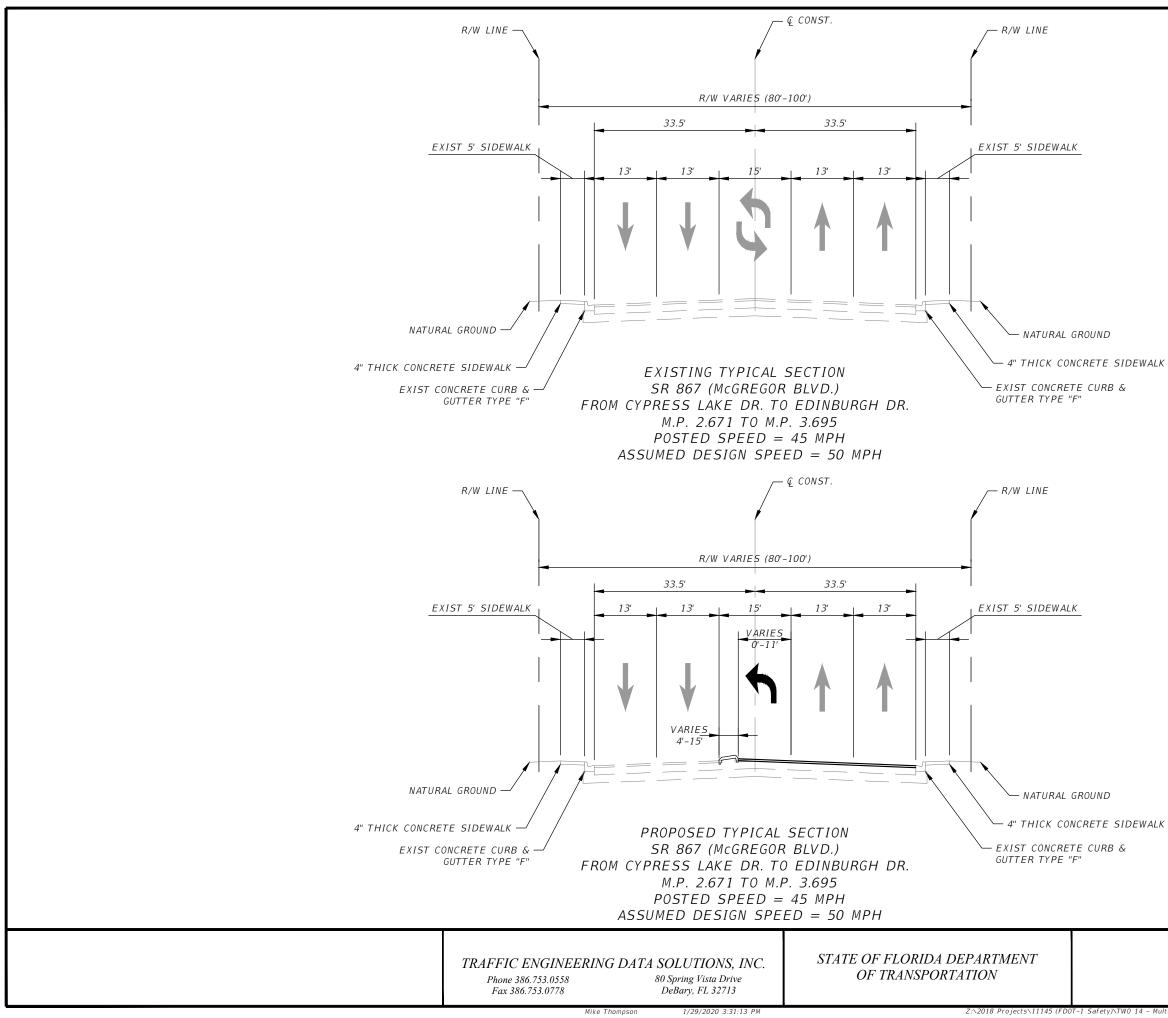




 $\bigcirc$ MATCHLINE

#### **APPENDIX C**

## TYPICAL SECTION AND IMPROVEMENT DIAGRAM



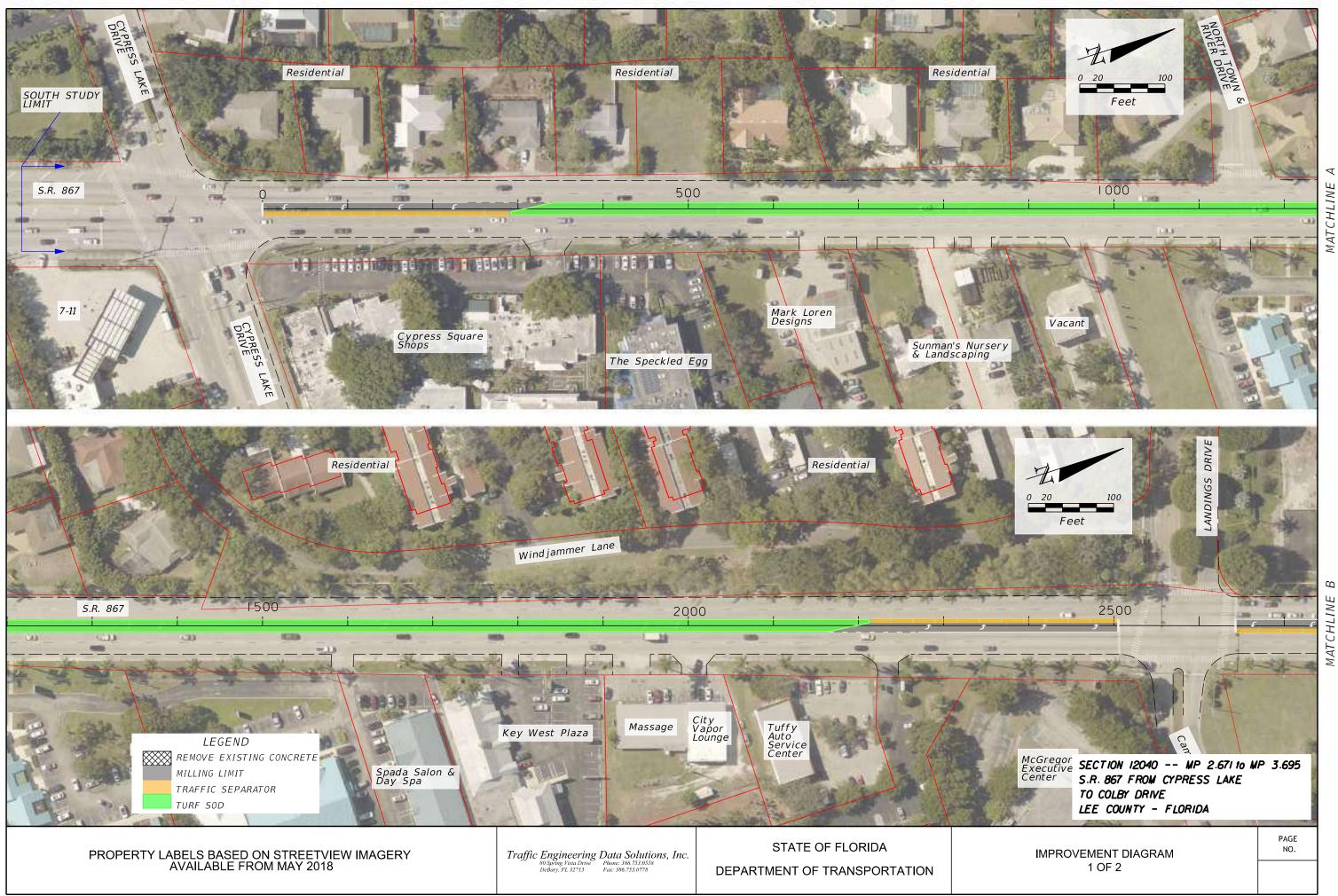
ACCESS CLASS: 6 CONTEXT CLASS: C3C M.P. 2.671-3.462 C3R M.P. 3.462-3.695

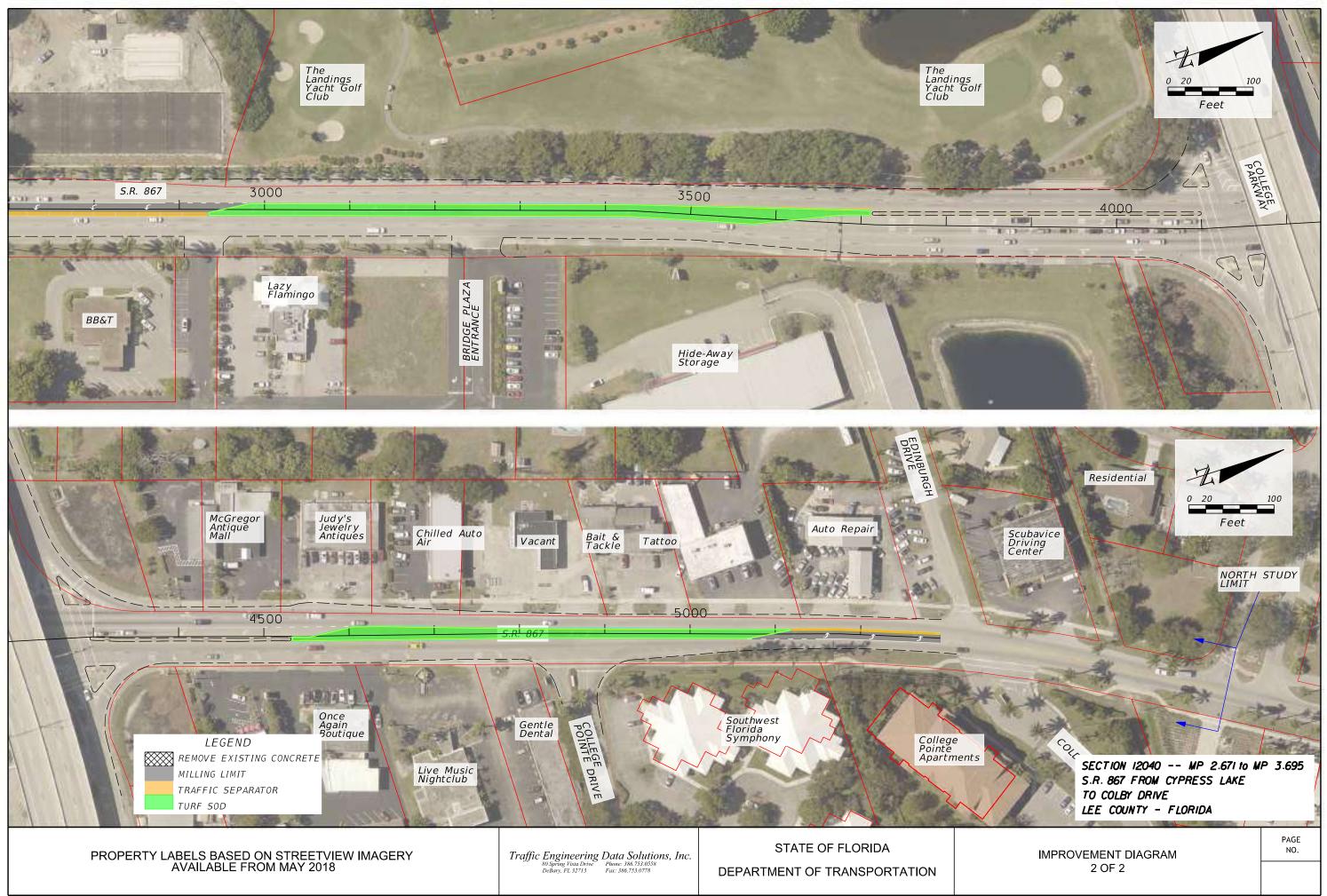
ACCESS CLASS: 6 CONTEXT CLASS: C3C M.P. 2.671-3.462 C3R M.P. 3.462-3.695

| PAGE |
|------|
| NO.  |

TYPICAL SECTION SECTION 7 - 12040

Z:\2018 Projects\11145 (FD0T-1 Safety)\TW0 14 - Multiple Access Management Studies\Section 7 - 12040\CAD 12040\XREF\X-X-TYP SECT.dt





MATCHLINE C

# MATCHLINE C

## APPENDIX D

# **CRASH MODIFICATON FACTORS**



# **CMF / CRF Details**

CMF ID: 3034

Install raised median

**Description:** 

Prior Condition: no raised median

**Category: Access management** 

Study: <u>Analyzing Raised Median Safety Impacts Using Bayesian Methods</u>, Schultz <u>et al., 2011</u>

| Star Quality Rating: | ★★★★★★★ [View score details] |
|----------------------|------------------------------|

| Crash Modification Factor (CMF) |      |  |  |  |  |  |
|---------------------------------|------|--|--|--|--|--|
| Value:                          | 0.61 |  |  |  |  |  |
| Adjusted Standard Error:        |      |  |  |  |  |  |
| Unadjusted Standard Error:      |      |  |  |  |  |  |

| Crash Reduction Factor (CRF)                                  |  |  |  |  |  |
|---|--|--|--|--|--|
| Value: 39 (This value indicates a <b>decrease</b> in crashes) |  |  |  |  |  |
| Adjusted Standard Error:                                      |  |  |  |  |  |

| Applicability       |  |  |  |  |  |
|---------------------|--|--|--|--|--|
| Crash Type:         | All  |  |  |  |  |
| Crash Severity:     | All  |  |  |  |  |
| Roadway Types:      | Not specified                              |  |  |  |  |
| Number of Lanes:    |  |  |  |  |  |
| Road Division Type: | Divided by Median                          |  |  |  |  |
| Speed Limit:        |  |  |  |  |  |
| Area Type:          |  |  |  |  |  |
| Traffic Volume:     | 10000 to 55000 Average Daily Traffic (ADT) |  |  |  |  |
| Time of Day:        | All  |  |  |  |  |
|                     |  |  |  |  |  |

#### If countermeasure is intersection-based

| Intersection Type:         |
|----------------------------|
| Intersection Geometry:     |
| Traffic Control:           |
| Major Road Traffic Volume: |
| Minor Road Traffic Volume: |

| Development Details      |              |  |  |  |  |
|--------------------------|--------------|--|--|--|--|
| Date Range of Data Used: | 1998 to 2008 |  |  |  |  |
| Municipality:            |              |  |  |  |  |
| State:                   | UT           |  |  |  |  |

| Country:                  | USA  |
|---------------------------|--|
| Type of Methodology Used: | Before/after using empirical Bayes or full Bayes |
| Sample Size Used:         | Site-years                                       |
| Before Sample Size Used:  | 32 Site-years                                    |
| After Sample Size Used:   | 28 Site-years                                    |

| Other Details                         |             |  |  |  |  |
|---------------------------------------|-------------|--|--|--|--|
| Included in Highway Safety<br>Manual? | Νο          |  |  |  |  |
| Date Added to Clearinghouse:          | Jul-15-2011 |  |  |  |  |
| Comments:                             |             |  |  |  |  |

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

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

## APPENDIX E

## **NET PRESENT VALUE**

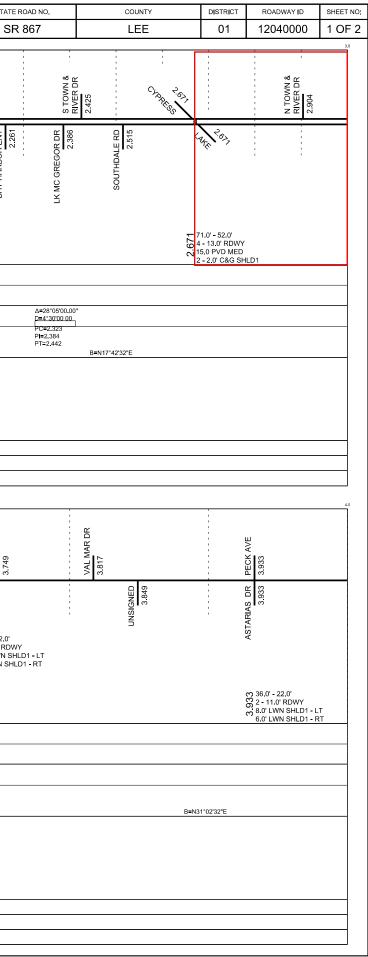
|                    |             | NPV                 | 15,836,757 |           |           |
|--------------------|-------------|---------------------|------------|-----------|-----------|
|                    |             | Discounted Benefits | 0          | 1,154,239 | 1,109,845 |
| Project Ends       | 2040        | Discounted Cost     | -477,188   | 0         | 0         |
| Discount Rate      | 0.04        | Discount Factor     | 1.000      | 0.962     | 0.925     |
| Project Category   |             | Calculation         |            |           |           |
| Project Life       | 20          | Estimated Benefits  |            | 1,200,409 | 1,200,409 |
| Project Completion | 2021        | Estimated Cost      | 477,188    |           |           |
| Current Year       | 2020        | Calendar Year       | 2020       | 2021      | 2022      |
| Project Name       | S.R. 544 AM | Year #              | 0          | 1         | 2         |

|    | 3        | 4         | 5         | 6         | 7         | 8         | 9         | 10        | 11        |
|----|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|    | 2023     | 2024      | 2025      | 2026      | 2027      | 2028      | 2029      | 2030      | 2031      |
|    |          |           |           |           |           |           |           |           |           |
| 1, | ,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 |
| _  | _        |           |           |           |           |           |           |           | -         |
|    | 0.889    | 0.855     | 0.822     | 0.790     | 0.760     | 0.731     | 0.703     | 0.676     | 0.650     |
|    | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 1, | ,067,159 | 1,026,114 | 986,648   | 948,700   | 912,212   | 877,127   | 843,391   | 810,953   | 779,763   |

|   | 12        | 13        | 14        | 15        | 16        | 17        | 18        | 19        | 20        |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|   | 2032      | 2033      | 2034      | 2035      | 2036      | 2037      | 2038      | 2039      | 2040      |
|   |           |           |           |           |           |           |           |           |           |
|   | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 | 1,200,409 |
| _ |           |           |           |           |           |           |           |           |           |
|   | 0.625     | 0.601     | 0.577     | 0.555     | 0.534     | 0.513     | 0.494     | 0.475     | 0.456     |
|   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
|   | 749,772   | 720,934   | 693,206   | 666,544   | 640,908   | 616,258   | 592,555   | 569,765   | 547,851   |
|   |           |           |           |           |           |           |           |           |           |

# APPENDIX B SLD

| DATE<br>BY |  | 5 YR INV<br>06/26/2017<br>FTE   | SLD REV<br>07/21/2017<br>FTE   | BMP EMP<br>3.489 6.485 (<br>0.000 6.485 | NV SLD REV<br>)6/26/2019 7/11/19(430887/433221/<br>440119)<br>9/19/19-6/8/20 (F241)       | FLORIDA DEPARTMENT OF TRANSPORTAT   | TION FOR   | NVENTORY  | SECTION STATUS  | INT, or US ROUTE NO.  | ST                                      |
|------------|--|---|--|---|---|---|--|---|---|---|---|
|            | OLD MCGREGOR<br>BLVD                               |   | 0.177 S<br>MCGREGOR<br>PTENT WESTPORT<br>0.272 DR SW<br>0.313<br>0.313<br>0.313                  | PINE RIDGE RD RIVER DR                  | MCGREGOR<br>PARK ENT<br>0.800   | - MAHOE CT GRIFFIN BLVD 5<br>1.015 1.015 1.015<br>MARTIN DR 1.190<br>MARTIN DR 1.157                    | ABACO<br>LAKES DR<br>1497<br>1.497   | BAY DR<br>1.655<br>MONTROSE DR<br>1.757   | PLACID DR<br>1.832<br>1.805<br>1.905  | 20<br>8<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | LUCEN<br>2.174<br>HARROR FNT            |
|            | ROADWAY<br>FEATURES<br>LANE WIDTHS<br>ARE AVERAGED | 89.0' - 24.0'L+26.0'R<br>2 - 12.0'L + 2 - 13.0'R RDW<br>35.0 CB&VEG MED<br>2 - 2.0' C&G INSHLD1   | 95.0' - 52.0'<br>4 - 13.0' RDWY<br>39.0 CB&VEG MED<br>2 - 2.0' C&G INSHLD1<br>2 - 2.0' C&G SHLD1 | <u>2</u>                                |   | <br>  |  |   |   | A 8   |   |
|            | ROADWAY<br>COMPOSITION                             | 2 - 2.0' C&G SHLD1<br>28/FC-4<br>28/FC-4  |  |   |   |   |  |   |   |   |   |
|            | HORIZONTAL<br>ALIGNMENT                            | CURVE DATA N⊡T<br>  | FIELD VERIFIED   |   | Δ=3°40'00.00"<br><u>D=1'00'00.00</u><br>PC=0.719<br>PI=0.754<br>PT=0.788<br>B=N45°47'32"E |   |  |   |   |   |   |
|            | STRUCTURE  |   |  |   |   |   | 7 - 6 X 6 X 154 CBC  |   |   | 2.123<br>2.6 X 5 X 135 CBC  |   |
|            | DISTRICT USE<br>SIS<br>FUN CLASS                   | URBAN MINOR ART   |  |   |   |   |  |   |   |   |   |
|            |  | 33<br>INSIDE URBAN, OUTSIDE CITY<br>© CAPE CORAL<br>CAPE CORAL<br>1 ← MCGREGOR BLVD<br>1 ← SR 867 | ,  | LANDINGS DR<br>3.176                    |   | TURNOUT<br>3.456  | $\mathcal{K}_{\mathcal{P}_{\mathcal{A}}}$  | JRNOUT<br>491   | Ŷ   | Induced of the second   | KEENAN AVE                              |
|            | ROADWAY<br>FEATURES                                |   |  | CAMELOT DR<br>3.176                     | BRIDGE PLZ ENT  | TURNOUT —<br>3.462  | COLLEGE ARMA   | 68.0' - 24.0'L+12.0'R   | Mest college  |   | 0 38.0' - 2<br>Ε2 - 11.0'<br>Έ 10.0' LW |
|            | LANE WIDTHS<br>ARE AVERAGED                        | 71.0' - 52.0'<br>4 - 13.0' RDWY<br>15.0 PVD MED<br>2 - 2.0' C&G SHLD1                             |  |   | -   | - 81.0' - 48.0'<br>∞ 4 - 12.0' RDWY<br>♡ 29.0 TFSP MED<br>♡ 1.0' PVD INSHLD1 - LT<br>2 - 2.0' C&6 SHLD1 | ì  | 2 16.0 PVD MED<br>2 5.0' PVD SHLD1 - LT<br>2.0' C&G SHLD1 - RT<br>9.0' LWN SHLD2 - LT<br>000<br>000<br>000<br>000<br>000<br>000<br>000<br>0 | 55.0' - 24.0'<br>2 - 12.0' RDWY<br>12.0 PVD MED<br>5.0' PVD SHLD1 - LT<br>2.0' CRG SHLD1 - RT<br>12.0' LWN SHLD2 - LT | 6.0' LW   | 6.0' LVVN<br>4.0'                       |
| F          | ROADWAY  | 28/FC-4   |  |   |   | 2-2.0 Cag Shill   | 2-2.0 CaG SHL  |   | 12.0 LYNN SALDZ-LI  | r.0 LW  | 28/FC-4                                 |
|            | COMPOSITION  | 28/FC-4   |  |   |   |   |  |   |   |   | 3.73                                    |
| F          | HORIZONITAL  | CURVE DATA NOT  | FIELD VERIFIED   |   |   |   |  |   | PI=3  | 3.645<br>3.682<br>2.682   | I                                       |
|            | HORIZONTAL<br>ALIGNMENT                            |   |  |   |   |   |  |   | Δ=1   | 3.682<br>3°20'00.00"<br>°00'00 00   |   |
|            | STRUCTURE  |   |  |   |   |   | 87<br>7<br>7<br>87<br>7<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>87<br>8 |   |   |   | ) 3726<br>1 - 24" X 24' CC              |
| È          | DISTRICT USE                                       |   |  |   |   |   |  |   |   |   |   |
| ┝          | SIS  |   |  |   |   |   |  |   |   |   |   |
| Version:   | FUN CLASS  | URBAN MINOR ART   |  |   |   |   |  |   |   |   |   |



# **APPENDIX C** Turning Movement Counts

File Name : SR 867 at Cypress Lake Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|  |                  |                        |                   |                 |                    |                  | Group               | s Print          | ed. Pa          | ssenger            | Vehic     | es - He          |                 | rucks           |                  |              |                  |                   |                 |                   |                    |
|--|------------------|------------------------|-------------------|-----------------|--------------------|------------------|---------------------|------------------|-----------------|--------------------|-----------|------------------|-----------------|-----------------|------------------|--------------|------------------|-------------------|-----------------|-------------------|--------------------|
|  |                  |                        | S.R. 86           |                 |                    |                  |                     | S.R. 86          |                 | sseriger           |           |                  |                 | E DRI           | /E               |              | CYPRE            | SS LAK            |                 | /E                |                    |
| Start Time                                 |                  |                        | orthbo            |                 |                    |                  |                     | uthbou           |                 |                    |           | E<br>Thru        | astbou          |                 |                  |              | N<br>Thru        | /estbo            |                 |                   |                    |
| 07:00 AM                                   | Left<br>1        | Thru<br>161            | Right<br>65       | U-Turns<br>1    | App. Total<br>228  | Left<br>23       | Thru<br>326         | Right 1          | U-Turns<br>0    | App. Total<br>350  | Left<br>4 | 6                | Right<br>1      | U-Turns<br>0    | App. Total       | Left<br>63   | 2                | Right<br>14       | U-Turns<br>1    | App. Total<br>80  | Int. Total<br>669  |
| 07:15 AM                                   |                  | 192                    | 99                | 8               | 300                | 23               | 362                 | 1                | 0               | 391                | 5         | 6                | 3               | 0               | 14               | 67           | 2                | 11                | 0               | 80                | 785                |
| 07:30 AM                                   | 2                | 211                    | 111               | 6               | 330                | 32               | 351                 | 2                | 0               | 385                | 8         | 18               | 4               | Ő               | 30               | 87           | 2                | 10                | 0               | 99                | 844                |
| 07:45 AM                                   | 2                | 203                    | 134               | 2               | 341                | 46               | 386                 | 1                | Õ               | 433                | 7         | 14               | 6               | Õ               | 27               | 79           | 5                | 19                | Ő               | 103               | 904                |
| Total                                      | 6                | 767                    | 409               | 17              | 1199               | 129              | 1425                | 5                | 0               | 1559               | 24        | 44               | 14              | 0               | 82               | 296          | 11               | 54                | 1               | 362               | 3202               |
|  |                  |                        |                   |                 |                    |                  |                     |                  |                 |                    |           |                  |                 |                 |                  |              |                  |                   |                 |                   |                    |
| 08:00 AM                                   | 3                | 168                    | 80                | 1               | 252                | 39               | 320                 | 2                | 0               | 361                | 3         | 7                | 3               | 0               | 13               | 95           | 7                | 10                | 1               | 113               | 739                |
| 08:15 AM                                   | 4                | 185                    | 104               | 1               | 294                | 29               | 358                 | 1                | 0               | 388                | 4         | 10               | 4               | 0               | 18               | 86           | 7                | 32                | 1               | 126               | 826                |
| 08:30 AM                                   | 4                | 182                    | 98                | 3               | 287                | 32               | 341                 | 7                | 0               | 380                | 5         | 11               | 0               | 0               | 16               | 112          | 7                | 26                | 3               | 148               | 831                |
| 08:45 AM<br>Total                          | 6<br>17          | <u>   167  </u><br>702 | <u>95</u><br>377  | <u>5</u><br>10  | <u>273</u><br>1106 | <u>36</u><br>136 | 344                 | <u>3</u><br>13   | 0               | <u>383</u><br>1512 | 5<br>17   | <u>12</u><br>40  | <u>7</u><br>14  | 0               | <u>24</u><br>71  | 95<br>388    | <u>11</u><br>32  | <u>27</u><br>95   | 1               | <u>134</u><br>521 | 814<br>3210        |
|  |                  | 702                    | 377               | 10              | 1100               | 130              | 1303                | 15               | 0               | 1012               | 17        | 40               | 14              | 0               | 71               | 300          | 32               | 90                | 0               | 521               | 5210               |
| *** BREAK **                               | *                |                        |                   |                 |                    |                  |                     |                  |                 |                    |           |                  |                 |                 |                  |              |                  |                   |                 |                   |                    |
| 11:00 AM                                   | 5                | 197                    | 98                | 3               | 303                | 42               | 253                 | 7                | 0               | 302                | 4         | 10               | 3               | 0               | 17               | 118          | 5                | 49                | 5               | 177               | 799                |
| 11:15 AM                                   | 7                | 234                    | 89                | 0               | 330                | 47               | 275                 | 2                | 0               | 324                | 6         | 9                | 6               | 1               | 22               | 103          | 11               | 34                | 3               | 151               | 827                |
| 11:30 AM                                   | 4                | 245                    | 105               | 2               | 356                | 35               | 255                 | 2                | 0               | 292                | 1         | 12               | 3               | 0               | 16               | 87           | 9                | 49                | 2               | 147               | 811                |
| 11:45 AM                                   | 5                | 264                    | 95                | 3               | 367                | 50               | 246                 | 6                | 0               | 302                | 8         | 11               | 7               | 0               | 26               | 108          | 5                | 52                | 6               | 171               | 866                |
| Total                                      | 21               | 940                    | 387               | 8               | 1356               | 174              | 1029                | 17               | 0               | 1220               | 19        | 42               | 19              | 1               | 81               | 416          | 30               | 184               | 16              | 646               | 3303               |
| 12:00 PM                                   | 2                | 222                    | 86                | 2               | 312                | 46               | 239                 | 4                | 0               | 289                | 2         | 5                | 2               | 0               | 9                | 107          | 6                | 50                | 4               | 167               | 777                |
| 12:15 PM                                   | 6                | 268                    | 92                | 3               | 369                | 51               | 236                 | 3                | 0               | 290                | 4         | 12               | 5               | 0               | 21               | 120          | 7                | 51                | 4               | 182               | 862                |
| 12:30 PM                                   | 5                | 285                    | 108               | 2               | 400                | 50               | 234                 | 5                | 0               | 289                | 8         | 11               | 4               | 0               | 23               | 97           | 13               | 42                | 2               | 154               | 866                |
| <u>12:45 PM</u>                            | 4                | 244                    | 127               | 2               | 377                | 56               | 205                 | 6                | 0               | 267                | 7         | 5                | 7               | 0               | 19               | 114          | 8                | 50                | 4               | 176               | 839                |
| Total                                      | 17               | 1019                   | 413               | 9               | 1458               | 203              | 914                 | 18               | 0               | 1135               | 21        | 33               | 18              | 0               | 72               | 438          | 34               | 193               | 14              | 679               | 3344               |
| *** BREAK **                               | *                |                        |                   |                 |                    |                  |                     |                  |                 |                    |           |                  |                 |                 |                  |              |                  |                   |                 |                   |                    |
| 02:00 PM                                   | 4                | 270                    | 77                | 3               | 354                | 24               | 240                 | 4                | 0               | 268                | 5         | 16               | 2               | 0               | 23               | 106          | 10               | 47                | 4               | 167               | 812                |
| 02:15 PM                                   | 4                | 285                    | 81                | 2               | 372                | 37               | 220                 | 5                | 0               | 262                | 5         | 16               | 2               | 0               | 23               | 110          | 11               | 36                | 6               | 163               | 820                |
| 02:30 PM                                   | 7                | 310                    | 121               | 3               | 441                | 32               | 215                 | 6                | 1               | 254                | 6         | 8                | 6               | 0               | 20               | 101          | 4                | 48                | 3               | 156               | 871                |
| 02:45 PM                                   | 3                | <u>331</u><br>1196     | 108               | 1               | 443                | 42               | 237                 | 6                | 0               | 285                | 4         | 10               | 0               | 0               | 14               | 107          | 9                | 49                | 5               | 170               | 912                |
| Total                                      | 18               | 1190                   | 387               | 9               | 1610               | 135              | 912                 | 21               | 1               | 1069               | 20        | 50               | 10              | 0               | 80               | 424          | 34               | 180               | 18              | 656               | 3415               |
| 03:00 PM                                   | 7                | 321                    | 116               | 1               | 445                | 39               | 213                 | 4                | 0               | 256                | 2         | 10               | 2               | 0               | 14               | 118          | 9                | 47                | 0               | 174               | 889                |
| 03:15 PM                                   | 6                | 338                    | 105               | 1               | 450                | 40               | 235                 | 8                | 0               | 283                | 3         | 9                | 3               | 0               | 15               | 118          | 9                | 52                | 1               | 180               | 928                |
| 03:30 PM                                   | 3                | 372                    | 106               | 2               | 483                | 39               | 230                 | 6                | 0               | 275                | 3         | 9                | 3               | 0               | 15               | 121          | 10               | 49                | 1               | 181               | 954                |
| 03:45 PM                                   | 4                | 358<br>1389            | 122               | 1               | 485                | 49               | 229                 | 5                | 0               | 283                | 1         | 8                | 2               | 0               | 11               | 116          | 13               | 37                | 5               | 171               | 950                |
| Total                                      | 20               | 1309                   | 449               | 5               | 1863               | 167              | 907                 | 23               | 0               | 1097               | 9         | 36               | 10              | 0               | 55               | 473          | 41               | 185               | 7               | 706               | 3721               |
| 04:00 PM                                   | 7                | 376                    | 95                | 1               | 479                | 36               | 196                 | 6                | 0               | 238                | 3         | 6                | 5               | 0               | 14               | 122          | 9                | 45                | 3               | 179               | 910                |
| 04:15 PM                                   | 6                | 345                    | 115               | 1               | 467                | 43               | 228                 | 3                | 0               | 274                | 9         | 9                | 2               | 0               | 20               | 126          | 18               | 36                | 2               | 182               | 943                |
| 04:30 PM                                   | 4                | 391                    | 104               | 1               | 500                | 38               | 215                 | 4                | 0               | 257                | 7         | 7                | 6               | 0               | 20               | 115          | 15               | 62                | 3               | 195               | 972                |
| 04:45 PM                                   | 3                | 338                    | 139               | 1               | 481                | 53               | 215                 | 4                | 0               | 272                | 6         | 5                | 3               | 0               | 14               | 105          | 8                | 54                | 6               | 173               | 940                |
| Total                                      | 20               | 1450                   | 453               | 4               | 1927               | 170              | 854                 | 17               | 0               | 1041               | 25        | 27               | 16              | 0               | 68               | 468          | 50               | 197               | 14              | 729               | 3765               |
| 05:00 PM                                   | 5                | 326                    | 106               | 2               | 439                | 37               | 195                 | 4                | 0               | 236                | 4         | 9                | 3               | 0               | 16               | 112          | 15               | 66                | 7               | 200               | 891                |
| 05:15 PM                                   | 11               | 340                    | 114               | 5               | 470                | 36               | 235                 | 6                | 0               | 277                | 8         | 5                | 0               | 0               | 13               | 127          | 17               | 44                | 5               | 193               | 953                |
| 05:30 PM                                   | 4                | 313                    | 100               | 4               | 421                | 34               | 185                 | 7                | 0               | 226                | 6         | 9                | 2               | 0               | 17               | 124          | 9                | 37                | 5               | 175               | 839                |
| 05:45 PM                                   | 6                | 272                    | 84                | 5               | 367                | 36               | 190                 | 5                | 0               | 231                | 3         | 4                | 1               | 0               | 8                | 110          | 11               | 45                | 2               | 168               | 774                |
| Total                                      | 26               | 1251                   | 404               | 16              | 1697               | 143              | 805                 | 22               | 0               | 970                | 21        | 27               | 6               | 0               | 54               | 473          | 52               | 192               | 19              | 736               | 3457               |
| Grand Total                                | 145              | 8714                   | 3279              | 78              | 12216              | 1257             | 8209                | 136              | 1               | 9603               | 156       | 299              | 107             | 1               | 563              | 3376         | 284              | 1280              | 95              | 5035              | 27417              |
| Apprch %                                   | 1.2              | 71.3                   | 26.8              | 0.6             |                    | 13.1             | 85.5                | 1.4              | 0               |                    | 27.7      | 53.1             | 19              | 0.2             |                  | 67.1         | 5.6              | 25.4              | 1.9             |                   |                    |
| Total %<br>Passenger Vehicles              | 0.5              | <u>31.8</u><br>8606    | <u>12</u><br>3228 | 0.3             | 44.6               | 4.6              | <u>29.9</u><br>8109 | 0.5              | 1               | 35                 | 0.6       | 1.1              | 0.4             | 1               | 2.1              | 12.3<br>3336 | 1                | 4.7               | 0.3             | 18.4              | 27064              |
| Passenger Vehicles<br>% Passenger Vehicles | 143              |                        |                   | 78              |                    |                  |                     | 131              | 1               | 9480               | 151       | 295              | 107             | 1               | 554              |              | 280              |                   | 95<br>100       | 4975              |                    |
| Heavy Trucks                               | <u>98.6</u><br>2 | <u>98.8</u><br>108     | <u>98.4</u><br>51 | <u>100</u><br>0 | <u>98.7</u><br>161 | 98.6<br>18       | <u>98.8</u><br>100  | <u>96.3</u><br>5 | <u>100</u><br>0 | <u>98.7</u><br>123 | 96.8<br>5 | <u>98.7</u><br>4 | <u>100</u><br>0 | <u>100</u><br>0 | <u>98.4</u><br>9 | 98.8<br>40   | <u>98.6</u><br>4 | <u>98.8</u><br>16 | <u>100</u><br>0 | <u>98.8</u><br>60 | <u>98.7</u><br>353 |
| % Heavy Trucks                             | 1.4              | 1.2                    | 1.6               | 0               | 1.3                | 1.4              | 1.2                 | 3.7              | 0               | 123                |           | 4<br>1.3         | 0               | 0               | 9<br>1.6         | 1.2          | 4<br>1.4         | 1.2               | 0               | 1.2               | 1.3                |
| -  | 1 1.4            | 1.2                    | 1.0               | 0               | 1.5                | 1 1.4            | 1.4                 | 5.7              | 0               | 1.5                | J.Z       | 1.5              | 0               | U               | 1.0              | 1.2          | 1.4              | 1.4               | U               | 1.2               | 1.5                |

File Name : SR 867 at Cypress Lake Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 2

|                               |                    |                     | S.R. 86<br>orthbo   |                   |                     |                     |                     | S.R. 86<br>uthbo   |                  |                     | (            |                     | SS LAK<br>astbou    | E DRIV     | Έ                 | (                   |                    | SS LAF<br>/estbo    |                    | VE                 | ]          |
|-------------------------------|--------------------|---------------------|---------------------|-------------------|---------------------|---------------------|---------------------|--------------------|------------------|---------------------|--------------|---------------------|---------------------|------------|-------------------|---------------------|--------------------|---------------------|--------------------|--------------------|------------|
| Start Time                    | Left               | Thru                |                     |                   | App. Total          | Left                | Thru                | Right              | U-Turns          | App. Total          | Left         | Thru                |                     |            | App. Total        | Left                | Thru               | Right               | U-Turns            | App. Total         | Int. Total |
| Peak Hour An                  |                    |                     |                     |                   |                     |                     |                     | Ů                  |                  |                     |              |                     |                     | LI         |                   |                     |                    | , v                 |                    |                    |            |
| Peak Hour for                 | Entire             | Inters              | ection I            | Begins            | at 07:30            | AM                  |                     |                    |                  |                     |              |                     |                     |            |                   |                     |                    |                     |                    |                    |            |
| 07:30 AM                      | 2                  | 211                 | 111                 | 6                 | 330                 | 32                  | 351                 | 2                  | 0                | 385                 | 8            | 18                  | 4                   | 0          | 30                | 87                  | 2                  | 10                  | 0                  | 99                 | 844        |
| 07:45 AM                      | 2                  | 203                 | 134                 | 2                 | 341                 | 46                  | 386                 | 1                  | 0                | 433                 | 7            | 14                  | 6                   | 0          | 27                | 79                  | 5                  | 19                  | 0                  | 103                | 904        |
| 08:00 AM                      | 3                  | 168                 | 80                  | 1                 | 252                 | 39                  | 320                 | 2                  | 0                | 361                 | 3            | 7                   | 3                   | 0          | 13                | 95                  | 7                  | 10                  | 1                  | 113                | 739        |
| 08:15 AM                      | 4                  | 185                 | 104                 | 1                 | 294                 | 29                  | 358                 |                    | 0                | 388                 | 4            | 10                  | 4                   | 0          | 18                | 86                  | 7                  | 32                  | 1                  | 126                | 826        |
| Total Volume<br>% App. Total  | 11                 | 767                 | 429                 | 10                | 1217                | 146                 | 1415                | 6                  | 0                | 1567                | 22           | 49                  | 17                  | 0          | 88                | 347                 | 21                 | 71                  | 2                  | 441                | 3313       |
|                               | 0.9                | <u>63</u><br>.909   | <u>35.3</u><br>.800 | 0.8               | .892                | 9.3<br>.793         | <u>90.3</u><br>.916 | <u>0.4</u><br>.750 | 0.000.           | .905                | 25<br>.688   | <u>55.7</u><br>.681 | <u>19.3</u><br>.708 | 0          | .733              | <u>78.7</u><br>.913 | <u>4.8</u><br>.750 | <u>16.1</u><br>.555 | 0.5                | .875               | .916       |
| PHF<br>Passenger Vehicles     | .688<br>11         | 754                 | 419                 | 10                | <u>.092</u><br>1194 | 144                 | 1396                | <u>.750</u><br>6   | 000.             | 1546                | .000         | 49                  | 17                  | 000.       | .733              | 342                 | 21                 | .555                | <u>.500</u><br>2   | 436                | 3264       |
| % Passenger Vehicles          | 100                | 98.3                | 97.7                | 100               | 98.1                | 98.6                | 98.7                | 100                | 0                | 98.7                | 100          | 100                 | 100                 | 0          | 100               | 98.6                | 100                | 100                 | 100                | 98.9               | 98.5       |
| Heavy Trucks                  | 0                  | 13                  | 10                  | 0                 | 23                  | 2                   | 19                  | 0                  | 0                | 21                  | 0            | 0                   | 0                   | 0          | 0                 | 5                   | 0                  | 0                   | 0                  | 5                  | 49         |
| % Heavy Trucks                | 0                  | 1.7                 | 2.3                 | 0                 | 1.9                 | 1.4                 | 1.3                 | 0                  | 0                | 1.3                 | 0            | 0                   | 0                   | 0          | 0                 | 1.4                 | 0                  | 0                   | 0                  | 1.1                | 1.5        |
| Peak Hour An<br>Peak Hour for |                    |                     |                     |                   | :45 AM ·            | Peak ?              | l of 1              |                    |                  |                     |              |                     |                     |            |                   |                     |                    |                     |                    |                    |            |
|                               | 07:15 AM           |                     | Ŭ                   |                   |                     | 07:15 AN            |                     |                    |                  |                     | 07:30 AM     |                     |                     |            |                   | 08:00 AM            |                    |                     |                    |                    | ]          |
| +0 mins.                      | 1                  | 192                 | 99                  | 8                 | 300                 | 28                  | 362                 | 1                  | 0                | 391                 | 8            | 18                  | 4                   | 0          | 30                | 95                  | 7                  | 10                  | 1                  | 113                |            |
| +15 mins.                     | 2                  | 211                 | 111                 | 6                 | 330                 | 32                  | 351                 | 2                  | 0                | 385                 | 7            | 14                  | 6                   | 0          | 27                | 86                  | 7                  | 32                  | 1                  | 126                |            |
| +30 mins.                     | 2                  | 203                 | 134                 | 2                 | 341                 | 46                  | 386                 | 1                  | 0                | 433                 | 3            | 7                   | 3                   | 0          | 13                | 112                 | 7                  | 26                  | 3                  | 148                |            |
| +45 mins.                     | 3                  | 168                 | 80                  | 1                 | 252                 | 39                  | 320                 |                    | 0                | 361                 | 4            | 10                  | 4                   | 0          | 18                | 95                  |                    | 27                  |                    | 134                | -          |
| Total Volume                  | 8                  | 774                 | 424                 | 17                | 1223                | 145                 | 1419                | 6                  | 0                | 1570                | 22           | 49                  | 17                  | 0          | 88                | 388                 | 32                 | 95                  | 6                  | 521                |            |
| % App. Total                  | 0.7                | 63.3                | 34.7                | 1.4               | 007                 | 9.2                 | 90.4                | 0.4                | 0                | 00/                 | 25           | 55.7                | 19.3                | 0          | 700               | 74.5                | 6.1                | 18.2                | 1.2                | 000                | -          |
| PHF<br>Passenger Vehicles     | <u>.667</u><br>8   | <u>.917</u><br>763  | <u>.791</u><br>417  | <u>.531</u><br>17 | <u>.897</u><br>1205 | .788<br>143         | <u>.919</u><br>140  | <u>.750</u><br>6   | <u>.000</u><br>0 | <u>.906</u><br>1550 | .688<br>22   | <u>.681</u><br>49   | <u>.708</u><br>17   | _000_<br>0 | <u>.733</u><br>88 | <u>.866</u><br>383  | <u>.727</u><br>32  | <u>.742</u><br>92   | <u>.500</u><br>6   | <u>.880</u><br>513 | -          |
| % Passenger Vehicles          | 100                | 98.6                | 98.3                | 100               | 98.5                | 98.6                | 1<br>98.7           | 100                | 0                | 98.7                | 100          | 49<br>100           | 100                 | 0          | 100               | 98.7                | 32<br>100          | 96.8                | 100                | 98.5               |            |
| Heavy Trucks                  | 0                  | 11                  | 70.0                | 0                 | 18                  | 2                   | 18                  | 0                  | 0                | 20                  | 0            | 0                   | 0                   | Ő          | 0                 | 5                   | 0                  | 3                   | 0                  | 8                  |            |
| % Heavy Trucks                | Ō                  | 1.4                 | 1.7                 | 0                 | 1.5                 | 1.4                 | 1.3                 | 0                  | 0                | 1.3                 | 0            | 0                   | 0                   | Ō          | 0                 | 1.3                 | 0                  | 3.2                 | 0                  | 1.5                |            |
| Peak Hour An                  | alysis F           | rom 1               | 0:00 Al             | VI to 01          | :45 PM -            | Peak 1              | of 1                |                    |                  |                     |              |                     |                     |            |                   |                     |                    |                     |                    |                    |            |
| Peak Hour for                 | Entire             | Inters              | ection I            |                   | at 11:45            | AM                  |                     |                    |                  |                     |              |                     | _                   |            |                   |                     |                    |                     |                    |                    |            |
| 11:45 AM                      | 5                  | 264                 | 95                  | 3                 | 367                 | 50                  | 246                 | 6                  | 0                | 302                 | 8            | 11                  | 7                   | 0          | 26                | 108                 | 5                  | 52                  | 6                  | 171                | 866        |
| 12:00 PM                      | 2                  | 222                 | 86                  | 2                 | 312                 | 46                  | 239                 | 4                  | 0                | 289                 | 2            | 5                   | 2                   | 0          | 9                 | 107                 | 6                  | 50                  | 4                  | 167                | 777        |
| 12:15 PM                      | 6                  | 268                 | 92                  | 3                 | 369                 | 51                  | 236                 | 3                  | 0                | 290                 | 4            | 12                  | 5                   | 0          | 21                | 120                 | 7                  | 51                  | 4                  | 182                | 862        |
| 12:30 PM<br>Total Volume      | 5                  | 285<br>1039         | 108                 | 2                 | 400                 | 50                  | 234                 | 5                  | 0                | 289                 | 8            | 11                  | 4                   | 0          | 23                | 97                  | 13                 | 42                  | 2                  | 154                | 866        |
| % App. Total                  | 18                 |                     | 381                 | 10                | 1448                | 197                 | 955                 | 18                 | 0                | 1170                | 22           | 39                  | 18                  | 0          | 79                | 432                 | 31                 | 195                 | 16                 | 674                | 3371       |
| PHF                           | <u>1.2</u><br>.750 | <u>71.8</u><br>.911 | <u>26.3</u><br>.882 | <u> </u>          | .905                | <u>16.8</u><br>.966 | <u>81.6</u><br>.971 | <u>1.5</u><br>.750 | 0.000.           | .969                | 27.8<br>.688 | <u>49.4</u><br>.813 | <u>22.8</u><br>.643 | 0          | .760              | <u>64.1</u><br>.900 | <u>4.6</u><br>.596 | <u>28.9</u><br>.938 | <u>2.4</u><br>.667 | .926               | .973       |
| Pmr<br>Passenger Vehicles     | 18                 | 1019                | <u>.002</u><br>373  | <u>.033</u><br>10 | 1420                | 195                 | 942                 | 18                 | 000              | 1155                | .000         | <u>.013</u><br>39   | .043<br>18          | 000.       | .760              | 427                 | <u>.596</u><br>31  | <u>.930</u><br>191  | 16                 | .926               | 3318       |
| % Passenger Vehicles          | 100                | 98.1                | 97.9                | 100               | 98.1                | 99.0                | 98.6                | 100                | 0                | 98.7                | 95.5         | 100                 | 100                 | 0          | 98.7              | 98.8                | 100                | 97.9                | 100                | 98.7               | 98.4       |
| Heavy Trucks                  | 0                  | 20                  | 8                   | 0                 | 28                  | 2                   | 13                  | 0                  | 0                | 15                  | 1            | 0                   | 0                   | 0          | ,0.7              | 5                   | 0                  | 4                   | 0                  | 9                  | 53         |
| % Heavy Trucks                | 0                  | 1.9                 | 2.1                 | 0                 | 1.9                 | 1.0                 | 1.4                 | 0                  | 0                | 1.3                 | 4.5          | 0                   | 0                   | 0          | 1.3               | 1.2                 | 0                  | 2.1                 | 0                  | 1.3                | 1.6        |
| Peak Hour An<br>Peak Hour for |                    |                     |                     |                   | :45 PM -            | Peak 1              | of 1                |                    |                  |                     |              |                     |                     |            |                   |                     |                    |                     |                    |                    |            |
|                               | 12:00 PM           | ippi ua             | un Deyl             | nıə at.           |                     | 11:00 AM            |                     |                    |                  |                     | 11:00 AM     |                     |                     |            |                   | 12:00 PM            |                    |                     |                    |                    | ]          |
| +0 mins.                      | 2                  | 222                 | 86                  | 2                 | 312                 | 42                  | 253                 | 7                  | 0                | 302                 | 4            | 10                  | 3                   | 0          | 17                | 107                 | 6                  | 50                  | 4                  | 167                |            |
| +15 mins.                     | 6                  | 268                 | 92                  | ź                 | 369                 | 47                  | 275                 | 2                  | 0                | <b>324</b>          | 6            | 9                   | 6                   | 1          | 22                | 120                 | 7                  | 51                  | 4                  | 182                |            |
| +30 mins.                     | 5                  | 285                 | 108                 | 2                 | 40Ó                 | 35                  | 255                 | 2                  | õ                | 292                 | 1            | 1Ź                  |                     | 0          | 16                | 97                  | 13                 | 42                  | 2                  | 154                |            |
| +45 mins.                     | 4                  | 244                 | 127                 | 2                 | 377                 | 50                  | 246                 | 6                  | 0                | 302                 | 8            | 11                  | 3<br>7              | 0          | 26                | 114                 | 8                  | 50                  | 4                  | 176                |            |
| Total Volume                  | 17                 | 1019                | 413                 | 9                 | 1458                | 174                 | 1029                | 17                 | 0                | 1220                | 19           | 42                  | 19                  | 1          | 81                | 438                 | 34                 | 193                 | 14                 | 679                | ]          |
| % App. Total                  | 1.2                | 69.9                | 28.3                | 0.6               |                     | 14.3                | 84.3                | 1.4                | 0                |                     | 23.5         | 51.9                | 23.5                | 1.2        |                   | 64.5                | 5                  | 28.4                | 2.1                |                    |            |
| PHF                           | .708               | .894                | .813                | .750              | .911                | .870                | .935                | .607               | .000             | .941                | .594         | .875                | .679                | .250       | .779              | .913                | .654               | .946                | .875               | .933               |            |
| Passenger Vehicles            | 17                 | 100<br>1            | 405                 | 9                 | 1432                | 169                 | 101<br>1            | 17                 | 0                | 1197                | 18           | 42                  | 19                  | 1          | 80                | 434                 | 34                 | 187                 | 14                 | 669                |            |
| % Passenger Vehicles          | 100                | 98.2                | 98.1                | 100               | 98.2                | 97.1                | 98.3                | 100                | 0                | 98.1                | 94.7         | 100                 | 100                 | 100        | 98.8              | 99.1                | 100                | 96.9                | 100                | 98.5               |            |
| Heavy Trucks                  | 0                  | 18                  | 8                   | 0                 | 26                  | 5                   | 18                  | 0                  | 0                | 23                  | 1            | 0                   | 0                   | 0          | 1                 | 4                   | 0                  | 6                   | 0                  | 10                 |            |
| % Heavy Trucks                | 0                  | 1.8                 | 1.9                 | 0                 | 1.8                 | 2.9                 | 1.7                 | 0                  | 0                | 1.9                 | 5.3          | 0                   | 0                   | 0          | 1.2               | 0.9                 | 0                  | 3.1                 | 0                  | 1.5                |            |

File Name : SR 867 at Cypress Lake Drive Site Code : 0000000 Start Date : 12/7/2021 Page No : 3

|                      |          |        | S.R. 86 | 57      |            |        |      | S.R. 86 | 7       |            | (    | CYPRE | SS LAK | E DRI   | VE         | (    | CYPRE | SS LAK | E DRI   | /E         |            |
|----------------------|----------|--------|---------|---------|------------|--------|------|---------|---------|------------|------|-------|--------|---------|------------|------|-------|--------|---------|------------|------------|
|                      |          | No     | orthbo  | und     |            |        | So   | uthbo   | und     |            |      | E     | astbou | Ind     |            |      | W     | estbo  | und     |            |            |
| Start Time           | Left     | Thru   | Right   | U-Turns | App. Total | Left   | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right  | U-Turns | App. Total | Left | Thru  | Right  | U-Turns | App. Total | Int. Total |
| Peak Hour An         | alysis I | From 0 | 2:00 PI | V to 05 | :45 PM -   | Peak 1 | of 1 |         |         |            |      |       |        |         |            |      |       |        |         |            |            |
| Peak Hour for        | Entire   | Inters | ection  | Begins  | at 03:45   | PM     |      |         |         |            |      |       |        |         |            |      |       |        |         |            |            |
| 03:45 PM             | 4        | 358    | 122     | 1       | 485        | 49     | 229  | 5       | 0       | 283        | 1    | 8     | 2      | 0       | 11         | 116  | 13    | 37     | 5       | 171        | 950        |
| 04:00 PM             | 7        | 376    | 95      | 1       | 479        | 36     | 196  | 6       | 0       | 238        | 3    | 6     | 5      | 0       | 14         | 122  | 9     | 45     | 3       | 179        | 910        |
| 04:15 PM             | 6        | 345    | 115     | 1       | 467        | 43     | 228  | 3       | 0       | 274        | 9    | 9     | 2      | 0       | 20         | 126  | 18    | 36     | 2       | 182        | 943        |
| 04:30 PM             | 4        | 391    | 104     | 1       | 500        | 38     | 215  | 4       | 0       | 257        | 7    | 7     | 6      | 0       | 20         | 115  | 15    | 62     | 3       | 195        | 972        |
| Total Volume         | 21       | 1470   | 436     | 4       | 1931       | 166    | 868  | 18      | 0       | 1052       | 20   | 30    | 15     | 0       | 65         | 479  | 55    | 180    | 13      | 727        | 3775       |
| % App. Total         | 1.1      | 76.1   | 22.6    | 0.2     |            | 15.8   | 82.5 | 1.7     | 0       |            | 30.8 | 46.2  | 23.1   | 0       |            | 65.9 | 7.6   | 24.8   | 1.8     |            |            |
| PHF                  | .750     | .940   | .893    | 1.00    | .966       | .847   | .948 | .750    | .000    | .929       | .556 | .833  | .625   | .000    | .813       | .950 | .764  | .726   | .650    | .932       | .971       |
| Passenger Vehicles   | 20       | 1458   | 431     | 4       | 1913       | 165    | 861  | 18      | 0       | 1044       | 20   | 28    | 15     | 0       | 63         | 477  | 53    | 178    | 13      | 721        | 3741       |
| % Passenger Vehicles | 95.2     | 99.2   | 98.9    | 100     | 99.1       | 99.4   | 99.2 | 100     | 0       | 99.2       | 100  | 93.3  | 100    | 0       | 96.9       | 99.6 | 96.4  | 98.9   | 100     | 99.2       | 99.1       |
| Heavy Trucks         | 1        | 12     | 5       | 0       | 18         | 1      | 7    | 0       | 0       | 8          | 0    | 2     | 0      | 0       | 2          | 2    | 2     | 2      | 0       | 6          | 34         |
| % Heavy Trucks       | 4.8      | 0.8    | 1.1     | 0       | 0.9        | 0.6    | 0.8  | 0       | 0       | 0.8        | 0    | 6.7   | 0      | 0       | 3.1        | 0.4  | 3.6   | 1.1    | 0       | 0.8        | 0.9        |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

|                      | Luciti   | (ppi ou  | CITECY | mb ut. |      |          |      |      |      |      |          |      |      |      |      |          |      |      |      |      |
|----------------------|----------|----------|--------|--------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
|                      | 03:45 PM |          |        |        |      | 02:45 PM |      |      |      |      | 02:00 PM |      |      |      |      | 04:30 PM |      |      |      |      |
| +0 mins.             | 4        | 358      | 122    | 1      | 485  | 42       | 237  | 6    | 0    | 285  | 5        | 16   | 2    | 0    | 23   | 115      | 15   | 62   | 3    | 195  |
| +15 mins.            | 7        | 376      | 95     | 1      | 479  | 39       | 213  | 4    | 0    | 256  | 5        | 16   | 2    | 0    | 23   | 105      | 8    | 54   | 6    | 173  |
| +30 mins.            | 6        | 345      | 115    | 1      | 467  | 40       | 235  | 8    | 0    | 283  | 6        | 8    | 6    | 0    | 20   | 112      | 15   | 66   | 7    | 200  |
| +45 mins.            | 4        | 391      | 104    | 1      | 500  | 39       | 230  | 6    | 0    | 275  | 4        | 10   | 0    | 0    | 14   | 127      | 17   | 44   | 5    | 193  |
| Total Volume         | 21       | 1470     | 436    | 4      | 1931 | 160      | 915  | 24   | 0    | 1099 | 20       | 50   | 10   | 0    | 80   | 459      | 55   | 226  | 21   | 761  |
| % App. Total         | 1.1      | 76.1     | 22.6   | 0.2    |      | 14.6     | 83.3 | 2.2  | 0    |      | 25       | 62.5 | 12.5 | 0    |      | 60.3     | 7.2  | 29.7 | 2.8  |      |
| PHF                  | .750     | .940     | .893   | 1.000  | .966 | .952     | .965 | .750 | .000 | .964 | .833     | .781 | .417 | .000 | .870 | .904     | .809 | .856 | .750 | .951 |
| Passenger Vehicles   | 20       | 145<br>8 | 431    | 4      | 1913 | 159      | 906  | 23   | 0    | 1088 | 19       | 49   | 10   | 0    | 78   | 455      | 55   | 225  | 21   | 756  |
| % Passenger Vehicles | 95.2     | 99.2     | 98.9   | 100    | 99.1 | 99.4     | 99   | 95.8 | 0    | 99   | 95       | 98   | 100  | 0    | 97.5 | 99.1     | 100  | 99.6 | 100  | 99.3 |
| Heavy Trucks         | 1        | 12       | 5      | 0      | 18   | 1        | 9    | 1    | 0    | 11   | 1        | 1    | 0    | 0    | 2    | 4        | 0    | 1    | 0    | 5    |
| % Heavy Trucks       | 4.8      | 0.8      | 1.1    | 0      | 0.9  | 0.6      | 1    | 4.2  | 0    | 1    | 5        | 2    | 0    | 0    | 2.5  | 0.9      | 0    | 0.4  | 0    | 0.7  |

File Name : SR 867 at Cypress Lake Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                     |            |                |                    |        |            |            |                     |                   |        | rinted-    |           |             |                  |                |            |               |             |                  |         |            |                |
|---------------------|------------|----------------|--------------------|--------|------------|------------|---------------------|-------------------|--------|------------|-----------|-------------|------------------|----------------|------------|---------------|-------------|------------------|---------|------------|----------------|
|                     |            |                | S.R. 86<br>orthbou | -      |            |            |                     | S.R. 86<br>uthboi |        |            | (         |             | SS LAK<br>astbou | (E DRI\<br>und | /E         | (             | CYPRE:<br>W | SS LAk<br>/estbo |         | VE         |                |
| Start Time          | Left       | Thru           |                    |        | App. Total | Left       | Thru                | Right             |        | App. Total | Left      | Thru        | Right            | U-Turns        | App. Total | Left          | Thru        | Right            | U-Turns | App. Total | Int. Total     |
| 07:00 AM            | 0          | 1              | 1                  | 0      | 2          | 0          | 0                   | 1                 | 0      | 1          | 0         | 0           | 0                | 0              | 0          | 3             | 0           | 1                | 0       | 4          | 7              |
| 07:15 AM            | 0          | 1              | 0                  | 0      | 1          | 0          | 6                   | 0                 | 0      | 6          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 8              |
| 07:30 AM            | 0          | 3              | 3                  | 0      | 6          | 1          | 4                   | 0                 | 0      | 5          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 12             |
| 07:45 AM            | 0          | 3              | 3                  | 0      | 6          | 1          | 3                   | 0                 | 0      | 4          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 11             |
| Total               | 0          | 8              | 7                  | 0      | 15         | 2          | 13                  | 1                 | 0      | 16         | 0         | 0           | 0                | 0              | 0          | 6             | 0           | 1                | 0       | 7          | 38             |
| 08:00 AM            | 0          | 4              | 1                  | 0      | 5          | l o        | 5                   | 0                 | 0      | 5          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 0                | 0       | 2          | 12             |
| 08:15 AM            | 0          | 3              | 3                  | 0      | 6          | 0          | 7                   | 0                 | 0      | 7          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 14             |
| 08:30 AM            | 0          | 3              | 1                  | 0      | 4          | 0          | 6                   | 0                 | 0      | 6          | 0         | 0           | 0                | 0              | 0          | 0             | 0           | 2                | 0       | 2          | 12             |
| 08:45 AM            | 0          | 4              | 2                  | 0      | 6          | 0          | 7                   | 0                 | 0      | 7          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 1                | 0       | 3          | 16             |
| Total               | 0          | 14             | 7                  | 0      | 21         | 0          | 25                  | 0                 | 0      | 25         | 0         | 0           | 0                | 0              | 0          | 5             | 0           | 3                | 0       | 8          | 54             |
| *** BREAK ***       | r          |                |                    |        |            |            |                     |                   |        |            |           |             |                  |                |            |               |             |                  |         |            |                |
| 11:00 AM            | 0          | 5              | 4                  | 0      | 9          | 3          | 6                   | 0                 | 0      | 9          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 19             |
| 11:15 AM            | 0          | 7              | 0                  | 0      | 7          | 1          | 6                   | 0                 | 0      | 7          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 15             |
| 11:30 AM            | 1          | 3              | 1                  | 0      | 5          | 0          | 2                   | 0                 | 0      | 2          | 0         | 0           | 0                | 0              | 0          | 1             | 1           | 0                | 0       | 2          | 9              |
| 11:45 AM            | 0          | 2              | 2                  | 0      | 4          | 1          | 4                   | 0                 | 0      | 5          | 1         | 0           | 0                | 0              | 1          | 1             | 0           | 0                | 0       | 1          | 11             |
| Total               | 1          | 17             | 7                  | 0      | 25         | 5          | 18                  | 0                 | 0      | 23         | 1         | 0           | 0                | 0              | 1          | 4             | 1           | 0                | 0       | 5          | 54             |
| 12:00 PM            | 0          | 4              | 4                  | 0      | 8          | 1          | 1                   | 0                 | 0      | 2          | 0         | 0           | 0                | 0              | 0          | 0             | 0           | 1                | 0       | 1          | 11             |
| 12:15 PM            | 0          | 8              | 2                  | 0      | 10         | 0          | 3                   | 0                 | 0      | 3          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 2                | 0       | 4          | 17             |
| 12:30 PM            | 0          | 6              | 0                  | 0      | 6          | 0          | 5                   | 0                 | 0      | 5          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 1                | 0       | 3          | 14             |
| 12:45 PM            | 0          | 0              | 2                  | 0      | 2          | 0          | 5                   | 0                 | 0      | 5          | 0         | 0           | 0                | 0              | 0          | 0             | 0           | 2                | 0       | 2          | 9              |
| Total               | 0          | 18             | 8                  | 0      | 26         | 1          | 14                  | 0                 | 0      | 15         | 0         | 0           | 0                | 0              | 0          | 4             | 0           | 6                | 0       | 10         | 51             |
| *** BREAK ***       | r          |                |                    |        |            |            |                     |                   |        |            |           |             |                  |                |            |               |             |                  |         |            |                |
| 02:00 PM            | 0          | 5              | 1                  | 0      | 6          | 2          | 6                   | 0                 | 0      | 8          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 15             |
| 02:15 PM            | 0          | 7              | 2                  | 0      | 9          | 1          | 3                   | 1                 | 0      | 5          | 0         | 0           | 0                | 0              | 0          | 4             | 1           | 0                | 0       | 5          | 19             |
| 02:30 PM            | 0          | 4              | 4                  | 0      | 8          | 1          | 0                   | 2                 | 0      | 3          | 1         | 0           | 0                | 0              | 1          | 3             | 0           | 2                | 0       | 5          | 17             |
| 02:45 PM            | 0          | 4              | 3                  | 0      | 7          | 0          | 3                   | 0                 | 0      | 3          | 0         | 1           | 0                | 0              | 1          | 1             | 0           | 0                | 0       | 1          | 12             |
| Total               | 0          | 20             | 10                 | 0      | 30         | 4          | 12                  | 3                 | 0      | 19         | 1         | 1           | 0                | 0              | 2          | 9             | 1           | 2                | 0       | 12         | 63             |
| 03:00 PM            | 0          | 7              | 0                  | 0      | 7          | 0          | 2                   | 0                 | 0      | 2          | 0         | 0           | 0                | 0              | 0          | 0             | 0           | 1                | 0       | 1          | 10             |
| 03:15 PM            | 0          | 3              | 0                  | 0      | 3          | 1          | 2                   | 0                 | 0      | 3          | 1         | 1           | 0                | 0              | 2          | 2             | 0           | 1                | 0       | 3          | 11             |
| 03:30 PM            | 0          | 3              | 1                  | 0      | 4          | 0          | 2                   | 1                 | 0      | 3          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 8              |
| 03:45 PM<br>Total   | 0          | 1<br>14        | 0                  | 0      | 1<br>15    | 1          | 0                   | 0                 | 0      | 1          | 0         | 2           | 0                | 0              | 2          | 0             | 1           | 0                | 0       | 1          | <u>5</u><br>34 |
|                     | 0          | 14             |                    | 0      | 15         | . ~        | 0                   | I                 | 0      | ,          |           | 5           | 0                | 0              |            | 5             |             | 2                | 0       | -          | . 54           |
| 04:00 PM            | 0          | 6              | 2                  | 0      | 8          | 0          | 3                   | 0                 | 0      | 3          | 0         | 0           | 0                | 0              | 0          | 0             | 1           | 1                | 0       | 2          | 13             |
| 04:15 PM            | 0          | 2              | 2                  | 0      | 4          | 0          | 2                   | 0                 | 0      | 2          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 0                | 0       | 2          | 8              |
| 04:30 PM            | 1          | 3              | 1                  | 0      | 5          | 0          | 2                   | 0                 | 0      | 2          | 0         | 0           | 0                | 0              | 0          | 0             | 0           | 1                | 0       | 1          | 8              |
| 04:45 PM            | 0          | <u>2</u><br>13 | 2                  | 0      | 21         | 1          | <u>1</u><br>8       | 0                 | 0      | 2          | 2         | 0           | 0                | 0              | 2          | 0             | 0           | 0                | 0       | 0          | <u>8</u><br>37 |
| Total               |            |                |                    | -      | 21         |            |                     | U                 | U      |            | 2         |             |                  | U              | 2          |               | I           | 2                | 0       | -          |                |
| 05:00 PM            |            | 0              | 0                  | 0      | 0          |            | 2                   | 0                 | 0      | 4          | 0         | 0           | 0                | 0              | 0          |               | 0           | 0                | 0       | 2          |                |
| 05:15 PM            | 0          | 0              | 2                  | 0      | 2          | 0          | 1                   | 0                 | 0      | 1          | 0         | 0           | 0                | 0              | 0          | 2             | 0           | 0                | 0       | 2          | 5              |
| 05:30 PM            | 0          | 2              | 1                  | 0      | 3          | 0          | 1                   | 0                 | 0      | 1          | 0         | 0           | 0                | 0              | 0          | 1             | 0           | 0                | 0       | 1          | 5              |
| 05:45 PM<br>Total   | 0          | 2              | <u>1</u><br>4      | 0      | 3          | 1          | <u>      0</u><br>4 | 0                 | 0      | 1<br>7     | 0         | 0           | 0                | 0              | 0          | <u>2</u><br>7 | 0           | 0                | 0       | 2          | <u>6</u><br>22 |
| Grand Total         | ~          | 100            | F 1                | 0      |            |            | 100                 | F                 | 0      | 100        |           |             | 0                | 0              |            | 40            | ,           | 17               | 0       | (0)        |                |
|                     | 2<br>1.2   | 108<br>67.1    | 51<br>31.7         | 0<br>0 | 161        | 18<br>14.6 | 100<br>81.3         | 5                 | 0<br>0 | 123        | 5<br>55.6 | 4<br>44.4   | 0<br>0           | 0<br>0         | 9          | 40<br>66.7    | 4<br>6.7    | 16<br>26.7       | 0<br>0  | 60         | 353            |
| Apprch %<br>Total % | 1.2<br>0.6 |                | 31.7<br>14.4       | 0      | 45.6       |            | 81.3<br>28.3        | 4.1<br>1.4        | 0      | 34.8       |           | 44.4<br>1.1 | 0                | 0              | 25         | 00.7<br>11.3  | 0.7<br>1.1  | 20.7<br>4.5      | 0       | 17         |                |
| i Utali 70          | 0.0        | 50.0           | 14.4               | 0      | 40.0       | J 0.1      | 20.3                | 1.4               | U      | 54.0       | 1.4       | 1.1         | 0                | U              | 2.0        | 11.3          | 1.1         | 4.0              | 0       | 17         | I              |

File Name : SR 867 at Cypress Lake Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 2

|                                       |          |        | S.R. 86<br>orthbo |          |            |           |        | S.R. 86<br>uthbo |         |            | (        |      | SS LAK | (E DRI | VE         |          |      | SS LAK |         | VE         |            |
|---------------------------------------|----------|--------|-------------------|----------|------------|-----------|--------|------------------|---------|------------|----------|------|--------|--------|------------|----------|------|--------|---------|------------|------------|
| Start Time                            | Left     |        |                   |          | App. Total | Left      | Thru   |                  | U-Turns | App. Total | Left     | Thru |        |        | App. Total | Left     | Thru | Right  | U-Turns | App. Total | Int. Total |
| Peak Hour An                          |          |        | <u> </u>          |          |            |           |        | 5                |         | TT         | 2011     |      | 1 5    |        | 1 11       | 2011     |      |        |         | 1 11       |            |
| Peak Hour for                         |          |        |                   |          |            |           |        |                  |         |            |          |      |        |        |            |          |      |        |         |            |            |
| 08:00 AM                              | 0        | 4      | 1                 | 0        | 5          | 0         | 5      | 0                | 0       | 5          | 0        | 0    | 0      | 0      | 0          | 2        | 0    | 0      | 0       | 2          | 12         |
| 08:15 AM                              | 0        | 3      | 3                 | 0        | 6          | 0         | 7      | 0                | 0       | 7          | 0        | 0    | 0      | 0      | 0          | 1        | 0    | 0      | 0       | 1          | 14         |
| 08:30 AM                              | 0        | 3      | 1                 | 0        | 4          | 0         | 6      | 0                | 0       | 6          | 0        | 0    | 0      | 0      | 0          | 0        | 0    | 2      | 0       | 2          | 12         |
| 08:45 AM                              | 0        | 4      | 2                 | 0        | 6          | 0         | 7      | 0                | 0       | 7          | 0        | 0    | 0      | 0      | 0          | 2        | 0    | 1      | 0       | 3          | 16         |
| Total Volume                          | 0        | 14     | 7                 | 0        | 21         | 0         | 25     | 0                | 0       | 25         | 0        | 0    | 0      | 0      | 0          | 5        | 0    | 3      | 0       | 8          | 54         |
| % App. Total                          | 0        | 66.7   | 33.3              | 0        |            | 0         | 100    | 0                | 0       |            | 0        | 0    | 0      | 0      |            | 62.5     | 0    | 37.5   | 0       |            |            |
| PHF                                   | .000     | .875   | .583              | .000     | .875       | .000      | .893   | .000             | .000    | .893       | .000     | .000 | .000   | .000   | .000       | .625     | .000 | .375   | .000    | .667       | .844       |
| Peak Hour An<br><u>Peak Hour for</u>  | 5        | Approa |                   |          | 45 AM -    | Peak 2    |        |                  |         |            | 07:00 AM |      |        |        |            | 08:00 AM | 1    |        |         |            | 1          |
| +0 mins.                              | 07:30 AM | 3      | 3                 | 0        | 6          | 08:00 AIV | 5      | 0                | 0       | 5          | 07:00 AW | 0    | 0      | 0      | 0          | 2        | 0    | 0      | 0       | 2          |            |
| +15 mins.                             |          | 3<br>3 | 3                 | 0        | 6          | 0         | 5<br>7 | 0                | 0       | 5<br>7     | 0        | 0    | 0      | 0      | 0          | 1        | 0    | 0      | 0       | 2          |            |
| +30 mins.                             |          | 4      | 3<br>1            | 0        | 5          | 0         | 6      | 0                | 0       | 6          | 0        | 0    | 0      | 0      | 0          | 0        | 0    | 2      | 0       | 2          |            |
| +30 mins.<br>+45 mins.                |          | 3      | 3                 | 0        | 6          | 0         | 7      | 0                | 0       | 7          | 0        | 0    | 0      | 0      | 0          | 2        | 0    | 1      | 0       | 3          |            |
| Total Volume                          | 0        | 13     | 10                | 0        | 23         | 0         | 25     | 0                | 0       | 25         | 0        | 0    | 0      | 0      | 0          | 5        | 0    | 3      | 0       | 8          |            |
| % App. Total                          | 0        | 56.5   | 43.5              | 0        | 25         | 0         | 100    | 0                | 0       | 25         | 0        | 0    | 0      | 0      | 0          | 62.5     | 0    | 37.5   | 0       | 0          |            |
| PHF                                   | .000     | .813   | .833              | .000     | .958       | .000      | .893   | .000             | .000    | .893       | .000     | .000 | .000   | .000   | .000       | .625     | .000 | .375   | .000    | .667       |            |
| Peak Hour An<br>Peak Hour for         | alysis l | From 1 | 0:00 A            | M to 01: | 45 PM -    | Peak 1    |        | 1000             |         | 1070       | 1000     | 1000 | 1000   |        |            | 1020     | 1000 | 1070   | 1000    | 1001       | 1          |
| 11:00 AM                              | 0        | 5      | 4                 | 0        | 9          | 3         | 6      | 0                | 0       | 9          | 0        | 0    | 0      | 0      | 0          | 1        | 0    | 0      | 0       | 1          | 19         |
| 11:15 AM                              | 0        | 7      | 0                 | 0        | 7          | 1         | 6      | 0                | 0       | 7          | 0        | 0    | 0      | 0      | 0          | 1        | 0    | 0      | 0       | 1          | 15         |
| 11:30 AM                              | 1        | 3      | 1                 | 0        | 5          | 0         | 2      | 0                | 0       | 2          | 0        | 0    | 0      | 0      | 0          | 1        | 1    | 0      | 0       | 2          | 9          |
| 11:45 AM                              | 0        | 2      | 2                 | 0        | 4          | 1         | 4      | 0                | 0       | 5          | 1        | 0    | 0      | 0      | 1          | 1        | 0    | 0      | 0       | 1          | 11         |
| Total Volume                          | 1        | 17     | 7                 | 0        | 25         | 5         | 18     | 0                | 0       | 23         | 1        | 0    | 0      | 0      | 1          | 4        | 1    | 0      | 0       | 5          | 54         |
| % App. Total                          | 4        | 68     | 28                | 0        |            | 21.7      | 78.3   | 0                | 0       |            | 100      | 0    | 0      | 0      |            | 80       | 20   | 0      | 0       |            |            |
| PHF                                   | .250     | .607   | .438              | .000     | .694       | .417      | .750   | .000             | .000    | .639       | .250     | .000 | .000   | .000   | .250       | 1.00     | .250 | .000   | .000    | .625       | .711       |
| Peak Hour An<br>Peak Hour for         |          | Approa |                   |          | 45 PM -    | Peak 1    |        |                  |         |            | 11:00 AM |      |        |        |            | 12:00 PM | 1    |        |         |            | ]          |
| +0 mins.                              | 0        | 2      | 2                 | 0        | 4          | 3         | 6      | 0                | 0       | 9          | 0        | 0    | 0      | 0      | 0          | 0        | 0    | 1      | 0       | 1          |            |
| +15 mins.                             | 0        | 4      | 4                 | 0        | 8          | 1         | 6      | 0                | 0       | 7          | 0        | 0    | 0      | 0      | 0          | 2        | 0    | 2      | 0       | 4          |            |
| +30 mins.                             | 0        | 8      | 2                 | 0        | 10         | 0         | 2      | 0                | 0       | 2          | 0        | 0    | 0      | 0      | 0          | 2        | 0    | 1      | 0       | 3          |            |
| +45 mins.                             | 0        | 6      | 0                 | 0        | 6          | 1         | 4      | 0                | 0       | 5          | Ĭ        | 0    | 0      | 0      | ĭ          | 0        | 0    | 2      | 0       | 2          |            |
| Total Volume                          | 0        | 20     | 8                 | 0        | 28         | 5         | 18     | 0                | 0       | 23         | 1        | 0    | 0      | 0      | 1          | 4        | 0    | 6      | 0       | 10         |            |
| % App. Total                          | Ő        | 71.4   | 28.6              | Õ        | 20         | 21.7      | 78.3   | Õ                | Õ       | 20         | 100      | Õ    | Ő      | Ő      |            | 40       | Ő    | 60     | Õ       |            |            |
| PHF                                   | .000     | .625   | .500              | .000     | .700       | .417      | .750   | .000             | .000    | .639       | .250     | .000 | .000   | .000   | .250       | .500     | .000 | .750   | .000    | .625       |            |
| Peak Hour An                          | alysis I | From 0 | 2:00 PI           | M to 05: | 45 PM -    | Peak 1    | of 1   |                  |         |            |          |      |        |        |            |          |      |        |         |            |            |
| Peak Hour for                         |          |        |                   |          |            | PM        |        |                  |         |            |          |      |        |        |            |          |      |        |         |            |            |
| 02:00 PM                              | 0        | 5      | 1                 | 0        | 6          | 2         | 6      | 0                | 0       | 8          | 0        | 0    | 0      | 0      | 0          | 1        | 0    | 0      | 0       | 1          | 15         |
| 02:15 PM                              | 0        | 7      | 2                 | 0        | 9          | 1         | 3      | 1                | 0       | 5          | 0        | 0    | 0      | 0      | 0          | 4        | 1    | 0      | 0       | 5          | 19         |
| 02:30 PM                              | 0        | 4      | 4                 | 0        | 8          | 1         | 0      | 2                | 0       | 3          | 1        | 0    | 0      | 0      | 1          | 3        | 0    | 2      | 0       | 5          | 17         |
| 02:45 PM                              | 0        | 4      | 3                 | 0        | 7          | 0         | 3      | 0                | 0       | 3          | 0        | 1    | 0      | 0      | 1          | 1        | 0    | 0      | 0       | 1          | 12         |
| Total Volume                          | 0        | 20     | 10                | 0        | 30         | 4         | 12     | 3                | 0       | 19         | 1        | 1    | 0      | 0      | 2          | 9        | 1    | 2      | 0       | 12         | 63         |
| % App. Total                          | 0        | 66.7   | 33.3              | 0        |            | 21.1      | 63.2   | 15.8             | 0       |            | 50       | 50   | 0      | 0      |            | 75       | 8.3  | 16.7   | 0       |            |            |
| PHF                                   | .000     | .714   | .625              | .000     | .833       | .500      | .500   | .375             | .000    | .594       | .250     | .250 | .000   | .000   | .500       | .563     | .250 | .250   | .000    | .600       | .829       |
| Peak Hour An<br><u>Peak Hour fo</u> r | ,        | Approa |                   |          | 45 PM -    | Peak 1    |        |                  |         |            | 02:30 PM |      |        |        |            | 02:00 PM | 1    |        |         |            | 1          |
| +0 mins.                              | 0        | 7      | 2                 | 0        | 9          | 2.001     | 6      | 0                | 0       | 8          | 1        | 0    | 0      | 0      | 1          | 1        | 0    | 0      | 0       | 1          |            |
| +15 mins.                             | 0        | 4      | 4                 | 0        | 8          | 1         | 3      | 1                | 0       | 5          | 0        | 1    | 0      | 0      | 1          | 4        | 1    | 0      | 0       | 5          |            |
| +30 mins.                             | 0        | 4      | 3                 | 0        | 7          | 1         | 0      | 2                | 0       | 3          | 0        | 0    | 0      | 0      | 0          | 3        | 0    | 2      | 0       | 5          |            |
| +45 mins.                             | 0        | 7      | 0                 | 0        | 7          | 0         | 3      | 0                | 0       | 3          | 1        | 1    | 0      | 0      | 2          | 1        | 0    | 0      | 0       | 1          |            |
| Total Volume                          | 0        | 22     | 9                 | 0        | 31         | 4         | 12     | 3                | 0       | 19         | 2        | 2    | 0      | 0      | 4          | 9        | 1    | 2      | 0       | 12         | 1          |
| % App. Total                          | Ö        | 71     | 29                | 0<br>0   | 0.         | 21.1      | 63.2   | 15.8             | Ő       | .,         | 50       | 50   | 0      | 0      |            | 75       | 8.3  | 16.7   | 0       |            |            |
| PHF                                   | .000     | .786   | .563              | .000     | .861       | .500      | .500   | .375             | .000    | .594       | .500     | .500 | .000   | .000   | .500       | .563     | .250 | .250   | .000    | .600       | 1          |
|                                       |          |        |                   |          |            |           |        |                  |         |            |          |      |        |        |            |          |      |        |         |            |            |

File Name : SR 867 at Driveway 1 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |        |         |         |            |      | Group      | s Print        | ed- Pa  | ssenger    | Vehic  | es - He   | eavy Ti         | rucks   |            |        |            |                |         |            |                |
|----------------------|------|--------|---------|---------|------------|------|------------|----------------|---------|------------|--------|-----------|-----------------|---------|------------|--------|------------|----------------|---------|------------|----------------|
|                      |      |        | S.R. 86 |         |            |      |            | S.R. 86        |         |            |        | -         | N/A             |         |            |        |            | RIVEW          |         |            |                |
| Start Time           | 1.4  | Thru   | Right   |         |            | 1.4  | 50<br>Thru | uthbo<br>Right |         |            | 1 . 6  | E<br>Thru | astbou<br>Right | -       |            | 1 - 61 | VI<br>Thru | estbo<br>Right |         |            |                |
|                      | Left |        | 9       | U-Turns | App. Total | Left |            | , v            | U-Turns | App. Total | Left   |           | <u> </u>        | U-Turns | App. Total | Left   |            | <u> </u>       | U-Turns | App. Total | Int. Total     |
| 07:00 AM             | 0    | 0      | 1       | 0       | 1          | 0    | 0          | 0              | 0       | 0          | 0      | 0         | 0               | 0       | 0          | 0      | 0          | 0              | 0       | 0          |                |
| 07:15 AM             | 0    | 0      | 0<br>1  | 0       | 0          | 3    | 0          | 0              | 0       | 3          | 0      | 0         | 0               | 0       | 0          | 1      | 0          | 0              | 0       | 1          | 4              |
| 07:30 AM<br>07:45 AM | 0    | 0<br>0 | 1       | 0<br>0  | 1          | 2    | 0          | 0              | 0       | 2          | 0<br>0 | 0         | 0               | 0<br>0  | 0          | 0      | 0          | 0              | 0       | 1          | 4              |
|                      | 0    | 0      | 3       | 0       | 3          | 4    | 0          | 0              | 0       | 4          | 0      | 0         | 0               | 0       | 0          | 2      | 0          | 1              | 0       | 3          | <u>6</u><br>15 |
| Total                | 0    | 0      | 3       | 0       | 3          | 9    | 0          | 0              | 0       | 9          | 0      | 0         | 0               | 0       | 0          | 2      | 0          | I              | 0       | 3          | 15             |
| 08:00 AM             | 0    | 0      | 2       | 0       | 2          | 6    | 0          | 0              | 0       | 6          | 0      | 0         | 0               | 0       | 0          | 2      | 0          | 0              | 0       | 2          | 10             |
| 08:15 AM             | 0    | 0      | 1       | 0       | 1          | 6    | 0          | 0              | 0       | 6          | 0      | 0         | 0               | 0       | 0          | 0      | 0          | 2              | 0       | 2          | 9              |
| 08:30 AM             | 0    | 0      | 4       | 0       | 4          | 5    | 0          | 0              | 0       | 5          | 0      | 0         | 0               | 0       | 0          | 1      | 0          | 0              | 0       | 1          | 10             |
| 08:45 AM             | 0    | 0      | 3       | 0       | 3          | 2    | 0          | 0              | 0       | 2          | 0      | 0         | 0               | 0       | 0          | 0      | 0          | 2              | 0       | 2          | 7              |
| Total                | 0    | 0      | 10      | 0       | 10         | 19   | 0          | 0              | 0       | 19         | 0      | 0         | 0               | 0       | 0          | 3      | 0          | 4              | 0       | 7          | 36             |
| *** BREAK ***        |      |        |         |         |            |      |            |                |         |            |        |           |                 |         |            |        |            |                |         |            |                |
| 04:00 PM             | 0    | 0      | 3       | 0       | 3          | 3    | 0          | 0              | 0       | 3          | 0      | 0         | 0               | 0       | 0          | 1      | 0          | 5              | 0       | 6          | 12             |
| 04:15 PM             | 0    | 0      | 8       | 0       | 8          | 9    | 0          | 0              | 0       | 9          | 0      | 0         | 0               | 0       | 0          | 1      | 0          | 5              | 0       | 6          | 23             |
| 04:30 PM             | 0    | 0      | 7       | 0       | 7          | 6    | 0          | 0              | 0       | 6          | 0      | 0         | 0               | 0       | 0          | 3      | 0          | 7              | 0       | 10         | 23             |
| 04:45 PM             | 0    | 0      | 15      | 0       | 15         | 3    | 0          | 0              | 0       | 3          | 0      | 0         | 0               | 0       | 0          | 2      | 0          | 4              | 0       | 6          | 24             |
| Total                | 0    | 0      | 33      | 0       | 33         | 21   | 0          | 0              | 0       | 21         | 0      | 0         | 0               | 0       | 0          | 7      | 0          | 21             | 0       | 28         | 82             |
| 05:00 PM             | 0    | 0      | 9       | 0       | 9          | 8    | 0          | 0              | 0       | 8          | 0      | 0         | 0               | 0       | 0          | 4      | 0          | 18             | 0       | 22         | 39             |
| 05:15 PM             | Ō    | Ō      | 7       | Ō       | 7          | 10   | Ō          | Ō              | Ō       | 10         | Õ      | Ō         | Ō               | Ō       | Ō          | 6      | Ō          | 16             | Ō       | 22         | 39             |
| 05:30 PM             | 0    | 0      | 9       | 0       | 9          | 12   | 0          | 0              | 0       | 12         | 0      | 0         | 0               | 0       | 0          | 5      | 0          | 4              | 0       | 9          | 30             |
| 05:45 PM             | 0    | 0      | 13      | 0       | 13         | 4    | 0          | 0              | 0       | 4          | 0      | 0         | 0               | 0       | 0          | 5      | 0          | 11             | 0       | 16         | 33             |
| Total                | 0    | 0      | 38      | 0       | 38         | 34   | 0          | 0              | 0       | 34         | 0      | 0         | 0               | 0       | 0          | 20     | 0          | 49             | 0       | 69         | 141            |
| Grand Total          | 0    | 0      | 84      | 0       | 84         | 83   | 0          | 0              | 0       | 83         | 0      | 0         | 0               | 0       | 0          | 32     | 0          | 75             | 0       | 107        | 274            |
| Apprch %             | Ő    | Ő      | 100     | Ő       |            | 100  | Ő          | Ő              | Ő       | 2.5        | Ő      | Ő         | Ő               | Ő       | 5          | 29.9   | Ő          | 70.1           | Ő       |            |                |
| Total %              | Ő    | Ő      | 30.7    | 0       | 30.7       | 30.3 | 0          | 0              | 0       | 30.3       | 0      | 0         | 0               | 0       | 0          | 11.7   | Ő          | 27.4           | 0       | 39.1       |                |
| Passenger Vehicles   | 0    | 0      | 84      | 0       | 84         | 82   | 0          | 0              | 0       | 82         | 0      | 0         | 0               | 0       | 0          | 31     | 0          | 75             | 0       | 106        | 272            |
| % Passenger Vehicles | 0    | 0      | 100     | 0       | 100        | 98.8 | 0          | 0              | 0       | 98.8       | 0      | 0         | 0               | 0       | 0          | 96.9   | 0          | 100            | 0       | 99.1       | 99.3           |
| Heavy Trucks         | 0    | 0      | 0       | 0       | 0          | 1    | 0          | 0              | 0       | 1          | 0      | 0         | 0               | 0       | 0          | 1      | 0          | 0              | 0       | 1          | 2              |
| % Heavy Trucks       | 0    | 0      | 0       | 0       | 0          | 1.2  | 0          | 0              | 0       | 1.2        | 0      | 0         | 0               | 0       | 0          | 3.1    | 0          | 0              | 0       | 0.9        | 0.7            |

File Name : SR 867 at Driveway 2 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |        |            |         |         |            |      | Group | s Print | ed- Pa  | ssenger    | Vehic | es - He | eavy Ti | rucks   |            |      |      |        |         |            |            |
|----------------------|--------|------------|---------|---------|------------|------|-------|---------|---------|------------|-------|---------|---------|---------|------------|------|------|--------|---------|------------|------------|
|                      |        |            | S.R. 86 |         |            |      |       | S.R. 86 | -       |            |       | _       | N/A     |         |            |      |      | RIVEW  |         |            |            |
| Ctant Times          | 1 (1   | NC<br>Thru | orthbo  |         |            | 1 (1 |       | uthbo   |         |            | 1 0   |         | astbou  |         |            | 1 0  |      | /estbo |         |            |            |
| Start Time           | Left   | Inru       | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left  | Thru    | Right   | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
|                      | ·      | 0          | 1       | 0       | 1          | 0    | 0     | 0       | 0       |            | 0     | 0       | 0       | 0       |            | 0    | 0    | 0      | 0       | 0          | 1          |
| 07:30 AM<br>07:45 AM | 0<br>0 | 0          | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          |            |
|                      | 0      | 0          | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 2          |
| TULAT                | 0      | 0          | Z       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 2          |
| 08:00 AM             | 0      | 0          | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 0      | 0       | 1          | 1          |
| *** BREAK ***        |        |            |         |         |            |      |       |         |         |            |       |         |         |         | ,          |      |      |        |         |            |            |
| 08:30 AM             | 0      | 0          | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| 08:45 AM             | 0      | 0          | 5       | 0       | 5          | 4    | 0     | 0       | 0       | 4          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 1      | 0       | 2          | 11         |
| Total                | 0      | 0          | 6       | 0       | 6          | 4    | 0     | 0       | 0       | 4          | 0     | 0       | 0       | 0       | 0          | 2    | 0    | 1      | 0       | 3          | 13         |
| *** BREAK ***        |        |            |         |         |            |      |       |         |         |            |       |         |         |         |            |      |      |        |         |            |            |
| 04:00 PM             | 0      | 0          | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 1          |
| 04:15 PM             | 0      | 0          | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 0      | 0       | 1          | 2          |
| 04:30 PM             | 0      | 0          | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 2          |
| 04:45 PM             | 0      | 0          | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 2      | 0       | 3          | 5          |
| Total                | 0      | 0          | 5       | 0       | 5          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 2    | 0    | 3      | 0       | 5          | 10         |
| 05:00 PM             | 0      | 0          | 1       | 0       | 1          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 3    | 0    | 0      | 0       | 3          | 5          |
| 05:15 PM             | 0      | 0          | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 2          |
| 05:30 PM             | 0      | 0          | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 4    | 0    | 6      | 0       | 10         | 10         |
| *** BREAK ***        | r      |            |         |         |            |      |       |         |         |            |       |         |         |         |            |      |      |        |         |            |            |
| Total                | 0      | 0          | 1       | 0       | 1          | 2    | 0     | 0       | 0       | 2          | 0     | 0       | 0       | 0       | 0          | 7    | 0    | 7      | 0       | 14         | 17         |
| Grand Total          | 0      | 0          | 14      | 0       | 14         | 6    | 0     | 0       | 0       | 6          | 0     | 0       | 0       | 0       | 0          | 11   | 0    | 11     | 0       | 22         | 42         |
| Apprch %             | 0      | 0          | 100     | 0       |            | 100  | 0     | 0       | 0       |            | 0     | 0       | 0       | 0       |            | 50   | 0    | 50     | 0       |            |            |
| Total %              | 0      | 0          | 33.3    | 0       | 33.3       | 14.3 | 0     | 0       | 0       | 14.3       | 0     | 0       | 0       | 0       | 0          | 26.2 | 0    | 26.2   | 0       | 52.4       |            |
| Passenger Vehicles   | 0      | 0          | 14      | 0       | 14         | 6    | 0     | 0       | 0       | 6          | 0     | 0       | 0       | 0       | 0          | 11   | 0    | 11     | 0       | 22         | 42         |
| % Passenger Vehicles | 0      | 0          | 100     | 0       | 100        | 100  | 0     | 0       | 0       | 100        | 0     | 0       | 0       | 0       | 0          | 100  | 0    | 100    | 0       | 100        | 100        |
| Heavy Trucks         | 0      | 0          | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0          |
| % Heavy Trucks       | 0      | 0          | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0          |

File Name : SR 867 at Driveway 3 Site Code : 0000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |         |         |            |      | Groups | s Print | ed- Pas | senger     | Vehicl | es - He | avy Tr | ucks    |            |      |      |       |         |            |            |
|----------------------|------|------|---------|---------|------------|------|--------|---------|---------|------------|--------|---------|--------|---------|------------|------|------|-------|---------|------------|------------|
|                      |      |      | S.R. 86 |         |            |      |        | S.R. 86 |         |            |        |         | N/A    |         |            |      |      | RIVEW |         |            |            |
|                      |      |      | rthbo   | und     |            |      |        | uthbou  | und     |            |        |         | astbou | nd      |            |      |      | estbo | und     |            |            |
| Start Time           | 2011 | Thru | Right   | U-Turns | App. Total | Left | Thru   | Right   | U-Turns | App. Total | Left   | Thru    | Right  | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| *** BREAK ***        |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| 07:30 AM             | 0    | 0    | 1       | 0       | 1          | 1    | 0      | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 2          |
| 07:45 AM             | 0    | 0    | 0       | 0       | 0          | 1    | 0      | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| Total                | 0    | 0    | 1       | 0       | 1          | 2    | 0      | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 3          |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| *** BREAK ***        |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| 08:45 AM             | 0    | 0    | 0       | 0       | 0          | 2    | 0      | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 2     | 0       | 2          | 4          |
| Total                | 0    | 0    | 0       | 0       | 0          | 2    | 0      | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 2     | 0       | 2          | 4          |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| *** BREAK ***        |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| 04:00 PM             | 0    | 0    | 2       | 0       | 2          | 0    | 0      | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 1     | 0       | 3          | 5          |
| *** BREAK ***        |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| 04:45 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0      | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 0     | 0       | 1          | 1          |
| Total                | 0    | 0    | 2       | 0       | 2          | 0    | 0      | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 3    | 0    | 1     | 0       | 4          | 6          |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| 05:00 PM             | 0    | 0    | 0       | 0       | 0          | 1    | 0      | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 2     | 0       | 3          | 4          |
| *** BREAK ***        |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| Total                | 0    | 0    | 0       | 0       | 0          | 1    | 0      | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 2     | 0       | 3          | 4          |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         |            |      |      |       |         |            |            |
| Grand Total          | 0    | 0    | 3       | 0       | 3          | 5    | 0      | 0       | 0       | 5          | 0      | 0       | 0      | 0       | 0          | 4    | 0    | 5     | 0       | 9          | 17         |
| Apprch %             | 0    | 0    | 100     | 0       |            | 100  | 0      | 0       | 0       |            | 0      | 0       | 0      | 0       |            | 44.4 | 0    | 55.6  | 0       |            |            |
| Total %              | 0    | 0    | 17.6    | 0       | 17.6       | 29.4 | 0      | 0       | 0       | 29.4       | 0      | 0       | 0      | 0       | 0          | 23.5 | 0    | 29.4  | 0       | 52.9       |            |
| Passenger Vehicles   | 0    | 0    | 3       | 0       | 3          | 5    | 0      | 0       | 0       | 5          | 0      | 0       | 0      | 0       | 0          | 4    | 0    | 5     | 0       | 9          | 17         |
| % Passenger Vehicles | 0    | 0    | 100     | 0       | 100        | 100  | 0      | 0       | 0       | 100        | 0      | 0       | 0      | 0       | 0          | 100  | 0    | 100   | 0       | 100        | 100        |
| Heavy Trucks         | 0    | 0    | 0       | 0       | 0          | 0    | 0      | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 0          |
| % Heavy Trucks       | 0    | 0    | 0       | 0       | 0          | 0    | 0      | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 0          |
|                      |      |      |         |         |            |      |        |         |         |            |        |         |        |         | ,          |      |      |       |         |            |            |

File Name : SR 867 at Driveway 4 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |         |         |            |      |      |                |         | ssenger    | Vehic | es - He   | eavy Ti         | rucks   |            |      |           |          |         |            |            |
|----------------------|------|------|---------|---------|------------|------|------|----------------|---------|------------|-------|-----------|-----------------|---------|------------|------|-----------|----------|---------|------------|------------|
|                      |      |      | S.R. 86 | -       |            |      |      | S.R. 86        |         |            |       | _         | N/A             |         |            |      |           | RIVEW    |         |            |            |
| Start Time           | 1 0  | Thru | rthbo   |         |            | 1 (1 |      | uthbo<br>Right |         |            | 1 (1  | E<br>Thru | astbou<br>Right |         |            | 1 (1 | M<br>Thru | Right    |         |            |            |
|                      | Left |      | Right   | U-Turns | App. Total | Left | Thru | <u> </u>       | U-Turns | App. Total | Left  |           | <u> </u>        | U-Turns | App. Total | Left |           | <u> </u> | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 0    | 0       | 0       | 0          | 2    | 0    | 0              | 0       | 2          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 2          |
| 07:15 AM             | 0    | 0    | 0       | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 1    | 0         | 0        | 0       | 1          |            |
| 07:30 AM             | 0    | 0    | 0       | 0       | 0          | 1    | 0    | 0              | 0       | 1          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          |            |
| 07:45 AM             | 0    | 0    | 1       | 0       | 1          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 2    | 0         | 0        | 0       | 2          | 2          |
| Total                | 0    | 0    | I       | 0       | 1          | 3    | 0    | 0              | 0       | 3          | 0     | 0         | 0               | 0       | 0          | 2    | 0         | 0        | 0       | 2          | 6          |
| 08:00 AM             | 0    | 0    | 0       | 0       | 0          | 1    | 0    | 0              | 0       | 1          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 1          |
| 08:15 AM             | 0    | 0    | 2       | 0       | 2          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 2          |
| 08:30 AM             | 0    | 0    | 1       | 0       | 1          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 1          |
| 08:45 AM             | 0    | 0    | 0       | 0       | 0          | 1    | 0    | 0              | 0       | 1          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 1          |
| Total                | 0    | 0    | 3       | 0       | 3          | 2    | 0    | 0              | 0       | 2          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 5          |
| *** BREAK ***        |      |      |         |         |            |      |      |                |         |            |       |           |                 |         |            |      |           |          |         |            |            |
| 04:00 PM             | 0    | 0    | 0       | 0       | 0          | 1    | 0    | 0              | 0       | 1          | 0     | 0         | 0               | 0       | 0          | 1    | 0         | 1        | 0       | 2          | 3          |
| 04:15 PM             | 0    | 0    | 1       | 0       | 1          | 1    | 0    | 0              | 0       | 1          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 3        | 0       | 3          | 5          |
| 04:30 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 2    | 0         | 2        | 0       | 4          | 5          |
| 04:45 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 4    | 0         | 0        | 0       | 4          | 5          |
| Total                | 0    | 0    | 3       | 0       | 3          | 2    | 0    | 0              | 0       | 2          | 0     | 0         | 0               | 0       | 0          | 7    | 0         | 6        | 0       | 13         | 18         |
| 05:00 PM             | 0    | 0    | 2       | 0       | 2          | 2    | 0    | 0              | 0       | 2          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 2        | 0       | 2          | 6          |
| 05:15 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 1          |
| 05:30 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 1    | 0         | 0        | 0       | 1          | 1          |
| 05:45 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 1        | 0       | 1          | 1          |
| Total                | 0    | 0    | 3       | 0       | 3          | 2    | 0    | 0              | 0       | 2          | 0     | 0         | 0               | 0       | 0          | 1    | 0         | 3        | 0       | 4          | 9          |
| Grand Total          | 0    | 0    | 10      | 0       | 10         | 9    | 0    | 0              | 0       | 9          | 0     | 0         | 0               | 0       | 0          | 10   | 0         | 9        | 0       | 19         | 38         |
| Apprch %             | 0    | 0    | 100     | 0       | -          | 100  | 0    | 0              | 0       | -          | 0     | 0         | 0               | 0       | -          | 52.6 | 0         | 47.4     | 0       | -          |            |
| Total %              | Ő    | Ũ    | 26.3    | Ő       | 26.3       | 23.7 | Ő    | Ő              | 0       | 23.7       | Ő     | 0         | Ő               | Ő       | 0          | 26.3 | Ő         | 23.7     | Ő       | 50         |            |
| Passenger Vehicles   | 0    | 0    | 10      | 0       | 10         | 9    | 0    | 0              | 0       | 9          | 0     | 0         | 0               | 0       | 0          | 10   | 0         | 9        | 0       | 19         | 38         |
| % Passenger Vehicles | 0    | 0    | 100     | 0       | 100        | 100  | 0    | 0              | 0       | 100        | 0     | 0         | 0               | 0       | 0          | 100  | 0         | 100      | 0       | 100        | 100        |
| Heavy Trucks         | 0    | 0    | 0       | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 0          |
| % Heavy Trucks       | 0    | 0    | 0       | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0     | 0         | 0               | 0       | 0          | 0    | 0         | 0        | 0       | 0          | 0          |

File Name : SR 867 at N. Town and River Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |                    |         |            |      | Group      | s Print          | ed- Pa  | ssenger    | Vehicl | es - He | eavy Tr          | ucks    |            |          |        |                          |         |            |            |
|----------------------|------|------|--------------------|---------|------------|------|------------|------------------|---------|------------|--------|---------|------------------|---------|------------|----------|--------|--------------------------|---------|------------|------------|
|                      |      |      | S.R. 86<br>orthboi |         |            |      |            | S.R. 86<br>uthbo |         |            | N. T   |         | AND RI<br>astbou |         | RIVE       | •        | D      | ESIGN<br>RIVEW<br>estboi |         | R          |            |
| Start Time           | Left | Thru | Right              | U-Turns | App. Total | Left | Thru       | Right            | U-Turns | App. Total | Left   | Thru    | Right            | U-Turns | App. Total | Left     | Thru   | Right                    | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 177  | 2                  | 0       | 179        | 0    | 355        | 1                | 0       | 356        | 5      | 0       | 2                | 0       | 7          | 0        | 0      | 1                        | 0       | 1          | 543        |
| 07:15 AM             | 2    | 202  | 6                  | 0       | 210        | 0    | 393        | 3                | 0       | 396        | 6      | 0       | 5                | 0       | 11         | 0        | 0      | 0                        | 0       | 0          | 617        |
| 07:30 AM             | 0    | 215  | 4                  | 0       | 219        | 0    | 397        | 1                | 0       | 398        | 2      | 0       | 0                | 0       | 2          | 1        | 0      | 1                        | 0       | 2          | 621        |
| 07:45 AM             | 1    | 224  | 6                  | 0       | 231        | 1    | 426        | 2                | 0       | 429        | 4      | 0       | 7                | 0       | 11         | 1        | 0      | 1                        | 0       | 2          | 673        |
| Total                | 3    | 818  | 18                 | 0       | 839        | 1    | 1571       | 7                | 0       | 1579       | 17     | 0       | 14               | 0       | 31         | 2        | 0      | 3                        | 0       | 5          | 2454       |
| 08:00 AM             | 1    | 168  | 8                  | 0       | 177        | 0    | 361        | 0                | 0       | 361        | 2      | 0       | 2                | 0       | 4          | 1        | 0      | 0                        | 0       | 1          | 543        |
| 08:15 AM             | 2    | 214  | 8                  | 0       | 224        | 0    | 388        | 2                | 0       | 390        | 2      | 0       | 6                | 0       | 8          | 6        | 0      | 0                        | 0       | 6          | 628        |
| 08:30 AM             | 1    | 196  | 7                  | 0       | 204        | 1    | 376        | 1                | 0       | 378        | 2      | 0       | 2                | 0       | 4          | 1        | 0      | 1                        | 0       | 2          | 588        |
| 08:45 AM             | 1    | 187  | 7                  | 0       | 195        | 4    | 381        | 0                | 0       | 385        | 2      | 0       | 2                | 0       | 4          | 3        | 0      | 1                        | 0       | 4          | 588        |
| Total                | 5    | 765  | 30                 | 0       | 800        | 5    | 1506       | 3                | 0       | 1514       | 8      | 0       | 12               | 0       | 20         | 11       | 0      | 2                        | 0       | 13         | 2347       |
| *** BREAK ***        | *    |      |                    |         |            |      |            |                  |         |            |        |         |                  |         |            |          |        |                          |         |            |            |
| 11:00 AM             | 0    | 254  | 13                 | 0       | 267        | 3    | 299        | 4                | 1       | 307        | 2      | 0       | 1                | 0       | 3          | 11       | 0      | 3                        | 0       | 14         | 591        |
| 11:15 AM             | 1    | 258  | 12                 | 0       | 271        | 5    | 317        | 2                | 1       | 325        | 3      | 0       | 1                | 0       | 4          | 7        | 0      | 6                        | 0       | 13         | 613        |
| 11:30 AM             | 1    | 278  | 15                 | 0       | 294        | 5    | 286        | 5                | 0       | 296        | 1      | 0       | 4                | 0       | 5          | 4        | 0      | 6                        | 0       | 10         | 605        |
| 11:45 AM             | 3    | 291  | 25                 | 0       | 319        | 8    | 288        | 3                | 0       | 299        | 3      | 0       | 6                | 0       | 9          | 9        | 0      | 5                        | 0       | 14         | 641        |
| Total                | 5    | 1081 | 65                 | 0       | 1151       | 21   | 1190       | 14               | 2       | 1227       | 9      | 0       | 12               | 0       | 21         | 31       | 0      | 20                       | 0       | 51         | 2450       |
| 12:00 PM             | 2    | 266  | 12                 | 0       | 280        | 3    | 271        | 4                | 0       | 278        | 3      | 0       | 0                | 0       | 3          | 7        | 0      | 2                        | 0       | 9          | 570        |
| 12:15 PM             | 4    | 293  | 13                 | 0       | 310        | 2    | 295        | 1                | 0       | 298        | 1      | 0       | 2                | 0       | 3          | 7        | 0      | 6                        | 0       | 13         | 624        |
| 12:30 PM             | 2    | 337  | 5                  | 1       | 345        | 3    | 274        | 2                | 0       | 279        | 5      | 0       | 3                | 0       | 8          | 7        | 0      | 5                        | 0       | 12         | 644        |
| 12:45 PM             | 5    | 284  | 13                 | 0       | 302        | 4    | 251        | 4                | 0       | 259        | 3      | 0       | 2                | 0       | 5          | 13       | 0      | 3                        | 0       | 16         | 582        |
| Total                | 13   | 1180 | 43                 | 1       | 1237       | 12   | 1091       | 11               | 0       | 1114       | 12     | 0       | 7                | 0       | 19         | 34       | 0      | 16                       | 0       | 50         | 2420       |
| *** BREAK ***        | *    |      |                    |         |            |      |            |                  |         |            |        |         |                  |         |            |          |        |                          |         |            |            |
| 02:00 PM             | 4    | 308  | 6                  | 1       | 319        | 1    | 272        | 1                | 0       | 274        | 2      | 0       | 2                | 0       | 4          | 7        | 0      | 3                        | 0       | 10         | 607        |
| 02:15 PM             | 5    | 329  | 5                  | 0       | 339        | 2    | 247        | 0                | 0       | 249        | 5      | 0       | 3                | 0       | 8          | 1        | 1      | 3                        | 0       | 5          | 601        |
| 02:30 PM             | 3    | 366  | 4                  | 0       | 373        | 2    | 253        | 5                | 0       | 260        | 2      | 0       | 2                | 0       | 4          | 4        | 0      | 0                        | 0       | 4          | 641        |
| 02:45 PM             | 2    | 363  | 11                 | 1       | 377        | 1    | 278        | 3                | 0       | 282        | 2      | 0       | 5                | 0       | 7          | 8        | 0      | 2                        | 0       | 10         | 676        |
| Total                | 14   | 1366 | 26                 | 2       | 1408       | 6    | 1050       | 9                | 0       | 1065       | 11     | 0       | 12               | 0       | 23         | 20       | 1      | 8                        | 0       | 29         | 2525       |
| 03:00 PM             | 1    | 366  | 4                  | 0       | 371        | 0    | 252        | 4                | 0       | 256        | 2      | 0       | 2                | 0       | 4          | 7        | 0      | 3                        | 0       | 10         | 641        |
| 03:15 PM             | 6    | 374  | 6                  | 0       | 386        | 2    | 272        | 6                | 0       | 280        | 6      | 0       | 2                | 0       | 8          | 3        | 0      | 3                        | 0       | 6          | 680        |
| 03:30 PM             | 2    | 421  | 9                  | 0       | 432        | 2    | 290        | 3                | 0       | 295        | 0      | 0       | 1                | 0       | 1          | 4        | 0      | 3                        | 0       | 7          | 735        |
| 03:45 PM             | 1    | 385  | 7                  | 0       | 393        | 0    | 265        | 7                | 0       | 272        | 2      | 0       | 2                | 0       | 4          | 2        | 0      | 1                        | 0       | 3          | 672        |
| Total                | 10   | 1546 | 26                 | 0       | 1582       | 4    | 1079       | 20               | 0       | 1103       | 10     | 0       | 7                | 0       | 17         | 16       | 0      | 10                       | 0       | 26         | 2728       |
| 04:00 PM             | 6    | 411  | 5                  | 0       | 422        | 2    | 243        | 2                | 0       | 247        | 0      | 0       | 1                | 0       | 1          | 3        | 0      | 3                        | 0       | 6          | 676        |
| 04:15 PM             | 2    | 377  | 8                  | 0       | 387        | 3    | 273        | 3                | 0       | 279        | 2      | 0       | 3                | 0       | 5          | 2        | 0      | 2                        | 0       | 4          | 675        |
| 04:30 PM             | 3    | 454  | 4                  | 0       | 461        | 1    | 256        | 3                | 0       | 260        | 0      | 0       | 2                | 0       | 2          | 1        | 1      | 3                        | 0       | 5          | 728        |
| 04:45 PM             | 1    | 378  | 6                  | 0       | 385        | 1    | 260        | 5                | 0       | 266        | 0      | 0       | 4                | 0       | 4          | 3        | 0      | 1                        | 0       | 4          | 659        |
| Total                | 12   | 1620 | 23                 | 0       | 1655       | 7    | 1032       | 13               | 0       | 1052       | 2      | 0       | 10               | 0       | 12         | 9        | 1      | 9                        | 0       | 19         | 2738       |
| 05:00 PM             | 0    | 393  | 11                 | 0       | 404        | 2    | 236        | 6                | 0       | 244        | 0      | 0       | 0                | 0       | 0          | 6        | 0      | 3                        | 0       | 9          | 657        |
| 05:15 PM             | 7    | 399  | 12                 | 0       | 418        | 3    | 260        | 5                | 0       | 268        | 2      | 0       | 4                | 0       | 6          | 5        | 0      | 2                        | 0       | 7          | 699        |
| 05:30 PM             | 0    | 346  | 3                  | 0       | 349        | 2    | 238        | 4                | 0       | 244        | 4      | 0       | 1                | 0       | 5          | 3        | 0      | 1                        | 0       | 4          | 602        |
| 05:45 PM             | 5    | 314  | 5                  | 0       | 324        | 0    | 216        | 4                | 0       | 220        | 0      | 0       | 3                | 0       | 3          | 3        | 1      | 2                        | 0       | 6          | 553        |
| Total                | 12   | 1452 | 31                 | 0       | 1495       | 7    | 950        | 19               | 0       | 976        | 6      | 0       | 8                | 0       | 14         | 17       | 1      | 8                        | 0       | 26         | 2511       |
| Grand Total          | 74   | 9828 | 262                | 3       | 10167      | 63   | 9469       | 96               | 2       | 9630       | 75     | 0       | 82               | 0       | 157        | 140      | 3      | 76                       | 0       | 219        | 20173      |
| Apprch %             | 0.7  | 96.7 | 2.6                | 0       |            | 0.7  | 98.3       | 1                | 0       |            | 47.8   | 0       | 52.2             | 0       |            | 63.9     | 1.4    | 34.7                     | 0       |            |            |
| Total %              | 0.4  | 48.7 | 1.3                | 0       | 50.4       | 0.3  | 46.9       | 0.5              | 0       | 47.7       | 0.4    | 0       | 0.4              | 0       | 0.8        | 0.7      | 0      | 0.4                      | 0       | 1.1        | 105:-      |
| Passenger Vehicles   | 73   | 9695 | 259                | 3       | 10030      | 63   | 9350       | 95               | 2       | 9510       | 74     | 0       | 80               | 0       | 154        | 139      | 3      | 76                       | 0       | 218        | 19912      |
| % Passenger Vehicles | 98.6 | 98.6 | 98.9               | 100     | 98.7       | 100  | 98.7       | 99               | 100     | 98.8       |        | 0       | 97.6             | 0       | 98.1       | 99.3     | 100    | 100                      | 0       | 99.5       | 98.7       |
| Heavy Trucks         | 1    | 133  | 3<br>1.1           | 0<br>0  | 137<br>1.3 | 0    | 119<br>1.3 | 1<br>1           | 0<br>0  | 120<br>1.2 | 1.3    | 0<br>0  | 2<br>2.4         | 0<br>0  | 3<br>1.9   | 1<br>0.7 | 0<br>0 | 0<br>0                   | 0<br>0  | 1          | 261        |
| % Heavy Trucks       | 1.4  | 1.4  |                    |         |            |      |            |                  |         |            |        |         |                  |         |            |          |        |                          |         | 0.5        | 1.3        |

File Name : SR 867 at N. Town and River Drive Site Code : 0000000 Start Date : 12/7/2021 Page No : 2

|                                       |               |                   | S.R. 86<br>orthbo |             |                   |          |                   | S.R. 86<br>uthbo |         |                   | N. T          |        | AND R<br>astbou | IVER DI<br>Ind | RIVE           |               | D      | ESIGN<br>RIVEW<br>/estboi |         | R             |              |
|---------------------------------------|---------------|-------------------|-------------------|-------------|-------------------|----------|-------------------|------------------|---------|-------------------|---------------|--------|-----------------|----------------|----------------|---------------|--------|---------------------------|---------|---------------|--------------|
| Start Time                            |               |                   | Right             |             | App. Total        | Left     | Thru              | Right            | U-Turns | App. Total        | Left          | Thru   | Right           | U-Turns        | App. Total     | Left          | Thru   | Right                     | U-Turns | App. Total    | Int. Total   |
| Peak Hour An<br>Peak Hour for         |               |                   |                   |             |                   |          | 1 of 1            |                  |         |                   |               |        |                 |                |                |               |        |                           |         |               |              |
| 07:30 AM                              |               | 215               | 4 ection          | beyins<br>0 | 219 at 07:30      |          | 397               | 1                | 0       | 398               | 2             | 0      | 0               | 0              | 2              | 1             | 0      | 1                         | 0       | 2             | 621          |
| 07:45 AM                              | 1             | 224               | 6                 | 0           | 231               | 1        | 426               | 2                | 0       | 429               | 4             | 0      | 7               | 0              | 11             | 1             | 0      | 1                         | 0       | 2             | 673          |
| 08:00 AM                              | 1             | 168               | 8                 | Ő           | 177               | 0        | 361               | 0                | Ő       | 361               | 2             | 0      | 2               | Ő              | 4              | 1             | Õ      | 0                         | Ő       | 1             | 543          |
| 08:15 AM                              | 2             | 214               | 8                 | 0           | 224               | 0        | 388               | 2                | 0       | 390               | 2             | 0      | 6               | 0              | 8              | 6             | 0      | 0                         | 0       | 6             | 628          |
| Total Volume                          | 4             | 821               | 26                | 0           | 851               | 1        | 1572              | 5                | 0       | 1578              | 10            | 0      | 15              | 0              | 25             | 9             | 0      | 2                         | 0       | 11            | 2465         |
| % App. Total                          | 0.5           | 96.5              | 3.1               | 0           |                   | 0.1      | 99.6              | 0.3              | 0       |                   | 40            | 0      | 60              | 0              |                | 81.8          | 0      | 18.2                      | 0       |               |              |
| PHF                                   | .500          | .916              | .813              | .000        | .921              | .250     | .923              | .625             | .000    | .920              | .625          | .000   | .536            | .000           | .568           | .375          | .000   | .500                      | .000    | .458          | .916         |
| Passenger Vehicles                    | 100           | 806<br>98.2       | 26<br>100         | 0<br>0      | 836<br>98.2       | 1 100    | 1548<br>98.5      | 5<br>100         | 0<br>0  | 1554<br>98.5      | 10            | 0<br>0 | 15<br>100       | 0<br>0         | 25<br>100      | 8<br>88.9     | 0<br>0 | 2<br>100                  | 0<br>0  | 10<br>90.9    | 2425<br>98.4 |
| % Passenger Vehicles<br>Heavy Trucks  | 0             | 90.2<br>15        | 0                 | 0           | 90.2<br>15        | 0        | 96.5<br>24        | 0                | 0       | 96.5<br>24        | 0             | 0      | 0               | 0              | 0              | 00.9<br>1     | 0      | 0                         | 0       | 90.9          | 96.4<br>40   |
| % Heavy Trucks                        | 0             | 1.8               | 0                 | 0           | 1.8               | 0        | 1.5               | 0                | 0       | 1.5               | 0             | 0      | 0               | 0              | 0              | 11.1          | 0      | 0                         | 0       | 9.1           | 1.6          |
| Peak Hour An<br>Peak Hour for         | alysis f      | From 0            |                   | V to 09     | -                 |          |                   |                  |         |                   |               |        |                 |                |                |               |        |                           | -       |               |              |
|                                       | 07:30 AM      |                   |                   | -           |                   | 07:15 AN |                   | -                | -       |                   | 07:00 AN      |        | -               | _              | _              | 08:00 AM      |        | _                         | _       |               |              |
| +0 mins.                              | 0             | 215               | 4                 | 0           | 219<br><b>231</b> | 0        | 393               | 3                | 0       | 396               | 5             | 0      | 2               | 0              | 7              | 1             | 0      | 0                         | 0       | 1             |              |
| +15 mins.<br>+30 mins.                | 1             | <b>224</b><br>168 | 6<br><b>8</b>     | 0<br>0      | <b>231</b><br>177 | 0        | 397<br><b>426</b> | 1<br>2           | 0<br>0  | 398<br><b>429</b> | <b>6</b><br>2 | 0<br>0 | 5<br>0          | 0<br>0         | <b>11</b><br>2 | <b>6</b><br>1 | 0<br>0 | 0<br>1                    | 0<br>0  | <b>6</b><br>2 |              |
| +45 mins.                             | 2             | 214               | 8                 | 0           | 224               | 0        | 361               | 2                | 0       | 361               | 4             | 0      | 7               | 0              | 11             | 3             | 0      | 1                         | 0       | 4             |              |
| Total Volume                          | 4             | 821               | 26                | 0           | 851               | 1        | 1577              | 6                | 0       | 1584              | 17            | 0      | 14              | 0              | 31             | 11            | 0      | 2                         | 0       | 13            |              |
| % App. Total                          | 0.5           | 96.5              | 3.1               | Ő           | 001               | 0.1      | 99.6              | 0.4              | 0       |                   | 54.8          | 0      | 45.2            | Ő              | 0.             | 84.6          | Ő      | 15.4                      | Ő       |               |              |
| PHF                                   | .500          | .916              | .813              | .000        | .921              | .250     | .925              | .500             | .000    | .923              | .708          | .000   | .500            | .000           | .705           | .458          | .000   | .500                      | .000    | .542          |              |
| Passenger Vehicles                    | 4             | 806               | 26                | 0           | 836               | 1        | 155<br>7          | 6                | 0       | 1564              | 17            | 0      | 13              | 0              | 30             | 11            | 0      | 2                         | 0       | 13            |              |
| % Passenger Vehicles                  | 100           | 98.2              | 100               | 0           | 98.2              | 100      | 98.7              | 100              | 0       | 98.7              | 100           | 0      | 92.9            | 0              | 96.8           | 100           | 0      | 100                       | 0       | 100           |              |
| Heavy Trucks                          | 0             | 15                | 0                 | 0           | 15                | 0        | 20                | 0                | 0       | 20                | 0             | 0      | 1               | 0              | 1              | 0             | 0      | 0                         | 0       | 0             |              |
| % Heavy Trucks                        | 0             | 1.8               | 0                 | 0           | 1.8               | 0        | 1.3               | 0                | 0       | 1.3               | 0             | 0      | 7.1             | 0              | 3.2            | 0             | 0      | 0                         | 0       | 0             |              |
| Peak Hour An                          |               |                   |                   |             |                   |          | 1 of 1            |                  |         |                   |               |        |                 |                |                |               |        |                           |         |               |              |
| Peak Hour for                         | 1             |                   | ection  <br>25    | 0           |                   | AIM<br>8 | 200               | 2                | 0       | 299               | 1 2           | 0      | 6               | 0              | 9              | 9             | 0      | г                         | 0       | 14            | / 11         |
| 11:45 AM<br>12:00 PM                  | 3             | 291<br>266        | 12                | 0<br>0      | 319<br>280        | 3        | 288<br>271        | 3<br><b>4</b>    | 0<br>0  | 278               | 3             | 0      | 0               | 0<br>0         | 3              | 7             | 0      | 5<br>2                    | 0       | 9             | 641<br>570   |
| 12:00 PM                              | 4             | 293               | 13                | 0           | 310               | 2        | 295               | 1                | 0       | 298               | 1             | 0      | 2               | 0              | 3              | 7             | 0      | 6                         | 0       | 13            | 624          |
| 12:30 PM                              | 2             | 337               | 5                 | ĩ           | 345               | 3        | 274               | 2                | Ő       | 279               | 5             | 0      | 3               | Ő              | 8              | 7             | Õ      | 5                         | Ő       | 12            | 644          |
| Total Volume                          | 11            | 1187              | 55                | 1           | 1254              | 16       | 1128              | 10               | 0       | 1154              | 12            | 0      | 11              | 0              | 23             | 30            | 0      | 18                        | 0       | 48            | 2479         |
| % App. Total                          | 0.9           | 94.7              | 4.4               | 0.1         |                   | 1.4      | 97.7              | 0.9              | 0       |                   | 52.2          | 0      | 47.8            | 0              |                | 62.5          | 0      | 37.5                      | 0       |               |              |
| PHF                                   | .688          | .881              | .550              | .250        | .909              | .500     | .956              | .625             | .000    | .965              | .600          | .000   | .458            | .000           | .639           | .833          | .000   | .750                      | .000    | .857          | .962         |
| Passenger Vehicles                    | 11            | 1165              | 54                | 1           | 1231              | 16       | 1115              | 10               | 0       | 1141              | 12            | 0      | 11              | 0              | 23             | 30            | 0      | 18                        | 0       | 48            | 2443         |
| % Passenger Vehicles                  | 100           | 98.1              | 98.2              | 100         | 98.2              | 100      | 98.8              | 100              | 0       | 98.9              | 100           | 0      | 100             | 0              | 100            | 100           | 0      | 100                       | 0       | 100           | 98.5         |
| Heavy Trucks<br>% Heavy Trucks        | 0             | 22<br>1.9         | 1<br>1.8          | 0<br>0      | 23<br>1.8         | 0        | 13<br>1.2         | 0<br>0           | 0<br>0  | 13<br>1.1         | 0             | 0<br>0 | 0<br>0          | 0<br>0         | 0<br>0         | 0<br>0        | 0<br>0 | 0<br>0                    | 0<br>0  | 0<br>0        | 36<br>1.5    |
| Peak Hour An<br><u>Peak Hour fo</u> r |               |                   |                   |             | :45 PM -          | Peak     | 1 of 1            |                  |         |                   |               |        |                 |                |                |               |        |                           |         |               |              |
|                                       | 11:45 AM      |                   | <b>6</b> -        | _           |                   | 11:00 AN |                   |                  | -       |                   | 11:45 AN      |        |                 |                | _              | 11:00 AM      |        | _                         |         |               |              |
| +0 mins.                              | 3             | 291               | 25                | 0           | 319               | 3        | 299               | 4                | 1       | 307               | 3             | 0      | 6               | 0              | 9              | 11            | 0      | 3                         | 0       | 14            |              |
| +15 mins.                             | 2             | 266               | 12                | 0           | 280               | 5        | 317               | 2                | 1       | 325               | 3             | 0      | 0               | 0              | 3              | 7             | 0      | 6                         | 0       | 13            |              |
| +30 mins.<br>+45 mins.                | <b>4</b><br>2 | 293<br><b>337</b> | 13<br>5           | 0<br>1      | 310<br><b>345</b> | 5<br>8   | 286<br>288        | 5<br>3           | 0<br>0  | 296<br>299        | 1<br>5        | 0<br>0 | 2<br>3          | 0<br>0         | 3<br>8         | 4<br>9        | 0<br>0 | 6<br>5                    | 0<br>0  | 10<br>14      |              |
| Total Volume                          | 11            | 1187              | <u> </u>          | 1           | 1254              | 21       | 288               | <u> </u>         | 2       | 1227              | 12            | 0      | 11              | 0              | 23             | 31            | 0      | 20                        | 0       | 51            |              |
| % App. Total                          | 0.9           | 94.7              | 4.4               | 0.1         | 1207              | 1.7      | 97                | 1.1              | 0.2     | 1221              | 52.2          | 0      | 47.8            | 0              | 20             | 60.8          | 0      | 39.2                      | 0       | 51            |              |
| PHF                                   | .688          | .881              | .550              | .250        | .909              | .656     | .938              | .700             | .500    | .944              | .600          | .000   | .458            | .000           | .639           | .705          | .000   | .833                      | .000    | .911          |              |
| Passenger Vehicles                    | 11            | 116<br>5          | 54                | 1           | 1231              | 21       | 116<br>7          | 14               | 2       | 1204              | 12            | 0      | 11              | 0              | 23             | 31            | 0      | 20                        | 0       | 51            |              |
| % Passenger Vehicles                  | 100           | э<br>98.1         | 98.2              | 100         | 98.2              | 100      | 7<br>98.1         | 100              | 100     | 98.1              | 100           | 0      | 100             | 0              | 100            | 100           | 0      | 100                       | 0       | 100           |              |
| Heavy Trucks                          | 0             | 22                | 1 1               | 0           | 23                | 0        | 23                | 0                | 0       | 23                | 0             | 0      | 0               | 0              | 0              | 0             | 0      | 0                         | 0       | 0             |              |
| % Heavy Trucks                        | 0             | 1.9               | 1.8               | 0           | 1.8               | 0        | 1.9               | Ő                | 0       | 1.9               | 0             | 0      | 0               | 0              | 0              | 0             | Ő      | 0                         | 0       | Ő             |              |

File Name : SR 867 at N. Town and River Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 3

|                               |           |          | S.R. 86<br>orthbo | -        |            |          |          | S.R. 86<br>outhbo | -       |            | N. T     |      | AND R<br>astbou | IVER D<br>Ind | RIVE       | -        | D    | ESIGN<br>RIVEW<br>estbou | AY      | R          |            |
|-------------------------------|-----------|----------|-------------------|----------|------------|----------|----------|-------------------|---------|------------|----------|------|-----------------|---------------|------------|----------|------|--------------------------|---------|------------|------------|
| Start Time                    | Left      | Thru     | Right             | U-Turns  | App. Total | Left     | Thru     | Right             | U-Turns | App. Total | Left     | Thru | Right           | U-Turns       | App. Total | Left     | Thru | Right                    | U-Turns | App. Total | Int. Total |
| Peak Hour An                  | nalysis F | From 0   | 2:00 PN           | VI to 05 | :45 PM -   | Peak 1   | of 1     |                   |         |            |          |      |                 |               |            |          |      |                          |         |            |            |
| Peak Hour for                 | r Entire  | Inters   | ection I          | Begins   | at 03:15   | PM       |          |                   |         |            |          |      |                 |               |            |          |      |                          |         |            |            |
| 03:15 PM                      | 6         | 374      | 6                 | 0        | 386        | 2        | 272      | 6                 | 0       | 280        | 6        | 0    | 2               | 0             | 8          | 3        | 0    | 3                        | 0       | 6          | 680        |
| 03:30 PM                      | 2         | 421      | 9                 | 0        | 432        | 2        | 290      | 3                 | 0       | 295        | 0        | 0    | 1               | 0             | 1          | 4        | 0    | 3                        | 0       | 7          | 735        |
| 03:45 PM                      | 1         | 385      | 7                 | 0        | 393        | 0        | 265      | 7                 | 0       | 272        | 2        | 0    | 2               | 0             | 4          | 2        | 0    | 1                        | 0       | 3          | 672        |
| 04:00 PM                      | 6         | 411      | 5                 | 0        | 422        | 2        | 243      | 2                 | 0       | 247        | 0        | 0    | 1               | 0             | 1          | 3        | 0    | 3                        | 0       | 6          | 676        |
| Total Volume                  | 15        | 1591     | 27                | 0        | 1633       | 6        | 1070     | 18                | 0       | 1094       | 8        | 0    | 6               | 0             | 14         | 12       | 0    | 10                       | 0       | 22         | 2763       |
| % App. Total                  | 0.9       | 97.4     | 1.7               | 0        |            | 0.5      | 97.8     | 1.6               | 0       |            | 57.1     | 0    | 42.9            | 0             |            | 54.5     | 0    | 45.5                     | 0       |            |            |
| PHF                           | .625      | .945     | .750              | .000     | .945       | .750     | .922     | .643              | .000    | .927       | .333     | .000 | .750            | .000          | .438       | .750     | .000 | .833                     | .000    | .786       | .940       |
| Passenger Vehicles            | 14        | 1579     | 27                | 0        | 1620       | 6        | 1061     | 18                | 0       | 1085       | 7        | 0    | 6               | 0             | 13         | 12       | 0    | 10                       | 0       | 22         | 2740       |
| % Passenger Vehicles          | 93.3      | 99.2     | 100               | 0        | 99.2       | 100      | 99.2     | 100               | 0       | 99.2       | 87.5     | 0    | 100             | 0             | 92.9       | 100      | 0    | 100                      | 0       | 100        | 99.2       |
| Heavy Trucks                  | 1         | 12       | 0                 | 0        | 13         | 0        | 9        | 0                 | 0       | 9          | 1        | 0    | 0               | 0             | 1          | 0        | 0    | 0                        | 0       | 0          | 23         |
| % Heavy Trucks                | 6.7       | 0.8      | 0                 | 0        | 0.8        | 0        | 0.8      | 0                 | 0       | 0.8        | 12.5     | 0    | 0               | 0             | 7.1        | 0        | 0    | 0                        | 0       | 0          | 0.8        |
| Peak Hour An<br>Peak Hour for |           |          |                   |          | :45 PM -   | Peak 1   | of 1     |                   |         |            |          |      |                 |               |            |          |      |                          |         |            |            |
|                               | 04:30 PM  |          |                   |          |            | 02:45 PM |          |                   |         |            | 02:00 PM |      |                 |               |            | 02:45 PM |      |                          |         |            |            |
| +0 mins.                      | 3         | 454      | 4                 | 0        | 461        | 1        | 278      | 3                 | 0       | 282        | 2        | 0    | 2               | 0             | 4          | 8        | 0    | 2                        | 0       | 10         |            |
| +15 mins.                     | 1         | 378      | 6                 | 0        | 385        | 0        | 252      | 4                 | 0       | 256        | 5        | 0    | 3               | 0             | 8          | 7        | 0    | 3                        | 0       | 10         |            |
| +30 mins.                     | 0         | 393      | 11                | 0        | 404        | 2        | 272      | 6                 | 0       | 280        | 2        | 0    | 2               | 0             | 4          | 3        | 0    | 3                        | 0       | 6          |            |
| +45 mins.                     | 7         | 399      | 12                | 0        | 418        | 2        | 290      | 3                 | 0       | 295        | 2        | 0    | 5               | 0             | 7          | 4        | 0    | 3                        | 0       | 7          |            |
| Total Volume                  | 11        | 1624     | 33                | 0        | 1668       | 5        | 1092     | 16                | 0       | 1113       | 11       | 0    | 12              | 0             | 23         | 22       | 0    | 11                       | 0       | 33         |            |
| % App. Total                  | 0.7       | 97.4     | 2                 | 0        |            | 0.4      | 98.1     | 1.4               | 0       |            | 47.8     | 0    | 52.2            | 0             |            | 66.7     | 0    | 33.3                     | 0       |            |            |
| PHF                           | .393      | .894     | .688              | .000     | .905       | .625     | .941     | .667              | .000    | .943       | .550     | .000 | .600            | .000          | .719       | .688     | .000 | .917                     | .000    | .825       |            |
| Passenger Vehicles            | 11        | 161<br>3 | 33                | 0        | 1657       | 5        | 108<br>1 | 16                | 0       | 1102       | 11       | 0    | 12              | 0             | 23         | 22       | 0    | 11                       | 0       | 33         |            |
| % Passenger Vehicles          | 100       | 99.3     | 100               | 0        | 99.3       | 100      | 99       | 100               | 0       | 99         | 100      | 0    | 100             | 0             | 100        | 100      | 0    | 100                      | 0       | 100        |            |
| Heavy Trucks                  | 0         | 11       | 0                 | 0        | 11         | 0        | 11       | 0                 | 0       | 11         | 0        | 0    | 0               | 0             | 0          | 0        | 0    | 0                        | 0       | 0          |            |
| % Heavy Trucks                | 0         | 0.7      | 0                 | 0        | 0.7        | 0        | 1        | 0                 | 0       | 1          | 0        | 0    | 0               | 0             | 0          | 0        | 0    | 0                        | 0       | 0          |            |

File Name : SR 867 at N. Town and River Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                   |      |         |                    |         |            |      |                | Gr                | oups Pi | rinted-    | Heavy | Truck | s                |              |            |      |      |                          |         |            |            |
|-------------------|------|---------|--------------------|---------|------------|------|----------------|-------------------|---------|------------|-------|-------|------------------|--------------|------------|------|------|--------------------------|---------|------------|------------|
|                   |      |         | S.R. 86<br>orthbou |         |            |      |                | S.R. 86<br>outhbo |         |            | N. T  |       | AND RI<br>astbou | VER DR<br>nd | IVE        |      | DI   | ESIGN<br>RIVEW<br>estbou |         | R          |            |
| Start Time        | Left | Thru    | Right              | U-Turns | App. Total | Left | Thru           | Right             | U-Turns | App. Total | Left  | Thru  | Right            | U-Turns A    | App. Total | Left | Thru | Right                    | U-Turns | App. Total | Int. Total |
| 07:00 AM          | 0    | 2       | 0                  | 0       | 2          | 0    | 3              | 0                 | 0       | 3          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 5          |
| 07:15 AM          | Ő    | 1       | Ő                  | 0       | 1          | 0    | 5              | Ő                 | Ő       | 5          | Ő     | Ő     | 1                | Ő            | 1          | Ő    | Õ    | Ũ                        | Ő       | Ő          | 7          |
| 07:30 AM          | Ő    | 4       | Õ                  | Ő       | 4          | Ő    | 5              | Õ                 | Õ       | 5          | Ő     | Ő     | 0<br>0           | Õ            | O          | Õ    | Õ    | Õ                        | Ő       | Ő          | 9          |
| 07:45 AM          | 0    | 4       | Ő                  | Ő       | 4          | 0    | 3              | Ő                 | Ő       | 3          | 0     | 0     | Ő                | Ő            | Ő          | 1    | 0    | Ő                        | Ő       | 1          | 8          |
| Total             | 0    | 11      | 0                  | 0       | 11         | 0    | 16             | 0                 | 0       | 16         | 0     | 0     | 1                | 0            | 1          | 1    | 0    | 0                        | 0       | 1          | 29         |
| 08:00 AM          | 0    | 4       | 0                  | 0       | 4          | 0    | 7              | 0                 | 0       | 7          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 11         |
| 08:15 AM          | 0    | 3       | 0                  | 0       | 3          | 0    | 9              | 0                 | 0       | 9          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 12         |
| 08:30 AM          | 0    | 6       | 0                  | 0       | 6          | 0    | 5              | 0                 | 0       | 5          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 11         |
| 08:45 AM          | 0    | 3       | 0                  | 0       | 3          | 0    | 7              | 0                 | 0       | 7          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 10         |
| Total             | 0    | 16      | 0                  | 0       | 16         | 0    | 28             | 0                 | 0       | 28         | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 44         |
| ** BREAK ***      | k    |         |                    |         |            |      |                |                   |         |            |       |       |                  |              |            |      |      |                          |         |            |            |
| 11:00 AM          | 0    | 5       | 0                  | 0       | 5          | 0    | 9              | 0                 | 0       | 9          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 14         |
| 11:15 AM          | 0    | 8       | 1                  | 0       | 9          | 0    | 7              | 0                 | 0       | 7          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 16         |
| 11:30 AM          | 0    | 6       | 0                  | 0       | 6          | 0    | 3              | 0                 | 0       | 3          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 9          |
| 11:45 AM          | 0    | 4       | 0                  | 0       | 4          | 0    | 4              | 0                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 8          |
| Total             | 0    | 23      | 1                  | 0       | 24         | 0    | 23             | 0                 | 0       | 23         | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 47         |
| 12:00 PM          | 0    | 2       | 1                  | 0       | 3          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 4          |
| 12:15 PM          | 0    | 8       | 0                  | 0       | 8          | 0    | 4              | 0                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 12         |
| 12:30 PM          | 0    | 8       | 0                  | 0       | 8          | 0    | 4              | 0                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 12         |
| 12:45 PM          | 0    | 0       | 0                  | 0       | 0          | 0    | 4              | 0                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 4          |
| Total             | 0    | 18      | 1                  | 0       | 19         | 0    | 13             | 0                 | 0       | 13         | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 32         |
| ** BREAK ***      | ł    |         |                    |         |            |      |                |                   |         |            |       |       |                  |              |            |      |      |                          |         |            |            |
| 02:00 PM          | 0    | 5       | 0                  | 0       | 5          | 0    | 7              | 0                 | 0       | 7          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 12         |
| 02:15 PM          | 0    | 8       | 0                  | 0       | 8          | 0    | 5              | 0                 | 0       | 5          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 13         |
| 02:30 PM          | 0    | 8       | 0                  | 0       | 8          | 0    | 3              | 1                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 12         |
| 02:45 PM<br>Total | 0    | 5<br>26 | 0                  | 0       | 5<br>26    | 0    | <u>3</u><br>18 | 0                 | 0       | 3<br>19    | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 8<br>45    |
| 03:00 PM          | 0    | 8       | 1                  | 0       | 9          | 0    | 2              | 0                 | 0       | 2          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 11         |
| 03:15 PM          | 1    | 3       | 0                  | 0       | 4          | 0    | 4              | 0                 | 0       | 4          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 8          |
| 03:30 PM          | Ó    | 3       | 0                  | 0       | 3          | 0    | 2              | 0                 | 0       | 2          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 5          |
| 03:45 PM          | 0    | 1       | 0                  | 0       | 1          | 0    | 2              | 0                 | 0       | 2          | 1     | 0     | 0                | 0            | 1          | 0    | 0    | 0                        | 0       | 0          | 4          |
| Total             | 1    | 15      | 1                  | 0       | 17         | 0    | 10             | 0                 | 0       | 10         | 1     | 0     | 0                | 0            | 1          | 0    | 0    | 0                        | 0       | 0          | 28         |
| 04:00 PM          | 0    | 5       | 0                  | 0       | 5          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 6          |
| 04:15 PM          | 0    | 3       | 0                  | 0       | 3          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 4          |
| 04:30 PM          | 0    | 6       | Ō                  | Ō       | 6          | 0    | 1              | Ō                 | Ō       | 1          | 0     | 0     | Ō                | 0            | Ō          | Ō    | Ō    | 0                        | Ō       | 0          | 7          |
| 04:45 PM          | 0    | 5       | 0                  | 0       | 5          | 0    | 2              | 0                 | 0       | 2          | 0     | 0     | 1                | 0            | 1          | 0    | 0    | 0                        | 0       | 0          | 8          |
| Total             |      | 19      | 0                  | 0       | 19         | 0    | 5              | 0                 | 0       | 5          | 0     | 0     | 1                | 0            | 1          | 0    | 0    | 0                        | 0       | 0          | 25         |
| 05:00 PM          | 0    | 0       | 0                  | 0       | 0          | 0    | 3              | 0                 | 0       | 3          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 3          |
| 05:15 PM          | 0    | 0       | 0                  | 0       | 0          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 1          |
| 05:30 PM          | 0    | 3       | 0                  | 0       | 3          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 4          |
| 05:45 PM          | 0    | 2       | 0                  | 0       | 2          | 0    | 1              | 0                 | 0       | 1          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 3          |
| Total             | 0    | 5       | 0                  | 0       | 5          | 0    | 6              | 0                 | 0       | 6          | 0     | 0     | 0                | 0            | 0          | 0    | 0    | 0                        | 0       | 0          | 11         |
| Grand Total       | 1    | 133     | 3                  | 0       | 137        | 0    | 119            | 1                 | 0       | 120        | 1     | 0     | 2                | 0            | 3          | 1    | 0    | 0                        | 0       | 1          | 261        |
| Apprch %          | 0.7  | 97.1    | 2.2                | 0       |            | 0    | 99.2           | 0.8               | 0       |            | 33.3  | 0     | 66.7             | 0            |            | 100  | 0    | 0                        | 0       |            |            |
| Total %           | 0.4  | 51      | 1.1                | 0       | 52.5       | 0    | 45.6           | 0.4               | 0       | 46         | 0.4   | 0     | 0.8              | 0            | 1.1        | 0.4  | 0    | 0                        | 0       | 0.4        |            |

File Name : SR 867 at N. Town and River Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 2

|                               |                    |           | S.R. 86<br>orthbo |                      |                        |              | So        | S.R. 86<br>outhbo |         |            | N. T     |        | AND R<br>astbou | IVER D<br>und | RIVE       | -        | D      | ESIGN<br>RIVEW<br>/estbou | AY      | R          |            |
|-------------------------------|--------------------|-----------|-------------------|----------------------|------------------------|--------------|-----------|-------------------|---------|------------|----------|--------|-----------------|---------------|------------|----------|--------|---------------------------|---------|------------|------------|
| Start Time                    | Left               | Thru      | Right             | U-Turns              | App. Total             | Left         | Thru      | Right             | U-Turns | App. Total | Left     | Thru   | Right           | U-Turns       | App. Total | Left     | Thru   | Right                     | U-Turns | App. Total | Int. Total |
| Peak Hour An<br>Peak Hour for | alysis l<br>Fntire | From 0    | 7:00 Al           | M to 09:<br>Begins a | :45 AM -<br>at 08:00   | Peak ´<br>AM | 1 of 1    |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| 08:00 AM                      | 0                  | 4         | 0                 | 0                    | 4                      | 0            | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 11         |
| 08:15 AM                      | Ő                  | 3         | Õ                 | Ő                    | 3                      | Ö            | 9         | Õ                 | Ő       | 9          | Ő        | Ő      | Ő               | Ő             | Ő          | Ő        | Õ      | Ő                         | Õ       | Ő          | 12         |
| 08:30 AM                      | 0                  | 6         | 0                 | 0                    | 6                      | Ō            | 5         | 0                 | 0       | 5          | Ō        | 0      | 0               | 0             | 0          | 0        | Ō      | 0                         | 0       | 0          | 11         |
| 08:45 AM                      | 0                  | 3         | 0                 | 0                    | 3                      | Ō            | 7         | 0                 | 0       | 7          | Ō        | 0      | 0               | 0             | 0          | 0        | Ō      | 0                         | 0       | 0          | 10         |
| Total Volume                  | 0                  | 16        | 0                 | 0                    | 16                     | 0            | 28        | 0                 | 0       | 28         | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 44         |
| % App. Total                  | 0                  | 100       | 0                 | 0                    |                        | 0            | 100       | 0                 | 0       |            | 0        | 0      | 0               | 0             |            | 0        | 0      | 0                         | 0       |            |            |
| PHF                           | .000               | .667      | .000              | .000                 | .667                   | .000         | .778      | .000              | .000    | .778       | .000     | .000   | .000            | .000          | .000       | .000     | .000   | .000                      | .000    | .000       | .917       |
| Peak Hour Ar                  | alysis I           | From 0    | 7:00 A            | M to 09:             | :45 AM -               | Peak         | 1 of 1    |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| Peak Hour for                 | Each               | Approa    | ch Beg            | ins at:              |                        |              |           |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
|                               | 07:45 AM           |           |                   |                      |                        | 08:00 AN     | 1         |                   |         |            | 07:00 AM |        |                 |               |            | 07:00 AM |        |                           |         |            |            |
| +0 mins.                      | 0                  | 4         | 0                 | 0                    | 4                      | 0            | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +15 mins.                     | 0                  | 4         | 0                 | 0                    | 4                      | 0            | 9         | 0                 | 0       | 9          | 0        | 0      | 1               | 0             | 1          | 0        | 0      | 0                         | 0       | 0          |            |
| +30 mins.                     | 0                  | 3         | 0                 | 0                    | 3                      | 0            | 5         | 0                 | 0       | 5          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +45 mins.                     | 0                  | 6         | 0                 | 0                    | 6                      | 0            | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 1        | 0      | 0                         | 0       | 1          |            |
| Total Volume<br>% App. Total  | 0                  | 17<br>100 | 0<br>0            | 0<br>0               | 17                     | 0            | 28<br>100 | 0<br>0            | 0<br>0  | 28         | 0        | 0<br>0 | 1<br>100        | 0<br>0        | 1          | 1<br>100 | 0<br>0 | 0<br>0                    | 0<br>0  | 1          |            |
| PHF                           | .000               | .708      | .000              | .000                 | .708                   | .000         | .778      | .000              | .000    | .778       | .000     | .000   | .250            | .000          | .250       | .250     | .000   | .000                      | .000    | .250       |            |
| Peak Hour An                  |                    |           |                   |                      |                        |              |           | .000              | .000    | .//0       | .000     | .000   | .250            | .000          | .250       | .250     | .000   | .000                      | .000    | .250       |            |
| Peak Hour An<br>Peak Hour for | r Entire           | Inters    | ection            | Begins a             | :45 Pivi -<br>at 11:00 | AM           |           |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| 11:00 AM                      | 0                  | 5         | 0                 | 0                    | 5                      | l o          | 9         | 0                 | 0       | 9          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 14         |
| 11:15 AM                      | 0                  | 8         | 1                 | 0                    | 9                      | 0            | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 16         |
| 11:30 AM                      | 0                  | 6         | 0                 | 0                    | 6                      | 0            | 3         | 0                 | 0       | 3          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 9          |
| 11:45 AM                      | 0                  | 4         | 0                 | 0                    | 4                      | 0            | 4         | 0                 | 0       | 4          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 8          |
| Total Volume                  | 0                  | 23        | 1                 | 0                    | 24                     | 0            | 23        | 0                 | 0       | 23         | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 47         |
| % App. Total                  | 0                  | 95.8      | 4.2               | 0                    |                        | 0            | 100       | 0                 | 0       |            | 0        | 0      | 0               | 0             |            | 0        | 0      | 0                         | 0       |            |            |
| PHF                           | .000               | .719      | .250              | .000                 | .667                   | .000         | .639      | .000              | .000    | .639       | .000     | .000   | .000            | .000          | .000       | .000     | .000   | .000                      | .000    | .000       | .734       |
| Peak Hour Ar                  | alvsis I           | From 1    | 0:00 A            | M to 01:             | :45 PM -               | Peak 1       | l of 1    |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| Peak Hour for                 | <u>Éach</u>        | Approa    |                   |                      |                        |              |           |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
|                               | 11:00 AM           |           |                   |                      |                        | 11:00 AN     |           |                   |         |            | 10:00 AM |        |                 |               |            | 10:00 AM |        |                           |         |            |            |
| +0 mins.                      | 0                  | 5         | 0                 | 0                    | 5                      | 0            | 9         | 0                 | 0       | 9          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +15 mins.                     | 0                  | 8         | 1                 | 0                    | 9                      | 0            | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +30 mins.                     | 0                  | 6         | 0                 | 0                    | 6                      | 0            | 3         | 0                 | 0       | 3          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +45 mins.                     | 0                  | 4         | 0                 | 0                    | 4                      | 0            | 4         | 0                 | 0       | 4          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| Total Volume                  | 0                  | 23        | 1                 | 0                    | 24                     | 0            | 23        | 0                 | 0       | 23         | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| % App. Total                  | 0                  | 95.8      | 4.2               | 0                    | (/7                    | 0            | 100       | 0                 | 0       | (20        | 0        | 0      | 0               | 0             | 000        | 0        | 0      | 0                         | 0       | 000        |            |
| PHF<br>Deals Llaure Arr       | .000               | .719      | .250              | .000                 | .667                   | .000         | .639      | .000              | .000    | .639       | .000     | .000   | .000            | .000          | .000       | .000     | .000   | .000                      | .000    | .000       |            |
| Peak Hour An<br>Peak Hour for |                    |           |                   |                      |                        |              |           |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| 02:00 PM                      |                    | 5         | 0                 | 0                    | 5                      |              | 7         | 0                 | 0       | 7          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 12         |
| 02:15 PM                      | 0                  | 8         | 0                 | 0                    | 8                      | 0            | 5         | 0                 | 0       | 5          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 13         |
| 02:30 PM                      | 0                  | 8         | 0                 | 0                    | 8                      | 0            | 3         | ĭ                 | Ő       | 4          | Ő        | 0      | 0               | 0             | 0          | Ő        | 0      | Ő                         | Ő       | 0<br>0     | 12         |
| 02:45 PM                      | 0                  | 5         | 0                 | 0                    | 5                      | 0            | 3         | 0                 | 0       | 3          | Ő        | 0      | 0               | 0             | 0          | Ő        | 0      | 0                         | 0       | 0          | 8          |
| Total Volume                  | 0                  | 26        | 0                 | 0                    | 26                     | 0            | 18        | 1                 | 0       | 19         | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          | 45         |
| % App. Total                  | 0                  | 100       | 0                 | Ő                    | 20                     | 0            | 94.7      | 5.3               | Ő       | .,         | Ö        | Ő      | Ő               | Ő             | U          | Ő        | Ő      | Ő                         | Ő       | 0          | 10         |
| PHF                           | .000               | .813      | .000              | .000                 | .813                   | .000         | .643      | .250              |         | .679       | .000     | .000   | .000            | .000          | .000       | .000     | .000   | .000                      | .000    | .000       | .865       |
| Peak Hour Ar                  |                    | From 0    | ים מו.            |                      |                        | Dook 1       | of 1      |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
| Peak Hour An                  |                    |           |                   |                      | 40 PIVI -              | reak         |           |                   |         |            |          |        |                 |               |            |          |        |                           |         |            |            |
|                               | 02:15 PM           |           | ынысу             | nıə dl.              |                        | 02:00 PN     | 1         |                   |         |            | 03:00 PM |        |                 |               |            | 02:00 PM |        |                           |         |            |            |
| +0 mins.                      | 02.131             | 8         | 0                 | 0                    | 8                      | 02.0011      | 7         | 0                 | 0       | 7          | 00.00110 | 0      | 0               | 0             | 0          | 02.001 M | 0      | 0                         | 0       | 0          |            |
| +15 mins.                     | 0                  | 8         | 0                 | 0                    | 8                      | 0            | 5         | 0                 | 0       | 5          | 0        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +30 mins.                     | Ö                  | 5         | 0                 | 0                    | 5                      | Ö            | 3         | 1                 | 0       | 4          | Ö        | 0      | 0               | 0             | 0          | 0        | 0      | 0                         | 0       | 0          |            |
| +45 mins.                     | 0                  | 8         | 1                 | Ő                    | 9                      | 0            | 3         | 0                 | Ő       | 3          | Ĭ        | Ő      | Ő               | Ő             | ı<br>1     | 0        | Ő      | Ő                         | Ő       | 0          |            |
| Total Volume                  | 0                  | 29        | 1                 | 0                    | 30                     | 0            | 18        | 1                 | 0       | 19         | 1        | 0      | 0               | 0             | 1          | 0        | 0      | 0                         | 0       | 0          |            |
| % App Total                   |                    | 0/7       | 2.2               | 0                    |                        |              | 047       | гο                | 0       |            | 100      | ~      | 0               | ~             |            |          | ~      | ~                         | ~       |            |            |

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File Name : SR 867 at Driveway 5 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |          |          |            |          |      |         |         | ssenger    | Vehic | es - He   | eavy T | rucks   |            |      |      |                |         |            |            |
|----------------------|------|------|----------|----------|------------|----------|------|---------|---------|------------|-------|-----------|--------|---------|------------|------|------|----------------|---------|------------|------------|
|                      |      |      | S.R. 86  |          |            |          |      | S.R. 86 |         |            |       | _         | N/A    |         |            |      |      | RIVEW          |         |            |            |
| Start Time           | 1 0  |      | Right    | <u> </u> |            | 1 (1     |      | Right   |         |            | 1 (1  | E<br>Thru | astbou |         |            | 1 0  |      | estbo<br>Right | -       |            |            |
|                      | Left | Thru | 9        | U-Turns  | App. Total | Left     | Thru | , v     | U-Turns | App. Total | Left  |           | Right  | U-Turns | App. Total | Left | Thru | <u> </u>       | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 0    | 1        | 0        |            | 0        | 0    | 0       | 0       | 0<br>5     | 0     | 0         | 0      | 0       | 0          | 0    | 0    | 1              | 0       | 1          | 2          |
| 07:15 AM<br>07:30 AM | 0    | 0    | 2<br>0   | 0        | 2          | 5        | 0    | 0       | 0       | 5<br>6     | 0     | 0         | 0      | 0       | 0<br>0     | 0    | 0    | 0              | 0       | 0          | 9          |
| 07:30 AM             | 0    | 0    | 3        | 0        | 3          | 6<br>8   | 0    | 0       | 0       | о<br>8     | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 3<br>3         | 0       | 3<br>4     | 15         |
| Total                | 0    | 0    | <u> </u> | 0        | 6          | <u> </u> | 0    | 0       | 0       | <u> </u>   | 0     | 0         | 0      | 0       | 0          | 1    | 0    | - 3            | 0       | 8          | 33         |
| Total                | 0    | 0    | 0        | 0        | 0          | 19       | 0    | 0       | 0       | 19         | 0     | 0         | 0      | 0       | 0          | I    | 0    | /              | 0       | 8          | 33         |
| 08:00 AM             | 0    | 0    | 1        | 0        | 1          | 7        | 0    | 0       | 0       | 7          | 0     | 0         | 0      | 0       | 0          | 0    | 0    | 1              | 0       | 1          | 9          |
| 08:15 AM             | 0    | 0    | 5        | 0        | 5          | 8        | 0    | 0       | 0       | 8          | 0     | 0         | 0      | 0       | 0          | 2    | 0    | 5              | 0       | 7          | 20         |
| 08:30 AM             | 0    | 0    | 1        | 0        | 1          | 6        | 0    | 0       | 0       | 6          | 0     | 0         | 0      | 0       | 0          | 2    | 0    | 1              | 0       | 3          | 10         |
| 08:45 AM             | 0    | 0    | 4        | 0        | 4          | 9        | 0    | 0       | 0       | 9          | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 9              | 0       | 10         | 23         |
| Total                | 0    | 0    | 11       | 0        | 11         | 30       | 0    | 0       | 0       | 30         | 0     | 0         | 0      | 0       | 0          | 5    | 0    | 16             | 0       | 21         | 62         |
| *** BREAK ***        |      |      |          |          |            |          |      |         |         |            |       |           |        |         |            |      |      |                |         |            |            |
| 04:00 PM             | 0    | 0    | 3        | 0        | 3          | 7        | 0    | 0       | 0       | 7          | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 8              | 0       | 9          | 19         |
| 04:15 PM             | 0    | 0    | 1        | 0        | 1          | 3        | 0    | 0       | 0       | 3          | 0     | 0         | 0      | 0       | 0          | 7    | 0    | 5              | 0       | 12         | 16         |
| 04:30 PM             | 0    | 0    | 4        | 0        | 4          | 3        | 0    | 0       | 0       | 3          | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 9              | 0       | 10         | 17         |
| 04:45 PM             | 0    | 0    | 0        | 0        | 0          | 3        | 0    | 0       | 0       | 3          | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 5              | 0       | 6          | 9          |
| Total                | 0    | 0    | 8        | 0        | 8          | 16       | 0    | 0       | 0       | 16         | 0     | 0         | 0      | 0       | 0          | 10   | 0    | 27             | 0       | 37         | 61         |
| 05:00 PM             | 0    | 0    | 5        | 0        | 5          | 5        | 0    | 0       | 0       | 5          | 0     | 0         | 0      | 0       | 0          | 1    | 0    | 9              | 0       | 10         | 20         |
| 05:15 PM             | 0    | 0    | 4        | 0        | 4          | 5        | 0    | 0       | 0       | 5          | 0     | 0         | 0      | 0       | 0          | 2    | 0    | 10             | 0       | 12         | 21         |
| 05:30 PM             | 0    | 0    | 2        | 0        | 2          | 5        | 0    | 0       | 0       | 5          | 0     | 0         | 0      | 0       | 0          | 4    | 0    | 5              | 0       | 9          | 16         |
| 05:45 PM             | 0    | 0    | 4        | 0        | 4          | 2        | 0    | 0       | 0       | 2          | 0     | 0         | 0      | 0       | 0          | 3    | 0    | 2              | 0       | 5          | 11         |
| Total                | 0    | 0    | 15       | 0        | 15         | 17       | 0    | 0       | 0       | 17         | 0     | 0         | 0      | 0       | 0          | 10   | 0    | 26             | 0       | 36         | 68         |
| Grand Total          | 0    | 0    | 40       | 0        | 40         | 82       | 0    | 0       | 0       | 82         | 0     | 0         | 0      | 0       | 0          | 26   | 0    | 76             | 0       | 102        | 224        |
| Apprch %             | Ő    | Ũ    | 100      | Ő        |            | 100      | Ő    | Ő       | Ő       |            | Ő     | Ő         | 0      | Ő       | Ū          | 25.5 | Ő    | 74.5           | Ő       |            |            |
| Total %              | Ő    | Ũ    | 17.9     | Ő        | 17.9       | 36.6     | Ő    | Ő       | Ő       | 36.6       | Ő     | Ő         | 0      | Ő       | 0          | 11.6 | Ő    | 33.9           | Ő       | 45.5       |            |
| Passenger Vehicles   | 0    | 0    | 40       | 0        | 40         | 81       | 0    | 0       | 0       | 81         | 0     | 0         | 0      | 0       | 0          | 26   | 0    | 76             | 0       | 102        | 223        |
| % Passenger Vehicles | 0    | 0    | 100      | 0        | 100        | 98.8     | 0    | 0       | 0       | 98.8       | 0     | 0         | 0      | 0       | 0          | 100  | 0    | 100            | 0       | 100        | 99.6       |
| Heavy Trucks         | 0    | 0    | 0        | 0        | 0          | 1        | 0    | 0       | 0       | 1          | 0     | 0         | 0      | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 1          |
| % Heavy Trucks       | 0    | 0    | 0        | 0        | 0          | 1.2      | 0    | 0       | 0       | 1.2        | 0     | 0         | 0      | 0       | 0          | 0    | 0    | 0              | 0       | 0          | 0.4        |

File Name : SR 867 at Driveway 6 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |         |         |            |      | Group | s Print | ed- Pa  | ssenger    | Vehic | es - He | eavy Ti | rucks   |            |      |      |        |         |            |            |
|----------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|-------|---------|---------|---------|------------|------|------|--------|---------|------------|------------|
|                      |      |      | S.R. 86 |         |            |      |       | S.R. 86 |         |            |       | _       | N/A     |         |            |      |      | RIVEW  |         |            |            |
| Ctart Times          | 1 (1 |      | orthbo  |         |            | 1 (1 |       | uthbo   |         |            | 1 0   |         | astbou  |         |            | 1 0  |      | /estbo |         |            |            |
| Start Time           | Left | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left  | Thru    | Right   | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
| *** BREAK ***        | 0    | 0    | 2       | 0       | 2          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       |            | 0    | 0    | 0      | 0       | 0          | 2          |
| 07:45 AM             | 0    | 0    | 2       | 0       | 2          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 3          |
| Total                | 0    | 0    | 2       | 0       | 2          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 3          |
| 08:00 AM             | 0    | 0    | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 0      | 0       | 1          | 3          |
| 08:15 AM             | 0    | 0    | 1       | 0       | 1          | 4    | 0     | 0       | 0       | 4          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 5          |
| 08:30 AM             | 0    | 0    | 2       | 0       | 2          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 3      | 0       | 3          | 6          |
| 08:45 AM             | 0    | 0    | 2       | 0       | 2          | 2    | 0     | 0       | 0       | 2          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 4          |
| Total                | 0    | 0    | 7       | 0       | 7          | 7    | 0     | 0       | 0       | 7          | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 3      | 0       | 4          | 18         |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |       |         |         |         |            |      |      |        |         |            |            |
| 04:00 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 2          |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |       |         |         |         |            |      |      |        |         |            |            |
| 04:30 PM             | 0    | 0    | 1       | 0       | 1          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 2      | 0       | 2          | 4          |
| 04:45 PM             | 0    | 0    | 3       | 0       | 3          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 5          |
| Total                | 0    | 0    | 5       | 0       | 5          | 2    | 0     | 0       | 0       | 2          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 4      | 0       | 4          | 11         |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |       |         |         |         |            |      |      |        |         |            |            |
| 05:15 PM             | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| 05:30 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 1          |
| 05:45 PM             | 0    | 0    | 1       | 0       | 1          | 1    | 0     | 0       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 3          |
| Total                | 0    | 0    | 1       | 0       | 1          | 2    | 0     | 0       | 0       | 2          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 2      | 0       | 2          | 5          |
| Grand Total          | 0    | 0    | 15      | 0       | 15         | 12   | 0     | 0       | 0       | 12         | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 9      | 0       | 10         | 37         |
| Apprch %             | 0    | 0    | 100     | 0       |            | 100  | 0     | 0       | 0       |            | 0     | 0       | 0       | 0       |            | 10   | 0    | 90     | 0       |            |            |
| Total %              | 0    | 0    | 40.5    | 0       | 40.5       | 32.4 | 0     | 0       | 0       | 32.4       | 0     | 0       | 0       | 0       | 0          | 2.7  | 0    | 24.3   | 0       | 27         |            |
| Passenger Vehicles   | 0    | 0    | 14      | 0       | 14         | 12   | 0     | 0       | 0       | 12         | 0     | 0       | 0       | 0       | 0          | 1    | 0    | 8      | 0       | 9          | 35         |
| % Passenger Vehicles | 0    | 0    | 93.3    | 0       | 93.3       | 100  | 0     | 0       | 0       | 100        | 0     | 0       | 0       | 0       | 0          | 100  | 0    | 88.9   | 0       | 90         | 94.6       |
| Heavy Trucks         | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 2          |
| % Heavy Trucks       | 0    | 0    | 6.7     | 0       | 6.7        | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 11.1   | 0       | 10         | 5.4        |

File Name : SR 867 at Driveway 7 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |                   |         |              |      | Group      | s Print          | ed- Pa  | ssenger    | Vehic | es - He | eavy T        | rucks   |            |      |      |               |         |            |                |
|----------------------|------|------|-------------------|---------|--------------|------|------------|------------------|---------|------------|-------|---------|---------------|---------|------------|------|------|---------------|---------|------------|----------------|
|                      |      |      | S.R. 86<br>rthbou |         |              |      |            | S.R. 86<br>uthbo |         |            |       | -       | N/A<br>astbou |         |            |      |      | RIVEW.        |         |            |                |
| Start Time           | Left | Thru | Right             | U-Turns | App. Total   | Left | 30<br>Thru | Right            | U-Turns | App. Total | Left  | Thru    | Right         | U-Turns | App. Total | Left | Thru | Right         | U-Turns | App. Total | Int. Total     |
| 07:00 AM             | 0    | 0    | 1                 | 0-14113 | 1 npp: 10tal | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0-10/13 | 0          | 0    | 0    | 0             | 0-10/13 | 0          | 1              |
| *** BREAK ***        | 0    | 0    |                   | 0       | 1            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 01         | 0    | 0    | 0             | 0       | 0          |                |
| 07:30 AM             | 0    | 0    | 0                 | 0       | 0            | 1    | 0          | 0                | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 1              |
| 07:45 AM             | Õ    | Ő    | 2                 | Ő       | 2            | 4    | Ő          | Ő                | Ő       | 4          | Ő     | 0       | 0             | Õ       | Ő          | 0    | Ő    | 1             | Ő       | 1          | 7              |
| Total                | 0    | 0    | 3                 | 0       | 3            | 5    | 0          | 0                | 0       | 5          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1             | 0       | 1          | 9              |
|                      |      |      |                   |         |              |      |            |                  |         |            |       |         |               |         |            |      |      |               |         |            |                |
| 08:00 AM             | 0    | 0    | 0                 | 0       | 0            | 1    | 0          | 0                | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1             | 0       | 1          | 2              |
| *** BREAK ***        |      |      |                   |         |              |      |            |                  |         |            |       |         |               |         |            |      |      |               |         |            |                |
| 08:30 AM             | 0    | 0    | 0                 | 0       | 0            | 1    | 0          | 0                | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 2             | 0       | 2          | 3              |
| 08:45 AM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 2             | 0       | 3          | 3              |
| Total                | 0    | 0    | 0                 | 0       | 0            | 2    | 0          | 0                | 0       | 2          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 5             | 0       | 6          | 8              |
| *** DDEAK ***        |      |      |                   |         |              |      |            |                  |         |            |       |         |               |         |            |      |      |               |         |            |                |
| *** BREAK ***        |      |      |                   |         |              |      |            |                  |         |            |       |         |               |         |            |      |      |               |         |            |                |
| 04:00 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 1             | 0       | 2          | 2              |
| 04:15 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | Ō       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1             | 0       | 1          | 1              |
| 04:30 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 1             | 0       | 2          | 2              |
| 04:45 PM             | 0    | 0    | 0                 | 0       | 0            | 1    | 0          | 0                | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 3             | 0       | 3          | 4              |
| Total                | 0    | 0    | 0                 | 0       | 0            | 1    | 0          | 0                | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 2    | 0    | 6             | 0       | 8          | 9              |
|                      |      |      |                   |         |              |      |            |                  |         |            |       |         |               |         | 1          |      |      |               |         |            |                |
| 05:00 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 3             | 0       | 4          | 4              |
| 05:15 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 2             | 0       | 3          | 3              |
| 05:30 PM             | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1             | 0       | 1          | 1              |
| 05:45 PM             | 0    | 0    | 0                 | 0       | 0            | 3    | 0          | 0                | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | <u>1</u><br>7 | 0       | <u> </u>   | <u>4</u><br>12 |
| Total                | 0    | 0    | 0                 | 0       | 0            | 3    | 0          | 0                | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 2    | 0    | 1             | 0       | 9          | 12             |
| Grand Total          | 0    | 0    | 3                 | 0       | 3            | 11   | 0          | 0                | 0       | 11         | 0     | 0       | 0             | 0       | 0          | 5    | 0    | 19            | 0       | 24         | 38             |
| Apprch %             | Ő    | 0    | 100               | 0       | Ũ            | 100  | Ő          | Ő                | Ő       |            | Ő     | 0       | 0             | Ő       | 0          | 20.8 | Ő    | 79.2          | Ő       |            | 00             |
| Total %              | Ő    | Ő    | 7.9               | 0       | 7.9          | 28.9 | Ő          | Ő                | Ő       | 28.9       | Ő     | 0       | 0             | Ő       | 0          | 13.2 | Ő    | 50            | Ő       | 63.2       |                |
| Passenger Vehicles   | 0    | 0    | 3                 | 0       | 3            | 11   | 0          | 0                | 0       | 11         | 0     | 0       | 0             | 0       | 0          | 5    | 0    | 19            | 0       | 24         | 38             |
| % Passenger Vehicles | 0    | 0    | 100               | 0       | 100          | 100  | 0          | 0                | 0       | 100        | 0     | 0       | 0             | 0       | 0          | 100  | 0    | 100           | 0       | 100        | 100            |
| Heavy Trucks         | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 0              |
| % Heavy Trucks       | 0    | 0    | 0                 | 0       | 0            | 0    | 0          | 0                | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 0              |

File Name : SR 867 at Driveway 8 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |         |         |            |      | Group | s Print | ted- Pa | ssenger    | Vehicl | es - He | avy Ti | rucks   |            |      |      |        |         |            |            |
|----------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|--------|---------|--------|---------|------------|------|------|--------|---------|------------|------------|
|                      |      |      | S.R. 86 |         |            |      |       | S.R. 86 |         |            |        | _       | N/A    |         |            |      |      | RIVEW  |         |            |            |
|                      |      |      | orthbo  | und     |            |      |       | uthbo   | und     |            |        |         | astbou | ind     |            |      |      | /estbo | und     |            |            |
| Start Time           | 2010 | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left   | Thru    | Right  | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         | 1          |        |         |        |         | 1          |      |      |        |         |            |            |
| 07:45 AM             | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| Total                | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
|                      |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
| 08:45 AM             | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| Total                | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
|                      |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
|                      |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
| 04:00 PM             | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| 04:15 PM             | 0    | 0    | 1       | 0       | 1          | 2    | 0     | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 3          |
| 04:30 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 1      | 0       | 2          | 2          |
| 04:45 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| Total                | 0    | 0    | 2       | 0       | 2          | 3    | 0     | 0       | 0       | 3          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 1      | 0       | 2          | 7          |
|                      |      |      |         |         |            |      |       |         |         | - 1        |        |         |        |         | - 1        |      |      |        |         | - 1        |            |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |        |         |            |            |
| 05:15 PM             | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| 05:30 PM             | Ő    | 0    | 1       | Ő       | 1          | 0    | 0     | 0       | Ő       | 0          | Ő      | 0       | Ő      | Ő       | 0          | 0    | Ő    | 0      | 0       | Ő          | 1          |
| 05:45 PM             | Ő    | Ő    | 1       | 0       | 1          | Ő    | Ő     | 0       | 0       | 0          | Ő      | Ő       | Ő      | Ő       | 0          | 1    | Ő    | Ő      | Ő       | 1          | 2          |
| Total                | 0    | 0    | 2       | 0       | 2          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 0      | 0       | 1          | 4          |
| i otar j             | 0    | 0    | -       | 0       | - 1        |      | Ŭ     | 0       | 0       |            | 0      | 0       | 0      | Ū       | 0          |      | 0    | 0      | 0       |            |            |
| Grand Total          | 0    | 0    | 5       | 0       | 5          | 5    | 0     | 0       | 0       | 5          | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 1      | 0       | 3          | 13         |
| Apprch %             | 0    | 0    | 100     | 0       | 5          | 100  | 0     | 0       | 0       | 5          | 0      | 0       | 0      | 0       | Ŭ          | 66.7 | 0    | 33.3   | 0       | 5          | 15         |
| Total %              | 0    | 0    | 38.5    | 0       | 38.5       | 38.5 | 0     | 0       | 0       | 38.5       | 0      | 0       | 0      | 0       | 0          | 15.4 | 0    | 7.7    | 0       | 23.1       |            |
| Passenger Vehicles   | 0    | 0    | 5       | 0       | 5          | 5    | 0     | 0       | 0       | 50.5       | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 1      | 0       | 3          | 13         |
| % Passenger Vehicles | 0    | 0    | 100     | 0       | 100        | 100  | 0     | 0       | 0       | 100        | 0      | 0       | 0      | 0       | 0          | 100  | 0    | 100    | 0       | 100        | 100        |
| Heavy Trucks         | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0          |
| % Heavy Trucks       | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0          |
| /o neavy mucks       | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0          |

File Name : SR 867 at Driveway 9 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|  |          |      |            |         |            |                  | Group | s Print | ed- Pa  | ssenger          | Vehic | les - He | eavy T | rucks   |            |                  |      |                  |         |                        |            |
|--|----------|------|------------|---------|------------|------------------|-------|---------|---------|------------------|-------|----------|--------|---------|------------|------------------|------|------------------|---------|------------------------|------------|
|  |          |      | S.R. 86    |         |            |                  |       | S.R. 86 |         |                  |       |          | N/A    |         |            |                  |      | RIVEW            |         |                        |            |
|  |          |      | orthbo     | und     |            |                  |       | uthbo   | und     |                  |       |          | astbou | und     |            |                  |      | /estbo           | und     |                        |            |
| Start Time                                 | Left     | Thru | Right      | U-Turns | App. Total | Left             | Thru  | Right   | U-Turns | App. Total       | Left  | Thru     | Right  | U-Turns | App. Total | Left             | Thru | Right            | U-Turns | App. Total             | Int. Total |
| *** BREAK ***                              |          |      |            |         |            |                  |       |         |         |                  |       |          |        |         |            |                  |      |                  |         |                        |            |
| 07:45 AM                                   | 0        | 0    | 0          | 0       | 0          | 1                | 0     | 0       | 0       | 1                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 1          |
| Total                                      | 0        | 0    | 0          | 0       | 0          | 1                | 0     | 0       | 0       | 1                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 1          |
|  | _        | _    | _          | _       | - 1        |                  | _     | _       | _       | - 1              | _     | _        | _      | _       | - 1        | _                | _    | _                | _       | -                      |            |
| 08:00 AM                                   | 0        | 0    | 0          | 0       | 0          | 1                | 0     | 0       | 0       | 1                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 1          |
| *** BREAK ***                              |          | _    | _          | _       | - 1        | _                | _     | _       | _       | - 1              | _     | _        | _      | _       | - 1        | _                | -    | _                | _       | - 1                    |            |
| 08:45 AM                                   | 0        | 0    | 0          | 0       | 0          | 2                | 0     | 0       | 0       | 2                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 2          |
| Total                                      | 0        | 0    | 0          | 0       | 0          | 3                | 0     | 0       | 0       | 3                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 3          |
| *** BREAK ***                              |          |      |            |         |            |                  |       |         |         |                  |       |          |        |         |            |                  |      |                  |         |                        |            |
| 04:00 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 1                | 0       | 1                      | 1          |
| 04:15 PM                                   | 0        | 0    | 1          | 0       | 1          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 1                | 0       | 1                      | 2          |
| 04:30 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 1                | 0       | 1                      | 1          |
| 04:45 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 1                | 0    | 1                | 0       | 2                      | 2          |
| Total                                      | 0        | 0    | 1          | 0       | 1          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 1                | 0    | 4                | 0       | 5                      | 6          |
|  |          |      |            |         |            |                  |       |         |         |                  |       |          |        |         |            |                  |      |                  |         |                        |            |
| 05:00 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 1                | 0       | 1                      | 1          |
| 05:15 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 1                | 0    | 1                | 0       | 2                      | 2          |
| *** BREAK ***                              |          |      |            |         |            |                  |       |         |         |                  |       |          |        |         |            |                  |      |                  |         |                        |            |
| 05:45 PM                                   | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 2                | 0       | 2                      | 2          |
| Total                                      | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 1                | 0    | 4                | 0       | 5                      | 5          |
| Grand Total                                | 0        | 0    | 1          | 0       | 1          | 4                | 0     | 0       | 0       | 4                | 0     | 0        | 0      | 0       |            | 2                | 0    | 8                | 0       | 10                     | 15         |
|  | 0        | 0    | 100        | 0<br>0  | 1          | 4<br>100         | 0     | 0<br>0  | 0<br>0  | 4                | 0     | 0        | 0<br>0 | 0<br>0  | 0          | 2<br>20          | 0    | 。<br>80          | 0       | 10                     | 15         |
| Apprch %                                   | 0        | -    |            |         | / 7        |                  | -     |         |         | 2/7              | -     | -        |        |         | 0          | 13.3             | -    |                  | -       |                        |            |
| Total %<br>Passenger Vehicles              | 0        | 0    | <u>6.7</u> | 0       | <u>6.7</u> | <u>26.7</u><br>4 | 0     | 0       | 0       | <u>26.7</u><br>4 | 0     | 0        | 0      | 0       | 0          | <u>13.3</u><br>2 | 0    | <u>53.3</u><br>8 | 0       | <u>     66.7</u><br>10 | 15         |
| Passenger Vehicles<br>% Passenger Vehicles | 0        | -    |            | -       | • •        |                  | •     | -       | -       |                  | 0     | 0        | -      | 0       | 0          | -                | •    | -                | •       |                        |            |
| Heavy Trucks                               | <u> </u> | 0    | 100        | 0       | 100        | 100              | 0     | 0       | 0       | 100              | 0     | 0        | 0      | 0       | 0          | 100              | 0    | 100              | 0       | 100                    | 100        |
| % Heavy Trucks                             | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 0          |
| 70 meavy Trucks                            | 0        | 0    | 0          | 0       | 0          | 0                | 0     | 0       | 0       | 0                | 0     | 0        | 0      | 0       | 0          | 0                | 0    | 0                | 0       | 0                      | 0          |

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|                             |           |      |             |                |            |      |            |                |             | ssenger         | Vehic | les - He  |                 |              |            |      |            |       |         |            |            |
|-----------------------------|-----------|------|-------------|----------------|------------|------|------------|----------------|-------------|-----------------|-------|-----------|-----------------|--------------|------------|------|------------|-------|---------|------------|------------|
|                             |           |      | S.R. 86     |                |            |      |            | S.R. 86        |             |                 |       | -         | N/A             |              |            |      |            | IVEWA |         |            |            |
| Start Time                  | Left      | Thru | Right       | una<br>U-Turns | App. Total | Left | 50<br>Thru | uthbo<br>Right | U-Turns     | App. Total      | Left  | E<br>Thru | astbou<br>Right | U-Turns      | App. Total | Left | VI<br>Thru | Right | U-Turns | App. Total | Int. Total |
| 07:00 AM                    | <u></u> 0 | 0    | Kigrit<br>1 | 0-Turns<br>0   | App. 10tai | 2    | 0          | 0              | 0-1ums<br>0 | App. Total<br>2 | 0     | 0         | 0               | 0-Turns<br>0 | App. Total | 0    | 0          | 0     | 0-Turns | App. Total | 3          |
| 07:15 AM                    | 0         | 0    | 0           | 0              | 0          | 2    | 0          | 0              | 0           | 2               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 2          |
| 07:30 AM                    | 0         | 0    | 0           | 0              | 0          | 2    | 0          | 0              | 0           | 2               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 2          |
| *** BREAK ***               | 0         | 0    | 0           | 0              | 01         | 2    | 0          | 0              | 0           | 2               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 2          |
| Total                       | 0         | 0    | 1           | 0              | 1          | 6    | 0          | 0              | 0           | 6               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 7          |
|                             |           |      |             |                |            |      |            |                |             |                 |       |           |                 |              |            |      |            |       |         |            |            |
| 08:00 AM                    | 0         | 0    | 4           | 0              | 4          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 2    | 0          | 0     | 0       | 2          | 6          |
| 08:15 AM                    | 0         | 0    | 0           | 0              | 0          | 1    | 0          | 0              | 0           | 1               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 1          |
| 08:30 AM                    | 0         | 0    | 0           | 0              | 0          | 3    | 0          | 0              | 0           | 3               | 0     | 0         | 0               | 0            | 0          | 1    | 0          | 1     | 0       | 2          | 5          |
| 08:45 AM                    | 0         | 0    | 1           | 0              | 1          | 1    | 0          | 0              | 0           | 1               | 0     | 0         | 0               | 0            | 0          | 2    | 0          | 1     | 0       | 3          | 5          |
| Total                       | 0         | 0    | 5           | 0              | 5          | 5    | 0          | 0              | 0           | 5               | 0     | 0         | 0               | 0            | 0          | 5    | 0          | 2     | 0       | 7          | 17         |
| *** BREAK ***               |           |      |             |                |            |      |            |                |             |                 |       |           |                 |              |            |      |            |       |         |            |            |
| 04:00 PM                    | 0         | 0    | 1           | 0              | 1          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 1     | 0       | 1          | 2          |
| 04:15 PM                    | 0         | 0    | 0           | 0              | 0          | 1    | 0          | 0              | 0           | 1               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 5     | 0       | 5          | 6          |
| 04:30 PM                    | 0         | 0    | 1           | 0              | 1          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 1          |
| 04:45 PM                    | 0         | 0    | 1           | 0              | 1          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 1     | 0       | 1          | 2          |
| Total                       | 0         | 0    | 3           | 0              | 3          | 1    | 0          | 0              | 0           | 1               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 7     | 0       | 7          | 11         |
| 05:00 PM  <br>*** BREAK *** | 0         | 0    | 0           | 0              | 0          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 2     | 0       | 2          | 2          |
| 05:30 PM                    | 0         | 0    | 0           | 0              | 0          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 1     | 0       | 1          | 1          |
| Total                       | 0         | 0    | 0           | 0              | 0          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 3     | 0       | 3          | 3          |
| Grand Total                 | 0         | 0    | 9           | 0              | 9          | 12   | 0          | 0              | 0           | 12              | 0     | 0         | 0               | 0            | 0          | 5    | 0          | 12    | 0       | 17         | 38         |
| Apprch %                    | 0         | 0    | 100         | 0              |            | 100  | 0          | 0              | 0           |                 | 0     | 0         | 0               | 0            | -          | 29.4 | 0          | 70.6  | 0       |            |            |
| Total %                     | 0         | 0    | 23.7        | 0              | 23.7       | 31.6 | 0          | 0              | 0           | 31.6            | 0     | 0         | 0               | 0            | 0          | 13.2 | 0          | 31.6  | 0       | 44.7       |            |
| Passenger Vehicles          | 0         | 0    | 9           | 0              | 9          | 12   | 0          | 0              | 0           | 12              | 0     | 0         | 0               | 0            | 0          | 5    | 0          | 12    | 0       | 17         | 38         |
| % Passenger Vehicles        | 0         | 0    | 100         | 0              | 100        | 100  | 0          | 0              | 0           | 100             | 0     | 0         | 0               | 0            | 0          | 100  | 0          | 100   | 0       | 100        | 100        |
| Heavy Trucks                | 0         | 0    | 0           | 0              | 0          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 0          |
| % Heavy Trucks              | 0         | 0    | 0           | 0              | 0          | 0    | 0          | 0              | 0           | 0               | 0     | 0         | 0               | 0            | 0          | 0    | 0          | 0     | 0       | 0          | 0          |

|                      |          |                    |                    |         |                    |         |                   |                  |         | ssenger            | Vehic   |                |                  |         |            |                |                 |                    |         |            |                    |
|----------------------|----------|--------------------|--------------------|---------|--------------------|---------|-------------------|------------------|---------|--------------------|---------|----------------|------------------|---------|------------|----------------|-----------------|--------------------|---------|------------|--------------------|
|                      |          |                    | S.R. 86<br>orthbou | -       |                    |         |                   | S.R. 86<br>uthbo | -       |                    |         |                | IDINGS<br>astbou |         |            |                |                 | IELOT I<br>/estbou |         |            |                    |
| Start Time           | Left     | Thru               | Right              | U-Turns | App. Total         | Left    | Thru              | Right            | U-Turns | App. Total         | Left    | Thru           | Right            | U-Turns | App. Total | Left           | Thru            | Right              | U-Turns | App. Total | Int. Total         |
| 07:00 AM             | 1        | 172                | 5                  | 0       | 178                | 2       | 354               | 4                | 0       | 360                | 6       | 3              | 3                | 0       | 12         | 3              | 3               | 6                  | 0       | 12         | 562                |
| 07:15 AM             | 3        | 196                | 4                  | 0       | 203                | 2       | 397               | 3                | 0       | 402                | 0       | 3              | 6                | 0       | 9          | 2              | 1               | 3                  | 0       | 6          | 620                |
| 07:30 AM             | 4        | 198                | 3                  | 0       | 205                | 5       | 403               | 3                | 0       | 411                | 8       | 3              | 7                | 0       | 18         | 6              | 5               | 1                  | 0       | 12         | 646                |
| 07:45 AM             | 10       | 230                | 5                  | 0       | 245                | 3       | 410               | 14               | 0       | 427                | 3       | 7              | 12               | 0       | 22         | 7              | 4               | 2                  | 0       | 13         | 707                |
| Total                | 18       | 796                | 17                 | 0       | 831                | 12      | 1564              | 24               | 0       | 1600               | 17      | 16             | 28               | 0       | 61         | 18             | 13              | 12                 | 0       | 43         | 2535               |
| 08:00 AM             | 6        | 150                | 7                  | 0       | 163                | 3       | 362               | 6                | 0       | 371                | 0       | 5              | 7                | 0       | 12         | 5              | 5               | 4                  | 0       | 14         | 560                |
| 08:15 AM             | 4        | 194                | 12                 | 0       | 210                | 1       | 375               | 11               | 0       | 387                | 5       | 4              | 10               | 0       | 19         | 8              | 5               | 3                  | 0       | 16         | 632                |
| 08:30 AM             | 5        | 187                | 6                  | 0       | 198                | 9       | 373               | 11               | 0       | 393                | 9       | 7              | 12               | 0       | 28         | 5              | 4               | 5                  | 0       | 14         | 633                |
| 08:45 AM             | 8        | 174                | 4                  | 0       | 186                | 4       | 362               | 12               | 0       | 378                | 7       | 10             | 18               | 0       | 35         | 13             | 4               | 4                  | 0       | 21         | 620                |
| Total                | 23       | 705                | 29                 | 0       | 757                | 17      | 1472              | 40               | 0       | 1529               | 21      | 26             | 47               | 0       | 94         | 31             | 18              | 16                 | 0       | 65         | 2445               |
| *** BREAK ***        | *        |                    |                    |         |                    |         |                   |                  |         |                    |         |                |                  |         |            |                |                 |                    |         |            |                    |
| 11:00 AM             | 12       | 239                | 16                 | 0       | 267                | 5       | 281               | 13               | 0       | 299                | 11      | 12             | 17               | 0       | 40         | 22             | 10              | 2                  | 0       | 34         | 640                |
| 11:15 AM             | 15       | 251                | 12                 | 0       | 278                | 5       | 272               | 10               | 0       | 287                | 12      | 8              | 16               | 0       | 36         | 18             | 10              | 2                  | 0       | 30         | 631                |
| 11:30 AM             | 14       | 265                | 11                 | 0       | 290                | 5       | 283               | 15               | 0       | 303                | 10      | 10             | 12               | 0       | 32         | 9              | 9               | 6                  | 0       | 24         | 649                |
| 11:45 AM             | 16       | 254                | 15                 | 0       | 285                | 7       | 272               | 16               | 0       | 295                | 12      | 11             | 12               | 0       | 35         | 14             | 8               | 3                  | 0       | 25         | 640                |
| Total                | 57       | 1009               | 54                 | 0       | 1120               | 22      | 1108              | 54               | 0       | 1184               | 45      | 41             | 57               | 0       | 143        | 63             | 37              | 13                 | 0       | 113        | 2560               |
| 12:00 PM             | 17       | 263                | 15                 | 0       | 295                | 6       | 248               | 11               | 0       | 265                | 13      | 8              | 22               | 0       | 43         | 13             | 18              | 3                  | 0       | 34         | 637                |
| 12:15 PM             | 10       | 290                | 3                  | 1       | 304                | 5       | 268               | 13               | 0       | 286                | 12      | 7              | 21               | 0       | 40         | 12             | 14              | 4                  | 0       | 30         | 660                |
| 12:30 PM             | 20       | 324                | 13                 | 0       | 357                | 4       | 251               | 9                | 0       | 264                | 19      | 4              | 20               | 0       | 43         | 14             | 10              | 6                  | 0       | 30         | 694                |
| 12:45 PM             | 12       | 285                | 18                 | 0       | 315                | 2       | 246               | 10               | 0       | 258                | 7       | 7              | 7                | 0       | 21         | 14             | 7               | 9                  | 0       | 30         | 624                |
| Total                | 59       | 1162               | 49                 | 1       | 1271               | 17      | 1013              | 43               | 0       | 1073               | 51      | 26             | 70               | 0       | 147        | 53             | 49              | 22                 | 0       | 124        | 2615               |
| *** BREAK ***        | *        |                    |                    |         |                    |         |                   |                  |         |                    |         |                |                  |         |            |                |                 |                    |         |            |                    |
| 02:00 PM             | 23       | 293                | 7                  | 1       | 324                | 7       | 259               | 16               | 0       | 282                | 14      | 14             | 15               | 0       | 43         | 13             | 22              | 1                  | 0       | 36         | 685                |
| 02:15 PM             | 13       | 318                | 12                 | 0       | 343                | 4       | 222               | 5                | 0       | 231                | 14      | 9              | 16               | 0       | 39         | 10             | 15              | 4                  | 0       | 29         | 642                |
| 02:30 PM             | 15       | 345                | 15                 | 0       | 375                | 4       | 243               | 4                | 0       | 251                | 9       | 7              | 12               | 0       | 28         | 11             | 14              | 5                  | 0       | 30         | 684                |
| 02:45 PM             | 14       | 348                | 10                 | 0       | 372                | 9       | 248               | 12               | 0       | 269                | 11      | 9              | 12               | 0       | 32         | 8              | 17              | 2                  | 0       | 27         | 700                |
| Total                | 65       | 1304               | 44                 | 1       | 1414               | 24      | 972               | 37               | 0       | 1033               | 48      | 39             | 55               | 0       | 142        | 42             | 68              | 12                 | 0       | 122        | 2711               |
| 03:00 PM             | 11       | 349                | 15                 | 0       | 375                | 3       | 240               | 6                | 0       | 249                | 11      | 8              | 17               | 0       | 36         | 16             | 16              | 9                  | 0       | 41         | 701                |
| 03:15 PM             | 14       | 358                | 12                 | 0       | 384                | 7       | 250               | 10               | 0       | 267                | 9       | 7              | 12               | 0       | 28         | 7              | 12              | 2                  | 0       | 21         | 700                |
| 03:30 PM             | 24       | 394                | 15                 | 0       | 433                | 8       | 249               | 7                | 0       | 264                | 13      | 4              | 14               | 0       | 31         | 23             | 17              | 6                  | 0       | 46         | 774                |
| 03:45 PM             | 7        | 365                | 11                 | 0       | 383                | 3       | 250               | 8                | 0       | 261                | 11      | 4              | 12               | 0       | 27         | 18             | 10              | 2                  | 0       | 30         | 701                |
| Total                | 56       | 1466               | 53                 | 0       | 1575               | 21      | 989               | 31               | 0       | 1041               | 44      | 23             | 55               | 0       | 122        | 64             | 55              | 19                 | 0       | 138        | 2876               |
| 04:00 PM             | 13       | 409                | 8                  | 0       | 430                | 5       | 233               | 7                | 0       | 245                | 7       | 9              | 6                | 0       | 22         | 14             | 11              | 7                  | 0       | 32         | 729                |
| 04:15 PM             | 12       | 374                | 8                  | 0       | 394                | 2       | 251               | 8                | 0       | 261                | 6       | 4              | 15               | 0       | 25         | 15             | 16              | 11                 | 0       | 42         | 722                |
| 04:30 PM             | 14       | 426                | 12                 | 0       | 452                | 6       | 237               | 6                | 0       | 249                | 9       | 3              | 12               | 0       | 24         | 11             | 14              | 3                  | 0       | 28         | 753                |
| 04:45 PM<br>Total    | 11<br>50 | <u>352</u><br>1561 | <u>16</u><br>44    | 0       | <u>379</u><br>1655 | 7<br>20 | <u>247</u><br>968 | <u>11</u><br>32  | 0       | <u>265</u><br>1020 | 9<br>31 | <u>2</u><br>18 | <u>11</u><br>44  | 0       | 22<br>93   | <u>7</u><br>47 | <u>10</u><br>51 | <u>6</u><br>27     | 0       | 23<br>125  | <u>689</u><br>2893 |
| 05:00 PM             | 8        | 375                |                    | 0       |                    | 3       |                   | 9                | 0       |                    |         | 9              |                  | 0       | 27         | 13             |                 |                    | 0       | 37         | 702                |
| 05:00 PM<br>05:15 PM | 8        | 375<br>389         | 13<br>19           | 1       | 396<br>417         | 9       | 230<br>251        | 9<br>7           | 0       | 242<br>267         | 8<br>5  | 9<br>5         | 10<br>8          | 0       | 27<br>18   | 13             | 12<br>6         | 12<br>3            | 0       | 37<br>19   | 702                |
| 05:15 PM             | 3        | 363<br>363         | 19                 | 0       | 376                | 8       | 231               | 11               | 0       | 207                | 3       | 5              | 2                | 0       | 10         | 7              | 6<br>5          | 5<br>6             | 0       | 19         | 656                |
| 05:30 PM<br>05:45 PM | 8        | 303<br>297         | 5                  | 0       | 310                | 8       | 232<br>210        | 5                | 0       | 223                | 8       | 3              | 2<br>5           | 0       | 16         | 5              | 5<br>11         | 6                  | 0       | 22         | 571                |
| Total                | 27       | 1424               | 47                 | 1       | 1499               | 28      | 923               | 32               | 0       | 983                | 24      | 23             | 25               | 0       | 72         | 35             | 34              | 27                 | 0       | 96         | 2650               |
| Grand Total          | 355      | 9427               | 337                | 3       | 10122              | 161     | 9009              | 293              | 0       | 9463               | 281     | 212            | 381              | 0       | 874        | 353            | 325             | 148                | 0       | 826        | 21285              |
| Apprch %             | 3.5      | 93.1               | 3.3                | 0       |                    | 1.7     | 95.2              | 3.1              | 0       |                    | 32.2    | 24.3           | 43.6             | 0       |            | 42.7           | 39.3            | 17.9               | 0       |            |                    |
| Total %              | 1.7      | 44.3               | 1.6                | 0       | 47.6               | 0.8     | 42.3              | 1.4              | 0       | 44.5               | 1.3     | 1              | 1.8              | 0       | 4.1        | 1.7            | 1.5             | 0.7                | 0       | 3.9        |                    |
| Passenger Vehicles   | 350      | 9304               | 335                | 3       | 9992               | 158     | 8875              | 286              | 0       | 9319               | 275     | 210            | 377              | 0       | 862        | 352            | 324             | 146                | 0       | 822        | 20995              |
| % Passenger Vehicles | 98.6     | 98.7               | 99.4               | 100     | 98.7               | 98.1    | 98.5              | 97.6             | 0       | 98.5               | 97.9    | 99.1           | 99               | 0       | 98.6       | 99.7           | 99.7            | 98.6               | 0       | 99.5       | 98.6               |
| Heavy Trucks         | 5        | 123                | 2                  | 0       | 130                | 3       | 134               | 7                | 0       | 144                | 6       | 2              | 4                | 0       | 12         | 1              | 1               | 2                  | 0       | 4          | 290                |
| % Heavy Trucks       | 1.4      | 1.3                | 0.6                | 0       | 1.3                | 1.9     | 1.5               | 2.4              | 0       | 1.5                | 2.1     | 0.9            | 1                | 0       | 1.4        | 0.3            | 0.3             | 1.4                | 0       | 0.5        | 1.4                |

|                                      |                    |             | S.R. 86<br>orthbo |                   |             |            |                     | S.R. 86<br>uthbo  |           |                     |            |                   | IDINGS<br>astbou | S DRIVI          | E          |            |                   | ELOT<br>estbo     | DRIVE      |            |                     |
|--------------------------------------|--------------------|-------------|-------------------|-------------------|-------------|------------|---------------------|-------------------|-----------|---------------------|------------|-------------------|------------------|------------------|------------|------------|-------------------|-------------------|------------|------------|---------------------|
| Start Time                           | Left               | Thru        |                   |                   | App. Total  | Left       | Thru                |                   | U-Turns   | App. Total          | Left       | Thru              |                  | U-Turns          | App. Total | Left       | Thru              | Right             | U-Turns    | App. Total | Int. Total          |
| Peak Hour An                         | alysis F           | rom 0       | 7:00 Al           |                   |             | · Peak 1   | l of 1              |                   |           |                     |            |                   |                  |                  |            |            |                   |                   |            |            |                     |
| Peak Hour for                        | Entire             | Inters      | ection            | Begins            | at 07:30    | AM         |                     |                   |           |                     |            |                   |                  |                  |            |            |                   |                   |            |            |                     |
| 07:30 AM                             | 4                  | 198         | 3                 | 0                 | 205         | 5          | 403                 | 3                 | 0         | 411                 | 8          | 3                 | 7                | 0                | 18         | 6          | 5                 | 1                 | 0          | 12         | 646                 |
| 07:45 AM                             | 10                 | 230         | 5                 | 0                 | 245         | 3          | 410                 | 14                | 0         | 427                 | 3          | 7                 | 12               | 0                | 22         | 7          | 4                 | 2                 | 0          | 13         | 707                 |
| 08:00 AM                             | 6                  | 150         | 7                 | 0                 | 163         | 3          | 362                 | 6                 | 0         | 371                 | 0          | 5                 | 7                | 0                | 12         | 5          | 5                 | 4                 | 0          | 14         | 560                 |
| 08:15 AM                             | 4                  | 194         | 12                | 0                 | 210         | 1          | 375                 |                   | 0         | 387                 | 5          | 4                 | 10               | 0                | 19         | 8          | 5                 | 3                 | 0          | 16         | 632                 |
| Total Volume                         | 24                 | 772         | 27                | 0                 | 823         | 12         | 1550                | 34                | 0         | 1596                | 16         | 19                | 36               | 0                | 71         | 26         | 19                | 10                | 0          | 55         | 2545                |
| % App. Total                         | 2.9                | 93.8        | 3.3               | 0                 | 0.40        | 0.8        | 97.1                | 2.1               | 0         | 024                 | 22.5       | 26.8              | 50.7             | 0                | 007        | 47.3       | 34.5              | 18.2              | 0          | 050        | 000                 |
| PHF                                  | .600<br>24         | .839<br>758 | <u>.563</u><br>27 | <u>.000.</u><br>0 | .840<br>809 | .600<br>12 | <u>.945</u><br>1525 | <u>.607</u><br>33 | .000<br>0 | <u>.934</u><br>1570 | .500<br>16 | <u>.679</u><br>19 | .750<br>36       | <u>000.</u><br>0 | .807<br>71 | .813<br>26 | <u>.950</u><br>18 | <u>.625</u><br>10 | .000.<br>0 | .859<br>54 | <u>.900</u><br>2504 |
| Passenger Vehicles                   | 100                | 756<br>98.2 | 100               | 0                 | 609<br>98.3 | 100        | 98.4                | 33<br>97.1        | 0         | 98.4                | 100        | 100               | 100              | 0                | 100        | 100        | 94.7              | 100               | 0          | 98.2       | 2304<br>98.4        |
| % Passenger Vehicles<br>Heavy Trucks | 0                  | 90.2<br>14  | 0                 | 0                 | 90.3<br>14  | 0          | 90.4<br>25          | 97.1<br>1         | 0         | 90.4<br>26          | 0          | 0                 | 0                | 0                | 0          | 0          | 94.7              | 0                 | 0          | 90.2<br>1  | 90.4<br>41          |
| % Heavy Trucks                       | 0                  | 1.8         | 0                 | 0                 | 1.7         | 0          | 1.6                 | 2.9               | 0         | 1.6                 | 0          | 0                 | 0                | 0                | 0          | 0          | 5.3               | 0                 | 0          | 1.8        | 1.6                 |
| Peak Hour An<br>Peak Hour for        | alysis F<br>Each A | From 0      | 7:00 Al           | VI to 09          |             | Peak       | l of 1              |                   |           |                     |            |                   |                  |                  |            |            |                   |                   |            |            |                     |
| 0                                    | 07:00 AM           | 170         | -                 | 0                 | 170         | 07:15 AV   |                     | 2                 | 0         | 400                 | 08:00 AN   |                   | 7                | 0                | 10         | 08:00 AM   |                   |                   | 0          | 14         |                     |
| +0 mins.                             | 1                  | 172         | 5<br>4            | 0<br>0            | 178<br>203  | 2<br>5     | 397<br>403          | 3<br>3            | 0         | 402                 | 05         | 5                 | 7<br>10          | 0<br>0           | 12<br>19   | 5<br>8     | <b>5</b><br>5     | 4<br>3            | 0          | 14         |                     |
| +15 mins.<br>+30 mins.               | 4                  | 196<br>198  | 4                 | 0                 | 203         | 3          | 403<br><b>410</b>   | د<br>14           | 0<br>0    | 411<br><b>427</b>   | 9          | 4<br>7            | 10               | 0                | 28         | о<br>5     | э<br>4            | ა<br>5            | 0<br>0     | 16<br>14   |                     |
| +45 mins.                            | 10                 | <b>230</b>  | 5                 | 0                 | 205<br>245  | 3          | 362                 | 6                 | 0         | 371                 | 7          | 10                | 18               | 0                | 20<br>35   | 13         | 4                 | 4                 | 0          | 21         |                     |
| Total Volume                         | 18                 | 796         | 17                | 0                 | 831         | 13         | 1572                | 26                | 0         | 1611                | 21         | 26                | 47               | 0                | 94         | 31         | 18                | 16                | 0          | 65         |                     |
| % App. Total                         | 2.2                | 95.8        | 2                 | 0                 | 031         | 0.8        | 97.6                | 1.6               | 0         | 1011                | 22.3       | 27.7              | 50               | 0                | /4         | 47.7       | 27.7              | 24.6              | 0          | 05         |                     |
| PHF                                  | .450               | .865        | .850              | .000              | .848        | .650       | .959                | .464              | .000      | .943                | .583       | .650              | .653             | .000             | .671       | .596       | .900              | .800              | .000       | .774       |                     |
| Passenger Vehicles                   | 18                 | 788         | 16                | 0                 | 822         | 13         | 155                 | 25                | 0         | 1588                | 21         | 26                | 47               | 0                | 94         | 31         | 18                | 16                | 0          | 65         |                     |
| % Passenger Vehicles                 | 100                | 99          | 94.1              | 0                 | 98.9        | 100        | 98.6                | 96.2              | 0         | 98.6                | 100        | 100               | 100              | 0                | 100        | 100        | 100               | 100               | 0          | 100        |                     |
| Heavy Trucks                         | 0                  | 8           | 1                 | 0                 | 9           | 0          | 22                  | 1                 | 0         | 23                  | 0          | 0                 | 0                | 0                | 0          | 0          | 0                 | 0                 | 0          | 0          |                     |
| % Heavy Trucks                       | 0                  | 1           | 5.9               | 0                 | 1.1         | 0          | 1.4                 | 3.8               | 0         | 1.4                 | 0          | 0                 | 0                | 0                | 0          | 0          | 0                 | 0                 | 0          | 0          |                     |
| Peak Hour An                         | ialysis F          | From 1      | 0:00 Al           | V to 01           | :45 PM -    | Peak 1     | of 1                |                   |           |                     |            |                   |                  |                  |            |            |                   |                   |            |            |                     |
| Peak Hour for                        | Entire             | Inters      | ection            | Begins            | at 11:45    | AM         |                     |                   |           |                     |            |                   |                  |                  |            |            |                   |                   |            |            |                     |
| 11:45 AM                             | 16                 | 254         | 15                | 0                 | 285         | 7          | 272                 | 16                | 0         | 295                 | 12         | 11                | 12               | 0                | 35         | 14         | 8                 | 3                 | 0          | 25         | 640                 |
| 12:00 PM                             | 17                 | 263         | 15                | 0                 | 295         | 6          | 248                 | 11                | 0         | 265                 | 13         | 8                 | 22               | 0                | 43         | 13         | 18                | 3                 | 0          | 34         | 637                 |
| 12:15 PM                             | 10                 | 290         | 3                 | 1                 | 304         | 5          | 268                 | 13                | 0         | 286                 | 12         | 7                 | 21               | 0                | 40         | 12         | 14                | 4                 | 0          | 30         | 660                 |
| 12:30 PM                             | 20                 | 324         | 13                | 0                 | 357         | 4          | 251                 | 9                 | 0         | 264                 | 19         | 4                 | 20               | 0                | 43         | 14         | 10                | 6                 | 0          | 30         | 694                 |
| Total Volume                         | 63                 | 1131        | 46                | 1                 | 1241        | 22         | 1039                | 49                | 0         | 1110                | 56         | 30                | 75               | 0                | 161        | 53         | 50                | 16                | 0          | 119        | 2631                |
| % App. Total                         | 5.1                | 91.1        | 3.7               | 0.1               | 0(0         | 2          | 93.6                | 4.4               | 0         | 0.41                | 34.8       | 18.6              | 46.6             | 0                | 027        | 44.5       | 42                | 13.4              | 0          | 075        | 0.40                |
| PHF                                  | .788               | .873        | .767              | .250              | .869        | .786       | <u>.955</u><br>1022 | .766              | .000      | .941                | .737       | .682              | .852             | .000             | .936       | .946       | .694              | .667              | .000       | .875       | .948                |
| Passenger Vehicles                   | 60                 | 1110        | 45<br>97.8        | 1                 | 1216        | 22         |                     | 47<br>95.9        | 0         | 1091                | 54         | 30                | 75               | 0                | 159        | 53         | 50                | 16                | 0          | 119        | 2585                |
| % Passenger Vehicles<br>Heavy Trucks | 95.2<br>3          | 98.1<br>21  | 97.0<br>1         | 100<br>0          | 98.0<br>25  | 100<br>0   | 98.4<br>17          | 95.9<br>2         | 0<br>0    | 98.3<br>19          | 96.4<br>2  | 100<br>0          | 100<br>0         | 0<br>0           | 98.8<br>2  | 100<br>0   | 100<br>0          | 100<br>0          | 0<br>0     | 100<br>0   | 98.3<br>46          |
| % Heavy Trucks                       | 4.8                | 1.9         | 2.2               | 0                 | 2.0         | 0          | 1.6                 | 4.1               | 0         | 1.7                 | 3.6        | 0                 | 0                | 0                | 1.2        | 0          | 0                 | 0                 | 0          | 0          | 1.7                 |
| Peak Hour An<br>Peak Hour for        | Ialysis F          | From 1      | 0:00 AI           | V to 01           |             |            |                     | 4.1               | 0         | 1.7                 | 3.0        | 0                 | 0                | 0                | 1.2        | 0          | 0                 | 0                 | 0          | 0          | 1.7                 |
|                                      | 12:00 PM           |             |                   |                   |             | 11:00 AN   |                     |                   |           |                     | 11:45 AN   |                   |                  |                  |            | 12:00 PM   |                   |                   |            |            |                     |
| +0 mins.                             | 17                 |             | 15                | 0                 | 295         | 5          | 281                 | 13                | 0         | 299                 | 12         | 11                | 12               | 0                | 35         | 13         | 18                | 3                 | 0          | 34         |                     |
| +15 mins.                            | 10                 | 290         | 3                 | 1                 | 304         | 5          | 272                 | 10                | 0         | 287                 | 13         | 8                 | 22               | 0                | 43         | 12         | 14                | 4                 | 0          | 30         |                     |
| +30 mins.                            | 20                 | 324         | 13                | 0                 | 357         | 5          | 283                 | 15                | 0         | 303                 | 12         | 7                 | 21               | 0                | 40         | 14         | 10                | 6                 | 0          | 30         |                     |
| +45 mins.                            | 12                 | 285         | 18                | 0                 | 315         | 7          | 272                 | 16                | 0         | 295                 | 19         | 4                 | 20               | 0                | 43         | 14         | 7                 | 9                 | 0          | 30         |                     |
| Total Volume                         | 59                 | 1162        | 49                | 1                 | 1271        | 22         | 1108                | 54                | 0         | 1184                | 56         | 30                | 75               | 0                | 161        | 53         | 49                | 22                | 0          | 124        |                     |
| % App. Total                         | 4.6                | 91.4        | 3.9               | 0.1               | 000         | 1.9        | 93.6                | 4.6               | 0         | 077                 | 34.8       | 18.6              | 46.6             | 0                | 0.27       | 42.7       | 39.5              | 17.7              | 0          | 010        |                     |
| PHF                                  | .738               | .897        | .681              | .250              | .890        | .786       | .979                | .844              | .000      | .977                | .737       | .682              | .852             | .000             | .936       | .946       | .681              | .611              | .000       | .912       |                     |
| Passenger Vehicles                   | 56                 | 114<br>6    | 48                | 1                 | 1251        | 21         | 108<br>2            | 53                | 0         | 1156                | 54         | 30                | 75               | 0                | 159        | 53         | 49                | 22                | 0          | 124        |                     |
| % Passenger Vehicles                 | 94.9               | 98.6        | 98                | 100               | 98.4        | 95.5       | 97.7                | 98.1              | 0         | 97.6                | 96.4       | 100               | 100              | 0                | 98.8       | 100        | 100               | 100               | 0          | 100        |                     |
| Heavy Trucks                         | 3                  | 16          | 1                 | 0                 | 20          |            | 26                  | 1                 | 0         | 28                  | 2          | 0                 | 0                | 0                | 2          | 0          | 0                 | 0                 | 0          | 0          |                     |
| % Heavy Trucks                       | 5.1                | 1.4         | 2                 | 0                 | 1.6         | 4.5        | 2.3                 | 1.9               | 0         | 2.4                 | 3.6        | 0                 | 0                | 0                | 1.2        | 0          | 0                 | 0                 | 0          | 0          |                     |

|                      |          |        | S.R. 86  |          |            |        |      | S.R. 86 |         |            |      |      | IDINGS |         | E          |      |      | ELOT  |         |            |            |
|----------------------|----------|--------|----------|----------|------------|--------|------|---------|---------|------------|------|------|--------|---------|------------|------|------|-------|---------|------------|------------|
|                      |          | NC     | rthbo    | und      |            |        |      | uthbo   | und     |            |      | E    | astbou | ind     |            |      | W    | estbo | und     |            |            |
| Start Time           | Left     | Thru   | Right    | U-Turns  | App. Total | Left   | Thru | Right   | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| Peak Hour An         | alysis I | From 0 | 2:00 PN  | VI to 05 | :45 PM -   | Peak 1 | of 1 |         |         |            |      |      |        |         |            |      |      |       |         |            |            |
| Peak Hour for        | Entire   | Inters | ection I | Begins   | at 03:30   | PM     |      |         |         |            |      |      |        |         |            |      |      |       |         |            |            |
| 03:30 PM             | 24       | 394    | 15       | 0        | 433        | 8      | 249  | 7       | 0       | 264        | 13   | 4    | 14     | 0       | 31         | 23   | 17   | 6     | 0       | 46         | 774        |
| 03:45 PM             | 7        | 365    | 11       | 0        | 383        | 3      | 250  | 8       | 0       | 261        | 11   | 4    | 12     | 0       | 27         | 18   | 10   | 2     | 0       | 30         | 701        |
| 04:00 PM             | 13       | 409    | 8        | 0        | 430        | 5      | 233  | 7       | 0       | 245        | 7    | 9    | 6      | 0       | 22         | 14   | 11   | 7     | 0       | 32         | 729        |
| 04:15 PM             | 12       | 374    | 8        | 0        | 394        | 2      | 251  | 8       | 0       | 261        | 6    | 4    | 15     | 0       | 25         | 15   | 16   | 11    | 0       | 42         | 722        |
| Total Volume         | 56       | 1542   | 42       | 0        | 1640       | 18     | 983  | 30      | 0       | 1031       | 37   | 21   | 47     | 0       | 105        | 70   | 54   | 26    | 0       | 150        | 2926       |
| % App. Total         | 3.4      | 94     | 2.6      | 0        |            | 1.7    | 95.3 | 2.9     | 0       |            | 35.2 | 20   | 44.8   | 0       |            | 46.7 | 36   | 17.3  | 0       |            |            |
| PHF                  | .583     | .943   | .700     | .000     | .947       | .563   | .979 | .938    | .000    | .976       | .712 | .583 | .783   | .000    | .847       | .761 | .794 | .591  | .000    | .815       | .945       |
| Passenger Vehicles   | 55       | 1530   | 42       | 0        | 1627       | 18     | 973  | 29      | 0       | 1020       | 37   | 20   | 46     | 0       | 103        | 70   | 54   | 25    | 0       | 149        | 2899       |
| % Passenger Vehicles | 98.2     | 99.2   | 100      | 0        | 99.2       | 100    | 99.0 | 96.7    | 0       | 98.9       | 100  | 95.2 | 97.9   | 0       | 98.1       | 100  | 100  | 96.2  | 0       | 99.3       | 99.1       |
| Heavy Trucks         | 1        | 12     | 0        | 0        | 13         | 0      | 10   | 1       | 0       | 11         | 0    | 1    | 1      | 0       | 2          | 0    | 0    | 1     | 0       | 1          | 27         |
| % Heavy Trucks       | 1.8      | 0.8    | 0        | 0        | 0.8        | 0      | 1.0  | 3.3     | 0       | 1.1        | 0    | 4.8  | 2.1    | 0       | 1.9        | 0    | 0    | 3.8   | 0       | 0.7        | 0.9        |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

|                      | 03:45 PM |          | Ū    |      |      | 02:45 PM |      |      |      |      | 02:00 PM |      |      |      |      | 03:30 PM |      |      |      |      |
|----------------------|----------|----------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.             | 7        | 365      | 11   | 0    | 383  | 9        | 248  | 12   | 0    | 269  | 14       | 14   | 15   | 0    | 43   | 23       | 17   | 6    | 0    | 46   |
| +15 mins.            | 13       | 409      | 8    | 0    | 430  | 3        | 240  | 6    | 0    | 249  | 14       | 9    | 16   | 0    | 39   | 18       | 10   | 2    | 0    | 30   |
| +30 mins.            | 12       | 374      | 8    | 0    | 394  | 7        | 250  | 10   | 0    | 267  | 9        | 7    | 12   | 0    | 28   | 14       | 11   | 7    | 0    | 32   |
| +45 mins.            | 14       | 426      | 12   | 0    | 452  | 8        | 249  | 7    | 0    | 264  | 11       | 9    | 12   | 0    | 32   | 15       | 16   | 11   | 0    | 42   |
| Total Volume         | 46       | 1574     | 39   | 0    | 1659 | 27       | 987  | 35   | 0    | 1049 | 48       | 39   | 55   | 0    | 142  | 70       | 54   | 26   | 0    | 150  |
| % App. Total         | 2.8      | 94.9     | 2.4  | 0    |      | 2.6      | 94.1 | 3.3  | 0    |      | 33.8     | 27.5 | 38.7 | 0    |      | 46.7     | 36   | 17.3 | 0    |      |
| PHF                  | .821     | .924     | .813 | .000 | .918 | .750     | .987 | .729 | .000 | .975 | .857     | .696 | .859 | .000 | .826 | .761     | .794 | .591 | .000 | .815 |
| Passenger Vehicles   | 45       | 156<br>1 | 39   | 0    | 1645 | 27       | 974  | 35   | 0    | 1036 | 47       | 39   | 54   | 0    | 140  | 70       | 54   | 25   | 0    | 149  |
| % Passenger Vehicles | 97.8     | 99.2     | 100  | 0    | 99.2 | 100      | 98.7 | 100  | 0    | 98.8 | 97.9     | 100  | 98.2 | 0    | 98.6 | 100      | 100  | 96.2 | 0    | 99.3 |
| Heavy Trucks         | 1        | 13       | 0    | 0    | 14   | 0        | 13   | 0    | 0    | 13   | 1        | 0    | 1    | 0    | 2    | 0        | 0    | 1    | 0    | 1    |
| % Heavy Trucks       | 2.2      | 0.8      | 0    | 0    | 0.8  | 0        | 1.3  | 0    | 0    | 1.2  | 2.1      | 0    | 1.8  | 0    | 1.4  | 0        | 0    | 3.8  | 0    | 0.7  |

|               |      |      |                    |         |            |      |      |                   |         | rinted-    | Heavy |      |                  |       |            |      |      |               |       |            |            |
|---------------|------|------|--------------------|---------|------------|------|------|-------------------|---------|------------|-------|------|------------------|-------|------------|------|------|---------------|-------|------------|------------|
|               |      |      | S.R. 86<br>orthbou | -       |            |      |      | S.R. 86<br>uthbou |         |            |       |      | IDINGS<br>astbou | DRIVE |            |      |      | ELOT<br>estbo | DRIVE |            |            |
| Start Time    | Left | Thru | Right              | U-Turns | App. Total | Left | Thru | Right             | U-Turns | App. Total | Left  | Thru | Right            |       | App. Total | Left | Thru | Right         |       | App. Total | Int. Total |
| 07:00 AM      | 0    | 1    | 1                  | 0       | 2          | 0    | 0    | 0                 | 0       | 0          | 0     | 0    | 0                | 0     | 0          | 1    | 0    | 0             | 0     | 1          | 3          |
| 07:15 AM      | 0    | 0    | 0                  | 0       | 0          | 0    | 6    | 0                 | 0       | 6          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 6          |
| 07:30 AM      | 0    | 4    | 0                  | 0       | 4          | 0    | 5    | 0                 | 0       | 5          | 0     | 0    | 0                | 0     | 0          | 0    | 1    | 0             | 0     | 1          | 10         |
| 07:45 AM      | 0    | 3    | 0                  | 0       | 3          | 0    | 5    | 1                 | 0       | 6          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 9          |
| Total         | 0    | 8    | 1                  | 0       | 9          | 0    | 16   | 1                 | 0       | 17         | 0     | 0    | 0                | 0     | 0          | 1    | 1    | 0             | 0     | 2          | 28         |
| 08:00 AM      | 0    | 4    | 0                  | 0       | 4          | 0    | 6    | 0                 | 0       | 6          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 10         |
| 08:15 AM      | Ő    | 3    | Ő                  | Ő       | 3          | Ő    | 9    | Ő                 | 0       | 9          | 0     | 0    | Ő                | 0     | Ő          | 0    | Õ    | Ő             | Ő     | Ő          | 12         |
| 08:30 AM      | õ    | 5    | Ő                  | Ő       | 5          | 0    | 5    | Ő                 | Õ       | 5          | Ő     | Ő    | Ő                | Ő     | Ő          | Õ    | Ő    | Ő             | Ő     | Ő          | 10         |
| 08:45 AM      | 0    | 2    | Ő                  | Ő       | 2          | 0    | 7    | 1                 | Ő       | 8          | 0     | Ő    | 0                | Ő     | 0          | 0    | 0    | 0             | 0     | Ő          | 10         |
| Total         | 0    | 14   | 0                  | 0       | 14         | 0    | 27   | 1                 | 0       | 28         | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 42         |
| *** BREAK *** | r    |      |                    |         |            |      |      |                   |         |            |       |      |                  |       |            |      |      |               |       |            |            |
| 11:00 AM      | 0    | 5    | 0                  | 0       | 5          | 0    | 9    | 0                 | 0       | 9          | 0     | 0    | 1                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 15         |
| 11:15 AM      | 0    | 8    | 0                  | 0       | 8          | 0    | 8    | 0                 | 0       | 8          | 0     | 0    | 0                | 0     | Ó          | 0    | 0    | 0             | 0     | 0          | 16         |
| 11:30 AM      | 0    | 3    | 0                  | 0       | 3          | 1    | 3    | 0                 | 0       | 4          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 7          |
| 11:45 AM      | 0    | 5    | 0                  | 0       | 5          | 0    | 6    | 1                 | 0       | 7          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 12         |
| Total         | 0    | 21   | 0                  | 0       | 21         | 1    | 26   | 1                 | 0       | 28         | 0     | 0    | 1                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 50         |
| 12:00 PM      | 0    | 2    | 0                  | 0       | 2          | 0    | 2    | 0                 | 0       | 2          | 1     | 0    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 5          |
| 12:15 PM      | 1    | 9    | 0                  | 0       | 10         | 0    | 6    | 1                 | 0       | 7          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 17         |
| 12:30 PM      | 2    | 5    | 1                  | Ō       | 8          | 0    | 3    | Ó                 | Ō       | 3          | 1     | 0    | Ō                | Ō     | 1          | 0    | 0    | 0             | 0     | Ō          | 12         |
| 12:45 PM      | 0    | Ō    | 0                  | Ō       | 0          | Ō    | 5    | Ō                 | Ō       | 5          | 1     | 1    | Ō                | Ō     | 2          | Ō    | Ō    | 0             | Ō     | Ō          | 7          |
| Total         | 3    | 16   | 1                  | 0       | 20         | 0    | 16   | 1                 | 0       | 17         | 3     | 1    | 0                | 0     | 4          | 0    | 0    | 0             | 0     | 0          | 41         |
| *** BREAK *** | t    |      |                    |         |            |      |      |                   |         |            |       |      |                  |       |            |      |      |               |       |            |            |
| 02:00 PM      | 0    | 4    | 0                  | 0       | 4          | 0    | 10   | 1                 | 0       | 11         | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 1             | 0     | 1          | 16         |
| 02:15 PM      | 0    | 8    | 0                  | 0       | 8          | 0    | 4    | 0                 | 0       | 4          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 12         |
| 02:30 PM      | 1    | 6    | 0                  | 0       | 7          | 1    | 3    | 0                 | 0       | 4          | 0     | 0    | 1                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 12         |
| 02:45 PM      | 0    | 5    | 0                  | 0       | 5          | 0    | 3    | 0                 | 0       | 3          | 1     | 0    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 9          |
| Total         | 1    | 23   | 0                  | 0       | 24         | 1    | 20   | 1                 | 0       | 22         | 1     | 0    | 1                | 0     | 2          | 0    | 0    | 1             | 0     | 1          | 49         |
| 03:00 PM      | 0    | 8    | 0                  | 0       | 8          | 0    | 3    | 0                 | 0       | 3          | 1     | 0    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 12         |
| 03:15 PM      | 0    | 3    | 0                  | 0       | 3          | 0    | 4    | 0                 | 0       | 4          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 7          |
| 03:30 PM      | 0    | 4    | 0                  | 0       | 4          | 0    | 3    | 0                 | 0       | 3          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 1             | 0     | 1          | 8          |
| 03:45 PM      | 0    | 1    | 0                  | 0       | 1          | 0    | 3    | 1                 | 0       | 4          | 0     | 0    | 1                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 6          |
| Total         | 0    | 16   | 0                  | 0       | 16         | 0    | 13   | 1                 | 0       | 14         | 1     | 0    | 1                | 0     | 2          | 0    | 0    | 1             | 0     | 1          | 33         |
| 04:00 PM      | 1    | 5    | 0                  | 0       | 6          | 0    | 2    | 0                 | 0       | 2          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 8          |
| 04:15 PM      | 0    | 2    | 0                  | 0       | 2          | 0    | 2    | 0                 | 0       | 2          | 0     | 1    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 5          |
| 04:30 PM      | 0    | 5    | 0                  | 0       | 5          | 0    | 3    | 0                 | 0       | 3          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 8          |
| 04:45 PM      | 0    | 7    | 0                  | 0       | 7          | 1    | 1    | 1                 | 0       | 3          | 0     | 0    | 1                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 11         |
| Total         | 1    | 19   | 0                  | 0       | 20         | 1    | 8    | 1                 | 0       | 10         | 0     | 1    | 1                | 0     | 2          | 0    | 0    | 0             | 0     | 0          | 32         |
| 05:00 PM      | 0    | 1    | 0                  | 0       | 1          | 0    | 3    | 0                 | 0       | 3          | 1     | 0    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 5          |
| 05:15 PM      | 0    | 1    | 0                  | 0       | 1          | 0    | 3    | 0                 | 0       | 3          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 4          |
| 05:30 PM      | 0    | 2    | 0                  | 0       | 2          | 0    | 1    | 0                 | 0       | 1          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 3          |
| 05:45 PM      | 0    | 2    | 0                  | 0       | 2          | 0    | 1    | 0                 | 0       | 1          | 0     | 0    | 0                | 0     | 0          | 0    | 0    | 0             | 0     | 0          | 3          |
| Total         | 0    | 6    | 0                  | 0       | 6          | 0    | 8    | 0                 | 0       | 8          | 1     | 0    | 0                | 0     | 1          | 0    | 0    | 0             | 0     | 0          | 15         |
| Grand Total   | 5    | 123  | 2                  | 0       | 130        | 3    | 134  | 7                 | 0       | 144        | 6     | 2    | 4                | 0     | 12         | 1    | 1    | 2             | 0     | 4          | 290        |
| Apprch %      | 3.8  | 94.6 | 1.5                | 0       |            | 2.1  | 93.1 | 4.9               | 0       |            | 50    | 16.7 | 33.3             | 0     |            | 25   | 25   | 50            | 0     |            |            |
| Total %       | 1.7  | 42.4 | 0.7                | 0       | 44.8       | 1    | 46.2 | 2.4               | 0       | 49.7       | 2.1   | 0.7  | 1.4              | 0     | 4.1        | 0.3  | 0.3  | 0.7           | 0     | 1.4        |            |
|               |      |      |                    |         |            |      |      |                   |         |            |       |      |                  |       |            |      |      |               |       |            |            |

File Name : SR 867 at Camelot Drive - S. Landings Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 2

|                               |             |           | S.R. 86<br>orthbo |           |            |             |            | S.R. 86<br>outhbo  |         |            |          |      | IDING:<br>astbou |         | E          |          |        | ELOT I |         |            |            |
|-------------------------------|-------------|-----------|-------------------|-----------|------------|-------------|------------|--------------------|---------|------------|----------|------|------------------|---------|------------|----------|--------|--------|---------|------------|------------|
| Start Time                    | Loft        | Thru      |                   |           | App. Total | Left        | -          | Right              | U-Turns | App. Total | Left     | Thru | Right            | U-Turns | App. Total | Left     | Thru   | Right  | U-Turns | App. Total | Int. Total |
| Peak Hour An                  |             |           |                   |           |            |             |            | l rugin            | U-TURNS | App. Total |          | mu   | right            | u-rurns | App. Total | LUII     | mu     | Night  | U-TURNS | App. Total | int. rotar |
| Peak Hour for                 | 5           |           |                   |           |            |             | 1011       |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| 08:00 AM                      |             | 4         | 0                 | 0         | 4          | 0           | 6          | 0                  | 0       | 6          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 10         |
| 08:15 AM                      | 0           | 3         | Ő                 | Ő         | 3          | Ö           | 9          | Ő                  | Ő       | ,<br>9     | Ö        | Ő    | Ő                | Ő       | 0          | Ő        | Õ      | Ő      | Ő       | 0          | 12         |
| 08:30 AM                      | Ő           | 5         | Ő                 | Õ         | 5          | Ö           | 5          | Ő                  | Õ       | 5          | Ő        | Ő    | Õ                | Ő       | Ő          | Ő        | Õ      | Ő      | Õ       | Õ          | 10         |
| 08:45 AM                      | 0           | 2         | 0                 | 0         | 2          | 0           | 7          | 1                  | 0       | 8          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 10         |
| Total Volume                  | 0           | 14        | 0                 | 0         | 14         | 0           | 27         | 1                  | 0       | 28         | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 42         |
| % App. Total                  | 0           | 100       | 0                 | 0         |            | 0           | 96.4       | 3.6                | 0       |            | 0        | 0    | 0                | 0       |            | 0        | 0      | 0      | 0       |            |            |
| PHF                           | .000        | .700      | .000              | .000      | .700       | .000        | .750       | .250               | .000    | .778       | .000     | .000 | .000             | .000    | .000       | .000     | .000   | .000   | .000    | .000       | .875       |
| Dook Hour An                  | alveie I    | From 0    | 7.00 1            | VI to 00- | 15 0.0     | Dook '      | 1 of 1     |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| Peak Hour An<br>Peak Hour for |             |           |                   |           | 45 AIVI -  | Peak        |            |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
|                               | 07:45 AM    |           | onbog             | ino uti   |            | 08:00 AN    | 1          |                    |         |            | 07:00 AM |      |                  |         |            | 07:00 AM |        |        |         |            |            |
| +0 mins.                      | 0           | 3         | 0                 | 0         | 3          | 0           | 6          | 0                  | 0       | 6          | 0        | 0    | 0                | 0       | 0          | 1        | 0      | 0      | 0       | 1          |            |
| +15 mins.                     | 0           | 4         | 0                 | 0         | 4          | 0           | 9          | 0                  | 0       | 9          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          |            |
| +30 mins.                     | 0           | 3         | 0                 | 0         | 3          | 0           | 5          | 0                  | 0       | 5          | 0        | 0    | 0                | 0       | 0          | 0        | 1      | 0      | 0       | 1          |            |
| +45 mins.                     | 0           | 5         | 0                 | 0         | 5          | 0           | 7          | 1                  | 0       | 8          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          |            |
| Total Volume                  | 0           | 15        | 0                 | 0         | 15         | 0           | 27         | 1                  | 0       | 28         | 0        | 0    | 0                | 0       | 0          | 1        | 1      | 0      | 0       | 2          |            |
| % App. Total                  | 0           | 100       | 0                 | 0         |            | 0           | 96.4       | 3.6                | 0       |            | 0        | 0    | 0                | 0       |            | 50       | 50     | 0      | 0       |            |            |
| PHF                           | .000        | .750      | .000              | .000      | .750       | .000        | .750       | .250               | .000    | .778       | .000     | .000 | .000             | .000    | .000       | .250     | .250   | .000   | .000    | .500       |            |
| Peak Hour An                  | alysis I    | From 1    | 1A 00:0           | M to 01:  | 45 PM -    | Peak        | 1 of 1     |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| Peak Hour for                 |             |           |                   |           |            |             | -          | -                  | -       |            |          | _    |                  | _       |            |          | _      | -      | -       | _          |            |
| 11:00 AM                      | 0           | 5         | 0                 | 0         | 5          | 0           | 9          | 0                  | 0       | 9          | 0        | 0    | 1                | 0       | 1          | 0        | 0      | 0      | 0       | 0          | 15         |
| 11:15 AM                      | 0           | 8         | 0                 | 0         | 8          | 0           | 8          | 0                  | 0       | 8          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 16         |
| 11:30 AM                      | 0           | 3         | 0                 | 0         | 3          | 1           | 3          | 0                  | 0       | 4          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 7          |
| 11:45 AM                      | 0           | 5         | 0                 | 0         | 5          | 0           | 6          | 1                  | 0       | 7          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 12         |
| Total Volume<br>% App. Total  | 0           | 21<br>100 | 0<br>0            | 0<br>0    | 21         | 1           | 26<br>92.9 | 1                  | 0<br>0  | 28         | 0        | 0    | 1<br>100         | 0<br>0  | 1          | 0<br>0   | 0<br>0 | 0<br>0 | 0<br>0  | 0          | 50         |
| PHF                           | .000        | .656      | .000              | .000      | .656       | 3.6<br>.250 | .722       | <u>3.6</u><br>.250 | .000    | .778       | .000     | .000 | .250             | .000    | .250       | .000     | .000   | .000   | .000    | .000       | .781       |
| FTH                           | .000        | .030      | .000              | .000      | .050       | .230        | .122       | .230               | .000    | .770       | .000     | .000 | .230             | .000    | .230       | .000     | .000   | .000   | .000    | .000       | .701       |
| Peak Hour An                  | alysis I    | From 1    | 0:00 AI           | M to 01:  | 45 PM -    | Peak        | 1 of 1     |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| Peak Hour for                 | <u>Éach</u> | Approa    | ch Begi           | ins at:   |            |             |            |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
|                               | 11:45 AM    |           |                   |           |            | 11:00 AN    |            |                    |         |            | 12:00 PM |      |                  |         |            | 10:00 AM |        |        |         |            |            |
| +0 mins.                      | 0           | 5         | 0                 | 0         | 5          | 0           | 9          | 0                  | 0       | 9          | 1        | 0    | 0                | 0       | 1          | 0        | 0      | 0      | 0       | 0          |            |
| +15 mins.                     | 0           | 2         | 0                 | 0         | 2          | 0           | 8          | 0                  | 0       | 8          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          |            |
| +30 mins.                     | 1           | 9         | 0                 | 0         | 10         | 1           | 3          | 0                  | 0       | 4          | 1        | 0    | 0                | 0       | 1          | 0        | 0      | 0      | 0       | 0          |            |
| <u>+45 mins.</u>              | 2           | 5         |                   | 0         | 8          | 0           | 6          | 1                  | 0       | 7          | 1        | 1    | 0                | 0       | 2          | 0        | 0      | 0      | 0       | 0          |            |
| Total Volume                  | 3           | 21        | 1                 | 0         | 25         | 1           | 26         | 1                  | 0       | 28         | 3        | 1    | 0                | 0       | 4          | 0        | 0      | 0      | 0       | 0          |            |
| % App. Total                  | 12          | .583      | 4                 | 0         | ( )5       | 3.6         | 92.9       | 3.6                | 0       | 770        | 75       | 25   | 0                | 0       | F00        | 0        | 0      | 0      | 0       | 000        |            |
| PHF<br>Peak Hour An           | .375        |           | .250              | .000      | .625       | .250        | .722       | .250               | .000    | .778       | .750     | .250 | .000             | .000    | .500       | .000     | .000   | .000   | .000    | .000       |            |
| Peak Hour An<br>Peak Hour for |             |           |                   |           |            |             |            |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| 02:00 PM                      |             | 4         | 0                 | 0 Deyins  | 4          |             | 10         | 1                  | 0       | 11         | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 1      | 0       | 1          | 16         |
| 02:00 PM                      | 0           | 8         | 0                 | 0         | 8          | 0           | 4          | 0                  | 0       | 4          | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 0      | 0       | 0          | 12         |
| 02:30 PM                      | 1           | 6         | 0                 | 0         | 7          | 1           | 3          | 0                  | 0       | 4          | 0        | 0    | 1                | 0       | 1          | 0        | 0      | 0      | 0       | 0          | 12         |
| 02:45 PM                      | 0           | 5         | 0                 | 0         | ,<br>5     | 0           | 3          | 0                  | 0       | 3          | 1        | 0    | 0                | 0       | 1          | 0        | 0      | 0      | 0       | 0          | 9          |
| Total Volume                  | 1           | 23        | 0                 | 0         | 24         | 1           | 20         | 1                  | 0       | 22         | 1        | 0    | 1                | 0       | 2          | 0        | 0      | 1      | 0       | 1          | 49         |
| % App. Total                  | 4.2         | 95.8      | Ő                 | Õ         |            | 4.5         | 90.9       | 4.5                | Ő       |            | 50       | Ő    | 50               | Ő       | -          | Ő        | Ő      | 100    | Ő       |            | .,         |
| PHF                           | .250        | .719      | .000              | .000      | .750       | .250        | .500       | .250               | .000    | .500       | .250     | .000 | .250             | .000    | .500       | .000     | .000   | .250   | .000    | .250       | .766       |
|                               |             |           |                   |           |            |             |            |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| Peak Hour An                  | alysis I    | From 0    | 2:00 PI           | V to 05:  | 45 PM -    | Peak 1      | l of 1     |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
| Peak Hour for                 | <u>Éach</u> | Approa    | ch Begi           | ins at:   |            |             |            |                    |         |            |          |      |                  |         |            |          |        |        |         |            |            |
|                               | 02:15 PM    |           |                   |           |            | 02:00 PN    |            |                    |         |            | 02:15 PM |      |                  |         |            | 02:00 PM |        |        |         |            |            |
| +0 mins.                      | 0           | 8         | 0                 | 0         | 8          | 0           | 10         | 1                  | 0       | 11         | 0        | 0    | 0                | 0       | 0          | 0        | 0      | 1      | 0       | 1          |            |
| +15 mins.                     | 1           | 6         | 0                 | 0         | 7          | 0           | 4          | 0                  | 0       | 4          | 0        | 0    | 1                | 0       | 1          | 0        | 0      | 0      | 0       | 0          |            |
| +30 mins.                     | 0           | 5         | 0                 | 0         | 5          | 1           | 3          | 0                  | 0       | 4          | 1        | 0    | 0                | 0       | 1          | 0        | 0      | 0      | 0       | 0          |            |
| +45 mins.                     | 0           | 8         | 0                 | 0         | 8          | 0           | 3          | 0                  | 0       | 3          | 1        | 0    | 0                | 0       | 1          | 0        | 0      | 0      | 0       | 0          |            |
| Total Volume                  | 1           | 27        | 0                 | 0         | 28         | 1           | 20         | 1                  | 0       | 22         | 2        | 0    | 1                | 0       | 3          | 0        | 0      | 1      | 0       | 1          |            |
| % App. Total                  | 36          | 96.4      | 0                 | 0         |            | 4.5         | 90.9       | 45                 | 0       |            | 667      | ()   | 33.3             | 0       |            | 0        | ()     | 100    | 0       |            |            |

% App. Total

PHF

.844

3.6 96.4

.250

.000

.000

90.9 .500

4.5 .875 .250

4.5

.250

.000

22 2 66.7 .500 .500

.000

.000

<u>33.3</u> .250

.000

.750 .000

.250

.000

.250

File Name : SR 867 at Driveway 11 (Bridge Plaza South) Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |                   |         |            |      | Group | s Print           | ted- Pas | senger     | Vehic | les - He | eavy Ti       | rucks   |            |      |      |                            |         |            |            |
|----------------------|------|------|-------------------|---------|------------|------|-------|-------------------|----------|------------|-------|----------|---------------|---------|------------|------|------|----------------------------|---------|------------|------------|
|                      |      |      | S.R. 86<br>orthbo | -       |            |      |       | S.R. 86<br>outhbo |          | -          |       | E        | N/A<br>astbou |         |            | DRIV |      | ' 11 (B<br>SOUTI<br>/estbo | H)      | PLAZA      |            |
| Start Time           | Left | Thru | Right             | U-Turns | App. Total | Left | Thru  | Right             | U-Turns  | App. Total | Left  | Thru     | Right         | U-Turns | App. Total | Left | Thru | Right                      | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 0    | 0                 | 0       | 0          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 0                          | 0       | 0          | 1          |
| *** BREAK ***        |      |      |                   |         |            |      |       |                   |          |            |       |          |               |         |            |      |      |                            |         |            |            |
| Total                | 0    | 0    | 0                 | 0       | 0          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 0                          | 0       | 0          | 1          |
| 08:00 AM             | 0    | 0    | 1                 | 0       | 1          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 0                          | 0       | 0          | 2          |
| 08:15 AM             | 0    | 0    | 2                 | 0       | 2          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 1                          | 0       | 2          | 5          |
| 08:30 AM             | 0    | 0    | 1                 | 0       | 1          | 2    | 0     | 0                 | 0        | 2          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 2                          | 0       | 2          | 5          |
| 08:45 AM             | 0    | 0    | 2                 | 0       | 2          | 5    | 0     | 0                 | 0        | 5          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 1                          | 0       | 1          | 8          |
| Total                | 0    | 0    | 6                 | 0       | 6          | 9    | 0     | 0                 | 0        | 9          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 4                          | 0       | 5          | 20         |
| *** BREAK ***        |      |      |                   |         |            |      |       |                   |          |            |       |          |               |         |            |      |      |                            |         |            |            |
| 04:00 PM             | 0    | 0    | 5                 | 0       | 5          | 2    | 0     | 0                 | 0        | 2          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 2                          | 0       | 3          | 10         |
| 04:15 PM             | 0    | 0    | 5                 | 0       | 5          | 3    | 0     | 0                 | 0        | 3          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 5                          | 0       | 6          | 14         |
| 04:30 PM             | 0    | 0    | 5                 | 0       | 5          | 10   | 0     | 0                 | 0        | 10         | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 6                          | 0       | 6          | 21         |
| 04:45 PM             | 0    | 0    | 6                 | 0       | 6          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 3                          | 0       | 3          | 10         |
| Total                | 0    | 0    | 21                | 0       | 21         | 16   | 0     | 0                 | 0        | 16         | 0     | 0        | 0             | 0       | 0          | 2    | 0    | 16                         | 0       | 18         | 55         |
| 05:00 PM             | 0    | 0    | 8                 | 0       | 8          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 4                          | 0       | 4          | 13         |
| 05:15 PM             | 0    | 0    | 3                 | 0       | 3          | 2    | 0     | 0                 | 0        | 2          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 3                          | 0       | 3          | 8          |
| 05:30 PM             | 0    | 0    | 9                 | 0       | 9          | 1    | 0     | 0                 | 0        | 1          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 3                          | 0       | 3          | 13         |
| 05:45 PM             | 0    | 0    | 9                 | 0       | 9          | 2    | 0     | 0                 | 0        | 2          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 7                          | 0       | 8          | 19         |
| Total                | 0    | 0    | 29                | 0       | 29         | 6    | 0     | 0                 | 0        | 6          | 0     | 0        | 0             | 0       | 0          | 1    | 0    | 17                         | 0       | 18         | 53         |
| Grand Total          | 0    | 0    | 56                | 0       | 56         | 32   | 0     | 0                 | 0        | 32         | 0     | 0        | 0             | 0       | 0          | 4    | 0    | 37                         | 0       | 41         | 129        |
| Apprch %             | 0    | 0    | 100               | 0       |            | 100  | 0     | 0                 | 0        |            | 0     | 0        | 0             | 0       |            | 9.8  | 0    | 90.2                       | 0       |            |            |
| Total %              | 0    | 0    | 43.4              | 0       | 43.4       | 24.8 | 0     | 0                 | 0        | 24.8       | 0     | 0        | 0             | 0       | 0          | 3.1  | 0    | 28.7                       | 0       | 31.8       |            |
| Passenger Vehicles   | 0    | 0    | 56                | 0       | 56         | 32   | 0     | 0                 | 0        | 32         | 0     | 0        | 0             | 0       | 0          | 4    | 0    | 37                         | 0       | 41         | 129        |
| % Passenger Vehicles | 0    | 0    | 100               | 0       | 100        | 100  | 0     | 0                 | 0        | 100        | 0     | 0        | 0             | 0       | 0          | 100  | 0    | 100                        | 0       | 100        | 100        |
| Heavy Trucks         | 0    | 0    | 0                 | 0       | 0          | 0    | 0     | 0                 | 0        | 0          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 0                          | 0       | 0          | 0          |
| % Heavy Trucks       | 0    | 0    | 0                 | 0       | 0          | 0    | 0     | 0                 | 0        | 0          | 0     | 0        | 0             | 0       | 0          | 0    | 0    | 0                          | 0       | 0          | 0          |

File Name : SR 867 at Driveway 12 (Bridge Plaza North) Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |                   |         |            |      | Group | s Print           | ed- Pa  | ssenger    | Vehic | es - He | avy Ti        | rucks   |            |      |      |                           |         |            |            |
|----------------------|------|------|-------------------|---------|------------|------|-------|-------------------|---------|------------|-------|---------|---------------|---------|------------|------|------|---------------------------|---------|------------|------------|
|                      |      |      | S.R. 86<br>orthbo |         |            |      | So    | S.R. 86<br>outhbo |         | -          |       |         | N/A<br>astbou |         |            | DRIV |      | 12 (Bl<br>NORTI<br>/estbo | H)      | PLAZA      |            |
| Start Time           | Left | Thru | Right             | U-Turns | App. Total | Left | Thru  | Right             | U-Turns | App. Total | Left  | Thru    | Right         | U-Turns | App. Total | Left | Thru | Right                     | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 0    | 0                 | 0       | 0          | 5    | 0     | 0                 | 0       | 5          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1                         | 0       | 1          | 6          |
| 07:15 AM             | 0    | 0    | 0                 | 0       | 0          | 3    | 0     | 0                 | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1                         | 0       | 1          | 4          |
| 07:30 AM             | 0    | 0    | 1                 | 0       | 1          | 5    | 0     | 0                 | 0       | 5          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 0                         | 0       | 0          | 6          |
| 07:45 AM             | 0    | 0    | 1                 | 0       | 1          | 4    | 0     | 0                 | 0       | 4          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 2                         | 0       | 2          | 7          |
| Total                | 0    | 0    | 2                 | 0       | 2          | 17   | 0     | 0                 | 0       | 17         | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 4                         | 0       | 4          | 23         |
| 08:00 AM             | 0    | 0    | 1                 | 0       | 1          | 7    | 0     | 0                 | 0       | 7          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 3                         | 0       | 4          | 12         |
| 08:15 AM             | 0    | 0    | 3                 | 0       | 3          | 10   | 0     | 0                 | 0       | 10         | 0     | 0       | 0             | 0       | 0          | 4    | 0    | 2                         | 0       | 6          | 19         |
| 08:30 AM             | 0    | 0    | 1                 | 0       | 1          | 10   | 0     | 0                 | 0       | 10         | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 2                         | 0       | 2          | 13         |
| 08:45 AM             | 0    | 0    | 11                | 0       | 11         | 16   | 0     | 0                 | 0       | 16         | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 5                         | 0       | 5          | 32         |
| Total                | 0    | 0    | 16                | 0       | 16         | 43   | 0     | 0                 | 0       | 43         | 0     | 0       | 0             | 0       | 0          | 5    | 0    | 12                        | 0       | 17         | 76         |
| *** BREAK ***        | k    |      |                   |         |            |      |       |                   |         |            |       |         |               |         |            |      |      |                           |         |            |            |
| 04:00 PM             | 0    | 0    | 1                 | 0       | 1          | 3    | 0     | 0                 | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 12                        | 0       | 12         | 16         |
| 04:15 PM             | 0    | 0    | 3                 | 0       | 3          | 3    | 0     | 0                 | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 2    | 0    | 8                         | 0       | 10         | 16         |
| 04:30 PM             | 0    | 0    | 4                 | 0       | 4          | 5    | 0     | 0                 | 0       | 5          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 11                        | 0       | 11         | 20         |
| 04:45 PM             | 0    | 0    | 2                 | 0       | 2          | 1    | 0     | 0                 | 0       | 1          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 8                         | 0       | 8          | 11         |
| Total                | 0    | 0    | 10                | 0       | 10         | 12   | 0     | 0                 | 0       | 12         | 0     | 0       | 0             | 0       | 0          | 2    | 0    | 39                        | 0       | 41         | 63         |
| 05:00 PM             | 0    | 0    | 1                 | 0       | 1          | 4    | 0     | 0                 | 0       | 4          | 0     | 0       | 0             | 0       | 0          | 1    | 0    | 26                        | 0       | 27         | 32         |
| 05:15 PM             | 0    | 0    | 3                 | 0       | 3          | 3    | 0     | 0                 | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 3    | 0    | 8                         | 0       | 11         | 17         |
| 05:30 PM             | 0    | 0    | 5                 | 0       | 5          | 3    | 0     | 0                 | 0       | 3          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 8                         | 0       | 8          | 16         |
| 05:45 PM             | 0    | 0    | 3                 | 0       | 3          | 2    | 0     | 0                 | 0       | 2          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 6                         | 0       | 6          | 11         |
| Total                | 0    | 0    | 12                | 0       | 12         | 12   | 0     | 0                 | 0       | 12         | 0     | 0       | 0             | 0       | 0          | 4    | 0    | 48                        | 0       | 52         | 76         |
| Grand Total          | 0    | 0    | 40                | 0       | 40         | 84   | 0     | 0                 | 0       | 84         | 0     | 0       | 0             | 0       | 0          | 11   | 0    | 103                       | 0       | 114        | 238        |
| Apprch %             | 0    | 0    | 100               | 0       |            | 100  | 0     | 0                 | 0       |            | 0     | 0       | 0             | 0       |            | 9.6  | 0    | 90.4                      | 0       |            |            |
| Total %              | 0    | 0    | 16.8              | 0       | 16.8       | 35.3 | 0     | 0                 | 0       | 35.3       | 0     | 0       | 0             | 0       | 0          | 4.6  | 0    | 43.3                      | 0       | 47.9       |            |
| Passenger Vehicles   | 0    | 0    | 40                | 0       | 40         | 84   | 0     | 0                 | 0       | 84         | 0     | 0       | 0             | 0       | 0          | 11   | 0    | 101                       | 0       | 112        | 236        |
| % Passenger Vehicles | 0    | 0    | 100               | 0       | 100        | 100  | 0     | 0                 | 0       | 100        | 0     | 0       | 0             | 0       | 0          | 100  | 0    | 98.1                      | 0       | 98.2       | 99.2       |
| Heavy Trucks         | 0    | 0    | 0                 | 0       | 0          | 0    | 0     | 0                 | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 2                         | 0       | 2          | 2          |
| % Heavy Trucks       | 0    | 0    | 0                 | 0       | 0          | 0    | 0     | 0                 | 0       | 0          | 0     | 0       | 0             | 0       | 0          | 0    | 0    | 1.9                       | 0       | 1.8        | 0.8        |

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|                      |      |      |         |         |            |      | Group | s Print | ted- Pa | ssenger    | Vehicl | es - He | avy Ti | rucks   |            |      |      |       |         |            |               |
|----------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|--------|---------|--------|---------|------------|------|------|-------|---------|------------|---------------|
|                      |      |      | S.R. 86 |         |            |      |       | S.R. 86 |         |            |        |         | IVEWA  |         |            |      |      | IVEWA |         |            |               |
| Ctort Times          | 1 (1 |      | orthbo  |         |            | 1 0  |       | uthbo   | r       |            | 1 (1   |         | astbou |         |            | 1 0  |      | estbo |         |            |               |
| Start Time           | Left | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left   | Thru    | Right  | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total    |
|                      |      | 0    | 0       | 0       |            | 2    | 0     | 0       | 0       | 2          | 0      | 0       | 0      | 0       |            | 0    | 0    | 0     | 0       | 0          |               |
| 07:30 AM             | 0    | 0    | 0       | 0       | 0          | 2    | 0     | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 2             |
| 07:45 AM<br>Total    | 0    | 0    | 2       | 0       | 2          | 3    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | <u>3</u><br>5 |
| Total                | 0    | 0    | 2       | 0       | 2          | 3    | 0     | 0       | 0       | 3          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 5             |
| 08:00 AM             | 0    | 0    | 5       | 0       | 5          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 5             |
| 08:15 AM             | 0    | 0    | 3       | 0       | 3          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 3             |
| 08:30 AM             | 0    | 0    | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 2             |
| 08:45 AM             | 0    | 0    | 1       | 0       | 1          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 2     | 0       | 2          | 4             |
| Total                | 0    | 0    | 11      | 0       | 11         | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 2     | 0       | 2          | 14            |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |        |         |            |      |      |       |         |            |               |
| 04:00 PM             | 0    | 0    | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 1     | 0       | 1          | 3             |
| 04:15 PM             | 0    | 0    | 1       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 5     | 0       | 5          | 6             |
| 04:30 PM             | 0    | 0    | 1       | 0       | 1          | 2    | 0     | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 3     | 0       | 4          | 7             |
| 04:45 PM             | 0    | 0    | 1       | 0       | 1          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 3     | 0       | 3          | 5             |
| Total                | 0    | 0    | 5       | 0       | 5          | 3    | 0     | 0       | 0       | 3          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 12    | 0       | 13         | 21            |
| 05:00 PM             | 0    | 0    | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 4     | 0       | 4          | 6             |
| 05:15 PM             | 0    | 0    | 3       | 0       | 3          | 2    | 0     | 0       | 0       | 2          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 1     | 0       | 1          | 6             |
| 05:30 PM             | 0    | 0    | 6       | 0       | 6          | 3    | 0     | 0       | 0       | 3          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 1     | 0       | 1          | 10            |
| 05:45 PM             | 0    | 0    | 2       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 2             |
| Total                | 0    | 0    | 13      | 0       | 13         | 5    | 0     | 0       | 0       | 5          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 6     | 0       | 6          | 24            |
| Grand Total          | 0    | 0    | 31      | 0       | 31         | 12   | 0     | 0       | 0       | 12         | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 20    | 0       | 21         | 64            |
| Apprch %             | 0    | 0    | 100     | 0       |            | 100  | 0     | 0       | 0       |            | 0      | 0       | 0      | 0       |            | 4.8  | 0    | 95.2  | 0       |            |               |
| Total %              | 0    | 0    | 48.4    | 0       | 48.4       | 18.8 | 0     | 0       | 0       | 18.8       | 0      | 0       | 0      | 0       | 0          | 1.6  | 0    | 31.2  | 0       | 32.8       |               |
| Passenger Vehicles   | 0    | 0    | 31      | 0       | 31         | 11   | 0     | 0       | 0       | 11         | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 20    | 0       | 21         | 63            |
| % Passenger Vehicles | 0    | 0    | 100     | 0       | 100        | 91.7 | 0     | 0       | 0       | 91.7       | 0      | 0       | 0      | 0       | 0          | 100  | 0    | 100   | 0       | 100        | 98.4          |
| Heavy Trucks         | 0    | 0    | 0       | 0       | 0          | 1    | 0     | 0       | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1             |
| % Heavy Trucks       | 0    | 0    | 0       | 0       | 0          | 8.3  | 0     | 0       | 0       | 8.3        | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1.6           |

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|                                      |        |      |         |   |            |        |      |           |         | ssenger    | Vehic    |      |            |         |            |           |      |           |         |            |            |
|--------------------------------------|--------|------|---------|---|------------|--------|------|-----------|---------|------------|----------|------|------------|---------|------------|-----------|------|-----------|---------|------------|------------|
|                                      |        |      | S.R. 86 |   |            |        |      | S.R. 86   |         |            |          |      | IVEWA      |         |            |           |      | IVEWA     |         |            |            |
| Ctart Times                          | 1 0    |      | rthbo   |   |            | 1 (1   |      | uthbou    |         |            | 1 0      |      | astbou     |         |            | 1 0       |      | estbo     |         |            |            |
| Start Time                           | 2011   | Thru | Right   |   | App. Total | Left   | Thru | Right     | U-Turns | App. Total | Left     | Thru | Right      | U-Turns | App. Total | Left      | Thru | Right     | U-Turns | App. Total | Int. Total |
| 07:00 AM                             | 0      | 0    | 1       | 0 | 1          | 1      | 0    | 0         | 0       | 1          | 0        | 0    | 1          | 0       | 1          | 0         | 0    | 0         | 0       | 0          | 3          |
| *** BREAK ***                        |        | _    | _       | _ | - 1        | _      | _    | _         | _       | - 1        | _        | _    | _          | _       | - 1        | _         | -    |           | _       |            |            |
| 07:30 AM                             | 0      | 0    | 0       | 0 | 0          | 0      | 0    | 0         | 0       | 0          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 1         | 0       | 1          | 1          |
| 07:45 AM                             | 0      | 0    | 0       | 0 | 0          | 1      | 0    | 0         | 0       | 1          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 0         | 0       | 0          | 1          |
| Total                                | 0      | 0    | 1       | 0 | 1          | 2      | 0    | 0         | 0       | 2          | 0        | 0    | 1          | 0       | 1          | 0         | 0    | 1         | 0       | 1          | 5          |
|                                      |        |      |         |   |            |        |      |           |         |            |          |      |            |         |            |           |      |           |         |            |            |
| *** BREAK ***                        | r.     |      |         |   |            |        |      |           |         | . 1        |          |      |            |         |            |           |      |           |         |            |            |
| 08:30 AM                             | 1      | 0    | 0       | 0 | 1          | 1      | 0    | 1         | 0       | 2          | 0        | 0    | 1          | 0       | 1          | 0         | 0    | 0         | 0       | 0          | 4          |
| *** BREAK ***                        |        |      |         |   |            |        |      |           |         |            |          |      |            |         |            |           |      |           |         |            |            |
| Total                                | 1      | 0    | 0       | 0 | 1          | 1      | 0    | 1         | 0       | 2          | 0        | 0    | 1          | 0       | 1          | 0         | 0    | 0         | 0       | 0          | 4          |
|                                      |        |      |         |   |            |        |      |           |         |            |          |      |            |         |            |           |      |           |         |            |            |
| *** BREAK ***                        |        |      |         |   |            |        |      |           |         |            |          |      |            |         |            |           |      |           |         |            |            |
|                                      |        |      |         |   |            |        |      |           |         | - 1        |          |      |            |         |            |           |      |           |         |            |            |
| 04:00 PM                             | 1      | 0    | 0       | 0 |            | 1      | 0    | 0         | 0       |            | 1        | 0    | 0          | 0       |            | 0         | 0    | 0         | 0       | 0          | 3          |
| 04:15 PM                             | 1      | 0    | 0       | 0 | 1          | 3      | 0    | 0         | 0       | 3          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 0         | 0       | 0          | 4          |
| 04:30 PM                             | 0      | 0    | 0       | 0 | 0          | 1      | 0    | 0         | 0       | 1          | 0        | 0    | 1          | 0       | 1          | 0         | 0    | 0         | 0       | 0          | 2          |
| 04:45 PM                             | 0      | 0    | 0       | 0 | 0          | 2      | 0    | 0         | 0       | 2          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 1         | 0       | 1          | 3          |
| Total                                | 2      | 0    | 0       | 0 | 2          | /      | 0    | 0         | 0       | 7          | 1        | 0    | 1          | 0       | 2          | 0         | 0    | 1         | 0       | 1          | 12         |
|                                      | 0      | 0    | 1       | 0 | 1          | 0      | 0    | 1         | 0       | 1          | ~        | 0    | 2          | 0       | 2          | 1         | 0    | 1         | 0       | 2          | -          |
| 05:00 PM<br>05:15 PM                 | 0<br>1 | 0    | 1       | 0 | 1          | 0      | 0    | 1         | 0       | 1          | 0        | 0    | 3          | 0       | 3          | 1         | 0    | 1         | 0       | 2          | 7          |
| 05:30 PM                             | 0      | 0    | 1       | 0 | 2<br>1     | 0<br>3 | 0    | 1<br>0    | 0       | 1          | 0        | 0    | 2<br>2     | 0       | 2<br>2     | 0         | 0    | 2<br>0    | 0       | 2<br>0     | -          |
|                                      | •      | -    |         | - | •          | -      | -    | -         | -       | 3          | -        | -    |            | -       | 2          | -         | -    | -         | •       | -          | 6          |
| 05:45 PM                             | 0      | 0    | 0       | 0 | 0          | 0      | 0    | 0         | 0       | 0          | 0        | 0    | 1          | 0       |            | 0         | 0    | 0         | 0       | 0          | 01         |
| Total                                | 1      | 0    | 3       | 0 | 4          | 3      | 0    | 2         | 0       | 5          | 0        | 0    | 8          | 0       | 8          | 1         | 0    | 3         | 0       | 4          | 21         |
| Grand Total                          | 4      | 0    | 4       | 0 | 0          | 13     | 0    | 2         | 0       | 1/         | 1        | 0    | 11         | 0       | 12         | 1         | 0    | -         | 0       |            | 42         |
|                                      | 4      | 0    | 4       | 0 | 8          | 81.2   | 0    | 3<br>18.8 | 0       | 16         | 1<br>8.3 | 0    | 11<br>91.7 | 0       | 12         | 1<br>16.7 | 0    | 5<br>83.3 | 0       | 6          | 42         |
| Apprch %                             | 50     | 0    | 50      | 0 | 10         |        | 0    |           | 0       | 20.1       |          | 0    |            | 0       | 20 /       |           | 0    |           | 0       | 140        |            |
| Total %                              | 9.5    | 0    | 9.5     | 0 | 19         | 31     | 0    | 7.1       | 0       | 38.1       | 2.4      | 0    | 26.2       | 0       | 28.6       | 2.4       | 0    | 11.9      | 0       | 14.3       | 10         |
| Passenger Vehicles                   | 3      | 0    | 4       | 0 | 7          | 13     | 0    | 3         | 0       | 16         | 1        | 0    | 11         | 0       | 12         | 1         | 0    | 4         | 0       | 5          | 40         |
| % Passenger Vehicles<br>Heavy Trucks | 75     | 0    | 100     | 0 | 87.5       | 100    | 0    | 100       | 0       | 100        | 100      | 0    | 100        | 0       | 100        | 100       | 0    | 80        | 0       | 83.3       | 95.2       |
| ,                                    | 1      | 0    | 0       | 0 | 1          | 0      | 0    | 0         | 0       | 0          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 1         | 0       | 1          | 2          |
| % Heavy Trucks                       | 25     | 0    | 0       | 0 | 12.5       | 0      | 0    | 0         | 0       | 0          | 0        | 0    | 0          | 0       | 0          | 0         | 0    | 20        | 0       | 16.7       | 4.8        |

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| ****BREAK ***       08:00 AM       2       0       0       2       0   |                      |      |      |       |         |            |      | Group | s Print | ed- Pas | senger     | Vehic | es - He | eavy Ti | rucks   |            |      |      |       |         |            |            |
|--|----------------------|------|------|-------|---------|------------|------|-------|---------|---------|------------|-------|---------|---------|---------|------------|------|------|-------|---------|------------|------------|
| Start Time         Left         Thru         Right         Utures         App. Total         Int Total           08:00 AM         0  |                      |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| ***BREAK ***       08:00 AM       2       0       0       2       0  |                      |      |      |       | und     |            |      |       |         |         |            |       |         |         | ind     |            |      |      |       | und     |            |            |
| OB:OO AM         2         0         0         2         0         2         0<  |                      |      | Thru | Right | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left  | Thru    | Right   | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| 08:15 AM         0<  | *** BREAK ***        |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| 08:30 AM         1         0         0         1         0<  |                      |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            | 4          |
| **** BREAK ***         O   |                      | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 0       | 0       | 0          |       |         |         |         |            |      |      |       |         | 0          | 2          |
| Total         3         0         0         3         0         0         2         0         2         0 <td>08:30 AM</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> | 08:30 AM             | 1    | 0    | 0     | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| *** BREAK ***         04:15 PM       0   | *** BREAK ***        |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| 04:15 PM       0<  | Total                | 3    | 0    | 0     | 0       | 3          | 0    | 0     | 2       | 0       | 2          | 2     | 0       | 0       | 0       | 2          | 0    | 0    | 0     | 0       | 0          | 7          |
| 04:30 PM         0         0         0         0         0         0         0         0         0         2         0         2         0         0         0         0         2           ***BREAK ***         Total         0  | *** BREAK ***        |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| **** BREAK ***         0   | 04:15 PM             | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 1       | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 1          |
| Total         0         0         0         0         0         0         0         0         0         0         3         0         3         0         0         0         0         0         3         0         0         0         0         0         0         0         3         0 <td>04:30 PM</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> | 04:30 PM             | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 2       | 0       | 2          | 0    | 0    | 0     | 0       | 0          | 2          |
| O5:00 PM       1       0<  | *** BREAK ***        |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| 05:15 PM       0       0       0       0       1       0       1       0       0       0       0       0       0       1       1       0       1       0       0       0       0       1       0       0       0       1       0       0       0       1       0       0       0       1       0       0       0       1       0       0       0       1       0       0       1       0<  | Total                | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 3       | 0       | 3          | 0    | 0    | 0     | 0       | 0          | 3          |
| **** BREAK ***       O <tho< th="">       &lt;</tho<>  | 05:00 PM             | 1    | 0    | 0     | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| O5:45 PM         O<  | 05:15 PM             | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 1       | 0       | 1          | 0     | 0       | 0       | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| Total         1         0         0         1         0         1         0         1         0         1         0         1         0         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0 <td>*** BREAK ***</td> <td></td>                 | *** BREAK ***        |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       |         |            |            |
| Grand Total       4       0       0       4       0       0       3       0       3       2       0       4       0       0       0       0       100         Apprch %       100       0       0       0       100       0       33.3       0       66.7       0       0       0       0       0       100         | 05:45 PM             | 0    | 0    | 0     | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0     | 0       | 1       | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 1          |
| Apprch %         100         0         0         0         100         0         0         100           | Total                | 1    | 0    | 0     | 0       | 1          | 0    | 0     | 1       | 0       | 1          | 0     | 0       | 1       | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 3          |
| Total %         30.8         0         0         30.8         0         0.23.1         0         23.1         15.4         0         30.8         0         46.2         0         0         0         0         0         13.3           Passenger Vehicles         4         0         0         4         0         3         0         3         2         0         4         0         0         0         0         0         13.3           % Passenger Vehicles         100         0         0         100         100         100         0         100         0         0         0         0         0         13.3           % Passenger Vehicles         100         0         0         100         0         100         0         100           | Grand Total          | 4    | 0    | 0     | 0       | 4          | 0    | 0     | 3       | 0       | 3          | 2     | 0       | 4       | 0       | 6          | 0    | 0    | 0     | 0       | 0          | 13         |
| Passenger Vehicles         4         0         0         4         0         0         3         0         3         2         0         4         0         6         0         0         0         0         133           % Passenger Vehicles         100         0         0         100         0         100         0         100         0         100         0         0         0         0         0         0         100         0         100         0         100         0         100         0         100         0         100         0         0         0         0         0         0         0         100         0         100         0         100         0         100         0         100         0         100         0         100            | Apprch %             | 100  | 0    | 0     | 0       |            | 0    | 0     | 100     | 0       |            | 33.3  | 0       | 66.7    | 0       |            | 0    | 0    | 0     | 0       |            |            |
| % Passenger Vehicles 100 0 0 100 0 0 100 0 100 100 100 0 100 0 100 0 0 0 0 0 0 0 100   |                      | 30.8 | 0    | 0     | 0       | 30.8       | 0    | 0     | 23.1    | 0       | 23.1       | 15.4  | 0       | 30.8    | 0       | 46.2       | 0    | 0    | 0     | 0       | 0          |            |
|  | Passenger Vehicles   | 4    | 0    | 0     | 0       | 4          | 0    | 0     | 3       | 0       | 3          | 2     | 0       | 4       | 0       | 6          | 0    | 0    | 0     | 0       | 0          | 13         |
|  | % Passenger Vehicles | 100  | 0    | 0     | 0       | 100        | 0    | 0     | 100     | 0       | 100        | 100   | 0       | 100     | 0       | 100        | 0    | 0    | 0     | 0       | 0          | 100        |
|  | Heavy Trucks         |      |      |       |         |            |      |       |         |         |            |       |         |         |         |            |      |      |       | -       | -          | 0          |
|  | % Heavy Trucks       | 0    | 0    | 0     |         | -          | 0    | 0     | 0       |         |            |       |         |         |         |            |      | 0    |       | 0       | -          | 0          |

File Name : SR 867 at Driveway 16 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |           |      |         |         |            |      | Group      | s Print        | ed- Pa  | ssenger         | Vehic     | es - He   | eavy T          | rucks   |            |           |      |                      |         |            |                  |
|----------------------|-----------|------|---------|---------|------------|------|------------|----------------|---------|-----------------|-----------|-----------|-----------------|---------|------------|-----------|------|----------------------|---------|------------|------------------|
|                      |           |      | S.R. 86 |         |            |      |            | S.R. 86        |         |                 |           | -         | N/A             |         |            |           |      | IVEWA                |         |            |                  |
| Start Time           | Left      | Thru | Right   |         |            | Left | 50<br>Thru | uthbo<br>Right |         |                 | Left      | E<br>Thru | astbou<br>Right | -       |            | Left      | Thru | Right                |         |            | L.I. T. L.L      |
| 07:00 AM             | Lert<br>0 | 0    | 3       | U-Turns | App. Total | 2    | 0          | 0              | U-Turns | App. Total<br>2 | Lert<br>0 | 0         |                 | U-Turns | App. Total | Lert<br>0 | 0    | <u>  Kiyiit</u><br>8 | U-Turns | App. Total | Int. Total<br>13 |
| 07:00 AM             | 0         | 0    | 3<br>0  | 0       | 3          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 1         | 0    | 8<br>1               | 0       | 8          | 2                |
| 07:30 AM             | 0         | 0    | 2       | 0       | 2          | 0    | 0          | 0              | 0       | 0               | 0         | 0         | 0               | 0       | 0          | 1         | 0    | 1                    | 0       | 2          | 4                |
| 07:45 AM             | 0         | 0    | 2       | 0       | 2          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 2         | 0    | 2                    | 0       | 4          | 9                |
| Total                | 0         | 0    | 8       | 0       | 8          | 4    | 0          | 0              | 0       | 4               | 0         | 0         | 0               | 0       | 0          | 4         | 0    | 12                   | 0       | 16         | 28               |
| Totar                | 0         | 0    | 0       | 0       | 0          | 4    | 0          | 0              | 0       | 4               | 0         | 0         | 0               | 0       | 0          | 4         | 0    | 12                   | 0       | 10         | 20               |
| 08:00 AM             | 0         | 0    | 1       | 0       | 1          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 0         | 0    | 4                    | 0       | 4          | 7                |
| 08:15 AM             | 0         | 0    | 2       | 0       | 2          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 2         | 0    | 1                    | 0       | 3          | 7                |
| 08:30 AM             | 0         | 0    | 1       | 0       | 1          | 1    | 0          | 0              | 0       | 1               | 0         | 0         | 0               | 0       | 0          | 0         | 0    | 4                    | 0       | 4          | 6                |
| 08:45 AM             | 0         | 0    | 3       | 0       | 3          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 1         | 0    | 0                    | 0       | 1          | 6                |
| Total                | 0         | 0    | 7       | 0       | 7          | 7    | 0          | 0              | 0       | 7               | 0         | 0         | 0               | 0       | 0          | 3         | 0    | 9                    | 0       | 12         | 26               |
| *** BREAK ***        | r         |      |         |         |            |      |            |                |         |                 |           |           |                 |         |            |           |      |                      |         |            |                  |
| 04:00 PM             | 0         | 0    | 2       | 0       | 2          | 0    | 0          | 0              | 0       | 0               | 0         | 0         | 0               | 0       | 0          | 1         | 0    | 5                    | 0       | 6          | 8                |
| 04:15 PM             | 0         | 0    | 1       | 0       | 1          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 2         | 0    | 1                    | 0       | 3          | 6                |
| 04:30 PM             | Ő         | Ő    | 4       | Ő       | 4          | 0    | Ő          | Ő              | 0       | 0               | Ő         | Ő         | Ő               | Ő       | Ő          | 3         | 0    | 6                    | 0       | 9          | 13               |
| 04:45 PM             | Õ         | Õ    | 4       | Ő       | 4          | 2    | Ő          | Õ              | Õ       | 2               | Ő         | Õ         | Ő               | Ő       | Õ          | 2         | Õ    | 2                    | Ő       | 4          | 10               |
| Total                | 0         | 0    | 11      | 0       | 11         | 4    | 0          | 0              | 0       | 4               | 0         | 0         | 0               | 0       | 0          | 8         | 0    | 14                   | 0       | 22         | 37               |
| 05:00 PM             | 0         | 0    | 4       | 0       | 4          | 2    | 0          | 0              | 0       | 2               | 0         | 0         | 0               | 0       | 0          | 2         | 0    | 1                    | 0       | 3          | 9                |
| 05:15 PM             | Ő         | Ő    | 5       | Ő       | 5          | 1    | Ő          | Ő              | Ő       | 1               | Ő         | Ő         | Ő               | Ő       | Ő          | 1         | Ő    | 4                    | Ő       | 5          | 11               |
| 05:30 PM             | 0         | Ō    | 2       | Ō       | 2          | 1    | 0          | 0              | 0       | 1               | 0         | 0         | Ō               | 0       | 0          | 2         | 0    | 1                    | 0       | 3          | 6                |
| 05:45 PM             | 0         | 0    | 3       | 0       | 3          | 1    | 0          | 0              | 0       | 1               | 0         | 0         | 0               | 0       | 0          | 1         | 0    | 1                    | 0       | 2          | 6                |
| Total                | 0         | 0    | 14      | 0       | 14         | 5    | 0          | 0              | 0       | 5               | 0         | 0         | 0               | 0       | 0          | 6         | 0    | 7                    | 0       | 13         | 32               |
| Grand Total          | 0         | 0    | 40      | 0       | 40         | 20   | 0          | 0              | 0       | 20              | 0         | 0         | 0               | 0       | 0          | 21        | 0    | 42                   | 0       | 63         | 123              |
| Apprch %             | 0         | 0    | 100     | 0       |            | 100  | 0          | 0              | 0       |                 | 0         | 0         | 0               | 0       |            | 33.3      | 0    | 66.7                 | 0       |            |                  |
| Total %              | 0         | 0    | 32.5    | 0       | 32.5       | 16.3 | 0          | 0              | 0       | 16.3            | 0         | 0         | 0               | 0       | 0          | 17.1      | 0    | 34.1                 | 0       | 51.2       |                  |
| Passenger Vehicles   | 0         | 0    | 40      | 0       | 40         | 19   | 0          | 0              | 0       | 19              | 0         | 0         | 0               | 0       | 0          | 21        | 0    | 41                   | 0       | 62         | 121              |
| % Passenger Vehicles | 0         | 0    | 100     | 0       | 100        | 95   | 0          | 0              | 0       | 95              | 0         | 0         | 0               | 0       | 0          | 100       | 0    | 97.6                 | 0       | 98.4       | 98.4             |
| Heavy Trucks         | 0         | 0    | 0       | 0       | 0          | 1    | 0          | 0              | 0       | 1               | 0         | 0         | 0               | 0       | 0          | 0         | 0    | 1                    | 0       | 1          | 2                |
| % Heavy Trucks       | 0         | 0    | 0       | 0       | 0          | 5    | 0          | 0              | 0       | 5               | 0         | 0         | 0               | 0       | 0          | 0         | 0    | 2.4                  | 0       | 1.6        | 1.6              |

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|                      |      |      |         |   |            | C    | Groups | Printe | ed- Pas | senger     | Vehicl | es - He | avy Tr | ucks    |            |      |      |        |         |            |            |
|----------------------|------|------|---------|---|------------|------|--------|--------|---------|------------|--------|---------|--------|---------|------------|------|------|--------|---------|------------|------------|
|                      |      |      | S.R. 86 |   |            |      |        | .R. 86 |         |            |        | _       | N/A    |         |            | CC   |      | E POIN |         | IVE        |            |
| Chart Times          |      |      | orthbou |   |            |      |        | Ithbou |         |            |        |         | astbou | -       |            |      |      | estbo  |         |            | <u> </u>   |
| Start Time           | Left | Thru | Right   |   | App. Total | 2011 |        | • I    |         | App. Total | Left   | Thru    | Right  | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
| 07:00 AM             | 0    | 0    | 7       | 0 | 7          | 13   | 0      | 0      | 0       | 13         | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 13     | 0       | 15         | 35         |
| 07:15 AM             | 0    | 0    | 3       | 0 | 3          | 5    | 0      | 0      | 0       | 5          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 12     | 0       | 13         | 21         |
| 07:30 AM             | 0    | 0    | 7       | 0 | 7          | 10   | 0      | 0      | 0       | 10         | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 4      | 0       | 5          | 22         |
| 07:45 AM             | 0    | 0    | 11      | 0 | 11         | 7    | 0      | 0      | 0       | 7          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 5      | 0       | 6          | 24         |
| Total                | 0    | 0    | 28      | 0 | 28         | 35   | 0      | 0      | 0       | 35         | 0      | 0       | 0      | 0       | 0          | 5    | 0    | 34     | 0       | 39         | 102        |
| 08:00 AM             | 0    | 0    | 9       | 0 | 9          | 9    | 0      | 0      | 0       | 9          | 0      | 0       | 0      | 0       | 0          | 4    | 0    | 5      | 0       | 9          | 27         |
| 08:15 AM             | 0    | 0    | 7       | 0 | 7          | 11   | 0      | 0      | 0       | 11         | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 3      | 0       | 4          | 22         |
| 08:30 AM             | 0    | 0    | 14      | 0 | 14         | 8    | 0      | 0      | 0       | 8          | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 5      | 0       | 5          | 27         |
| 08:45 AM             | 0    | 0    | 12      | 0 | 12         | 10   | 0      | 0      | 0       | 10         | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 7      | 0       | 8          | 30         |
| Total                | 0    | 0    | 42      | 0 | 42         | 38   | 0      | 0      | 0       | 38         | 0      | 0       | 0      | 0       | 0          | 6    | 0    | 20     | 0       | 26         | 106        |
| *** BREAK ***        |      |      |         |   |            |      |        |        |         |            |        |         |        |         |            |      |      |        |         |            |            |
| 04:00 PM             | 0    | 0    | 17      | 0 | 17         | 6    | 0      | 0      | 0       | 6          | 0      | 0       | 0      | 0       | 0          | 3    | 0    | 17     | 0       | 20         | 43         |
| 04:15 PM             | 0    | 0    | 10      | 0 | 10         | 8    | 0      | 0      | 0       | 8          | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 16     | 0       | 18         | 36         |
| 04:30 PM             | 0    | 0    | 13      | 0 | 13         | 18   | 0      | 0      | 0       | 18         | 0      | 0       | 0      | 0       | 0          | 3    | 0    | 15     | 0       | 18         | 49         |
| 04:45 PM             | 0    | 0    | 10      | 0 | 10         | 9    | 0      | 0      | 0       | 9          | 0      | 0       | 0      | 0       | 0          | 7    | 0    | 22     | 0       | 29         | 48         |
| Total                | 0    | 0    | 50      | 0 | 50         | 41   | 0      | 0      | 0       | 41         | 0      | 0       | 0      | 0       | 0          | 15   | 0    | 70     | 0       | 85         | 176        |
| 05:00 PM             | 0    | 0    | 17      | 0 | 17         | 9    | 0      | 0      | 0       | 9          | 0      | 0       | 0      | 0       | 0          | 2    | 0    | 17     | 0       | 19         | 45         |
| 05:15 PM             | 0    | 0    | 14      | 0 | 14         | 11   | 0      | 0      | 0       | 11         | 0      | 0       | 0      | 0       | 0          | 4    | 0    | 20     | 0       | 24         | 49         |
| 05:30 PM             | 0    | 0    | 13      | 0 | 13         | 11   | 0      | 0      | 0       | 11         | 0      | 0       | 0      | 0       | 0          | 0    | 0    | 21     | 0       | 21         | 45         |
| 05:45 PM             | 0    | 0    | 14      | 0 | 14         | 10   | 0      | 0      | 0       | 10         | 0      | 0       | 0      | 0       | 0          | 7    | 0    | 15     | 0       | 22         | 46         |
| Total                | 0    | 0    | 58      | 0 | 58         | 41   | 0      | 0      | 0       | 41         | 0      | 0       | 0      | 0       | 0          | 13   | 0    | 73     | 0       | 86         | 185        |
| Grand Total          | 0    | 0    | 178     | 0 | 178        | 155  | 0      | 0      | 0       | 155        | 0      | 0       | 0      | 0       | 0          | 39   | 0    | 197    | 0       | 236        | 569        |
| Apprch %             | 0    | 0    | 100     | 0 |            | 100  | 0      | 0      | 0       | -          | 0      | 0       | 0      | 0       |            | 16.5 | 0    | 83.5   | 0       |            |            |
| Total %              | 0    | 0    | 31.3    | 0 | 31.3       | 27.2 | 0      | 0      | 0       | 27.2       | 0      | 0       | 0      | 0       | 0          | 6.9  | 0    | 34.6   | 0       | 41.5       |            |
| Passenger Vehicles   | 0    | 0    | 176     | 0 | 176        | 154  | 0      | 0      | 0       | 154        | 0      | 0       | 0      | 0       | 0          | 38   | 0    | 195    | 0       | 233        | 563        |
| % Passenger Vehicles | 0    | 0    | 98.9    | 0 | 98.9       | 99.4 | 0      | 0      | 0       | 99.4       | 0      | 0       | 0      | 0       | 0          | 97.4 | 0    | 99     | 0       | 98.7       | 98.9       |
| Heavy Trucks         | 0    | 0    | 2       | 0 | 2          | 1    | 0      | 0      | 0       | 1          | 0      | 0       | 0      | 0       | 0          | 1    | 0    | 2      | 0       | 3          | 6          |
| % Heavy Trucks       | 0    | 0    | 1.1     | 0 | 1.1        | 0.6  | 0      | 0      | 0       | 0.6        | 0      | 0       | 0      | 0       | 0          | 2.6  | 0    | 1      | 0       | 1.3        | 1.1        |

 File Name
 : SR 867 at Driveway 17

 Site Code
 : 00000000

 Start Date
 : 12/7/2021

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 : 1

|                             |      |      |         |         |            |      | Group | s Print | ed- Pa  | ssenger    | Vehic    | es - He |        | rucks   |            |      |      |         |         |            |            |
|-----------------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|----------|---------|--------|---------|------------|------|------|---------|---------|------------|------------|
|                             |      |      | S.R. 86 | 7       |            |      |       | S.R. 86 |         | ssenger    | V CITICI |         | IVEWA  |         |            |      |      | N/A     |         |            | l          |
|                             |      | No   | orthbo  | und     |            |      | So    | uthbo   | und     |            |          | E       | astbou | und     |            |      | w    | /estbou | und     |            |            |
| Start Time                  | Left | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left     | Thru    | Right  | U-Turns | App. Total | Left | Thru | Right   | U-Turns | App. Total | Int. Total |
| *** BREAK ***               | r    |      |         |         |            |      |       |         |         |            |          |         |        |         |            |      |      |         |         |            |            |
| 08:30 AM                    | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 2          |
| 08:45 AM                    | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 2          |
| Total                       | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 2      | 0       | 2          | 0    | 0    | 0       | 0       | 0          | 4          |
| *** BREAK ***               | e .  |      |         |         |            |      |       |         |         |            |          |         |        |         |            |      |      |         |         |            |            |
| 04:00 PM  <br>*** BREAK *** | , 1  | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 2          |
| 04:30 PM  <br>*** BREAK *** | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 0      | 0       | 0          | 0    | 0    | 0       | 0       | 0          | 1          |
| Total                       | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 3          |
| 05:00 PM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 2      | 0       | 2          | 0    | 0    | 0       | 0       | 0          | 2          |
| 05:15 PM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 1          |
| 05:30 PM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 1          |
| 05:45 PM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 1      | 0       | 1          | 0    | 0    | 0       | 0       | 0          | 1          |
| Total                       | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 5      | 0       | 5          | 0    | 0    | 0       | 0       | 0          | 5          |
| Grand Total                 | 4    | 0    | 0       | 0       | 4          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 8      | 0       | 8          | 0    | 0    | 0       | 0       | 0          | 12         |
| Apprch %                    | 100  | 0    | 0       | 0       |            | 0    | 0     | 0       | 0       |            | 0        | 0       | 100    | 0       |            | 0    | 0    | 0       | 0       |            |            |
| Total %                     | 33.3 | 0    | 0       | 0       | 33.3       | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 66.7   | 0       | 66.7       | 0    | 0    | 0       | 0       | 0          |            |
| Passenger Vehicles          | 3    | 0    | 0       | 0       | 3          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 8      | 0       | 8          | 0    | 0    | 0       | 0       | 0          | 11         |
| % Passenger Vehicles        | 75   | 0    | 0       | 0       | 75         | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 100    | 0       | 100        | 0    | 0    | 0       | 0       | 0          | 91.7       |
| Heavy Trucks                | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 0      | 0       | 0          | 0    | 0    | 0       | 0       | 0          | 1          |
| % Heavy Trucks              | 25   | 0    | 0       | 0       | 25         | 0    | 0     | 0       | 0       | 0          | 0        | 0       | 0      | 0       | 0          | 0    | 0    | 0       | 0       | 0          | 8.3        |

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|                             |      |      |         |         |            |      | Group | s Print | ted- Pa | ssenger    | Vehic | les - He | eavy T | rucks   |            |      |      |               |         |            |            |
|-----------------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|-------|----------|--------|---------|------------|------|------|---------------|---------|------------|------------|
|                             |      |      | S.R. 86 |         |            |      |       | S.R. 86 |         |            |       |          | IVEW   |         |            |      |      | N/A           |         |            |            |
|                             |      |      | rthbo   | und     |            |      |       | uthbo   | und     |            |       |          | astbou | und     |            |      |      | <u>/estbo</u> | und     |            |            |
| Start Time                  | Left | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left  | Thru     | Right  | U-Turns | App. Total | Left | Thru | Right         | U-Turns | App. Total | Int. Total |
| 07:00 AM                    | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 0      | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 1          |
| *** BREAK ***               |      |      |         |         |            |      |       |         |         |            |       |          |        |         |            |      |      |               |         |            |            |
| Total                       | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 0      | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 1          |
| *** BREAK ***               |      |      |         |         |            |      |       |         |         |            |       |          |        |         |            |      |      |               |         |            |            |
| 08:30 AM                    | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 0      | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 2          |
| 08:45 AM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 1     | 0        | 0      | 0       | 1          | 0    | 0    | 0             | 0       | 0          | 2          |
| Total                       | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 1     | 0        | 0      | 0       | 1          | 0    | 0    | 0             | 0       | 0          | 3          |
| *** BREAK ***               |      |      |         |         |            |      |       |         |         | - 1        |       |          |        |         |            |      |      |               |         |            |            |
| 04:00 PM                    | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 1       | 0       | 1          | 0     | 0        | 1      | 0       | 1          | 0    | 0    | 0             | 0       | 0          | 2          |
| *** BREAK ***               |      |      |         |         |            |      |       |         |         |            |       |          |        |         |            |      |      |               |         |            | 1          |
| 04:30 PM                    | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 1       | 0       | 1          | 0     | 0        | 2      | 0       | 2          | 0    | 0    | 0             | 0       | 0          | 4          |
| *** BREAK ***               |      |      |         |         |            |      |       |         |         |            |       |          |        |         |            |      |      |               |         |            |            |
| Total                       | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 2       | 0       | 2          | 0     | 0        | 3      | 0       | 3          | 0    | 0    | 0             | 0       | 0          | 6          |
| 05:00 PM  <br>*** BRFAK *** | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 2      | 0       | 2          | 0    | 0    | 0             | 0       | 0          | 3          |
| 05:30 PM  <br>*** BREAK *** | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 0      | 0       | 0          | 0    | 0    | 0             | 0       | 0          | 1          |
| Total                       | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 0       | 0       | 0          | 0     | 0        | 2      | 0       | 2          | 0    | 0    | 0             | 0       | 0          | 4          |
| Grand Total                 | 6    | 0    | 0       | 0       | 6          | 0    | 0     | 2       | 0       | 2          | 1     | 0        | 5      | 0       | 6          | 0    | 0    | 0             | 0       | 0          | 14         |
| Apprch %                    | 100  | Ő    | Ő       | Ő       | Ŭ          | 0    | Ő     | 100     | Ő       | -          | 16.7  | Ő        | 83.3   | Ő       | U          | Ő    | Ő    | Ő             | Ő       | 0          |            |
| Total %                     | 42.9 | Ő    | Ő       | Ő       | 42.9       | 0    | Ő     | 14.3    | Ő       | 14.3       | 7.1   | Ő        | 35.7   | Ő       | 42.9       | Ő    | 0    | Ő             | 0       | 0          |            |
| Passenger Vehicles          | 6    | 0    | 0       | 0       | 6          | 0    | 0     | 2       | 0       | 2          | 0     | 0        | 5      | 0       | 5          | 0    | 0    | 0             | 0       | 0          | 13         |
| % Passenger Vehicles        | 100  | Ő    | 0       | 0       | 100        | 0    | Ő     | 100     | 0       | 100        | Ő     | 0        | 100    | 0       | 83.3       | Ő    | 0    | 0             | 0       | 0          | 92.9       |
| Heavy Trucks                | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 1     | 0        | 0      | 0       | 1          | 0    | 0    | 0             | 0       | 0          | 1          |
| % Heavy Trucks              | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 100   | 0        | 0      | 0       | 16.7       | 0    | 0    | 0             | 0       | 0          | 7.1        |
| - 1                         | 5    | 5    | 5       | 5       | 51         | 5    | 5     | 5       | 5       | 51         | 100   | 5        | 0      | 5       | 10.7       | 5    | 0    | 5             | 5       | 0          |            |

File Name : SR 867 at Driveway 19 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |            |      |       |         |            |            | Group | s Print | ed- Pa  | ssenger    | Vehic       | es - He | eavy T | rucks   |            |      |           |       |         |            |            |  |
|----------------------|------------|------|-------|---------|------------|------------|-------|---------|---------|------------|-------------|---------|--------|---------|------------|------|-----------|-------|---------|------------|------------|--|
|                      | S.R. 867   |      |       |         |            | S.R. 867   |       |         |         |            | DRIVEWAY 19 |         |        |         |            |      | N/A       |       |         |            |            |  |
|                      | Northbound |      |       |         |            | Southbound |       |         |         |            | Eastbound   |         |        |         |            |      | Westbound |       |         |            |            |  |
| Start Time           | Left       | Thru | Right | U-Turns | App. Total | Left       | Thru  | Right   | U-Turns | App. Total | Left        | Thru    | Right  | U-Turns | App. Total | Left | Thru      | Right | U-Turns | App. Total | Int. Total |  |
| *** BREAK ***        |            |      |       |         |            |            |       |         |         |            |             |         |        |         |            |      |           |       |         |            |            |  |
| 07:15 AM             | 0          | 0    | 0     | 0       | 0          | 0          | 0     | 1       | 0       | 1          | 0           | 0       | 0      | 0       | 0          | 0    | 0         | 0     | 0       | 0          | 1          |  |
| 07:30 AM             | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 1       | 0       | 1          | 0           | 0       | 0      | 0       | 0          | 0    | 0         | 0     | 0       | 0          | 2          |  |
| 07:45 AM             | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 0      | 0       | 0          | 0    | 0         | 0     | 0       | 0          | 1          |  |
| Total                | 2          | 0    | 0     | 0       | 2          | 0          | 0     | 2       | 0       | 2          | 0           | 0       | 0      | 0       | 0          | 0    | 0         | 0     | 0       | 0          | 4          |  |
| 08:00 AM             | 0          | 0    | 0     | 0       | 0          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 1      | 0       | 1          | 0    | 0         | 0     | 0       | 0          | 1          |  |
| 08:15 AM             | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 0      | 0       | 0          | 0    | 0         | 0     | 0       | 0          | 1          |  |
| *** BREAK ***        |            | 0    | 0     | 0       |            | 0          | 0     | 0       | 0       | 01         | 0           | 0       | 0      | 0       | 01         | 0    | 0         | 0     | 0       | 0          |            |  |
| 08:45 AM             | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 0       | 0       | 0          | 1           | 0       | 0      | 0       | 1          | 0    | 0         | 0     | 0       | 0          | 2          |  |
| Total                | 2          | 0    | 0     | 0       | 2          | 0          | 0     | 0       | 0       | 0          | 1           | 0       | 1      | 0       | 2          | 0    | 0         | 0     | 0       | 0          | 4          |  |
| *** BREAK ***        | r          |      |       |         |            |            |       |         |         |            |             |         |        |         |            |      |           |       |         |            |            |  |
| 04:00 PM             | 2          | 0    | 0     | 0       | 2          | 0          | 0     | 1       | 0       | 1          | 0           | 0       | 2      | 0       | 2          | 0    | 0         | 0     | 0       | 0          | 5          |  |
| 04:15 PM             | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 1       | 0       | 1          | 0           | 0       | 3      | 0       | 3          | 0    | 0         | 0     | 0       | 0          | 5          |  |
| 04:30 PM             | 0          | 0    | 0     | 0       | 0          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 2      | 0       | 2          | 0    | 0         | 0     | 0       | 0          | 2          |  |
| *** BREAK ***        |            |      |       |         |            |            |       |         |         |            |             |         |        |         |            |      |           |       |         |            |            |  |
| Total                | 3          | 0    | 0     | 0       | 3          | 0          | 0     | 2       | 0       | 2          | 0           | 0       | 7      | 0       | 7          | 0    | 0         | 0     | 0       | 0          | 12         |  |
| 05:00 PM             | 0          | 0    | 0     | 0       | 0          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 3      | 0       | 3          | 0    | 0         | 0     | 0       | 0          | 3          |  |
| Total                | 0          | 0    | 0     | 0       | 0          | 0          | 0     | 0       | 0       | 0          | 0           | 0       | 3      | 0       | 3          | 0    | 0         | 0     | 0       | 0          | 3          |  |
| Grand Total          | 7          | 0    | 0     | 0       | 7          | 0          | 0     | 4       | 0       | 4          | 1           | 0       | 11     | 0       | 12         | 0    | 0         | 0     | 0       | 0          | 23         |  |
| Apprch %             | 100        | 0    | 0     | 0       |            | 0          | 0     | 100     | 0       |            | 8.3         | 0       | 91.7   | 0       |            | 0    | 0         | 0     | 0       |            |            |  |
| Total %              | 30.4       | 0    | 0     | 0       | 30.4       | 0          | 0     | 17.4    | 0       | 17.4       | 4.3         | 0       | 47.8   | 0       | 52.2       | 0    | 0         | 0     | 0       | 0          |            |  |
| Passenger Vehicles   | 6          | 0    | 0     | 0       | 6          | 0          | 0     | 4       | 0       | 4          | 0           | 0       | 11     | 0       | 11         | 0    | 0         | 0     | 0       | 0          | 21         |  |
| % Passenger Vehicles | 85.7       | 0    | 0     | 0       | 85.7       | 0          | 0     | 100     | 0       | 100        | 0           | 0       | 100    | 0       | 91.7       | 0    | 0         | 0     | 0       | 0          | 91.3       |  |
| Heavy Trucks         | 1          | 0    | 0     | 0       | 1          | 0          | 0     | 0       | 0       | 0          | 1           | 0       | 0      | 0       | 1          | 0    | 0         | 0     | 0       | 0          | 2          |  |
| % Heavy Trucks       | 14.3       | 0    | 0     | 0       | 14.3       | 0          | 0     | 0       | 0       | 0          | 100         | 0       | 0      | 0       | 8.3        | 0    | 0         | 0     | 0       | 0          | 8.7        |  |

File Name : SR 867 at Driveway 20 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

| Groups Printed- Passenger Vehicles - Heavy Trucks |                        |      |       |         |            |      |          |       |         |            |      |      |        |         |            |      |      |       |         |            |            |
|---|------------------------|------|-------|---------|------------|------|----------|-------|---------|------------|------|------|--------|---------|------------|------|------|-------|---------|------------|------------|
|   | S.R. 867<br>Northbound |      |       |         |            |      | S.R. 867 |       |         |            |      |      | IVEWA  |         |            |      |      |       |         |            |            |
| Ctart Times                                       | 1 (1)                  |      |       | -       |            | 1 (1 |          | uthbo |         |            | 1 (1 |      | astbou |         |            | 1 (1 |      | estbo |         |            |            |
| Start Time  | Left                   | Thru | Right | U-Turns | App. Total | Left | Thru     | Right | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Left | Thru | Right | U-Turns | App. Total | Int. Total |
| 07:00 AM  | 1                      | 0    | 0     | 0       | 1          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| 07:30 AM  | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 1     | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| 07:45 AM  | 1                      | 0    | 0     | 0       | 1          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| Total   | 2                      | 0    | 0     | 0       | 2          | 0    | 0        | 1     | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 3          |
| 08:00 AM  <br>*** BREAK ***                       | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 3      | 0       | 3          | 0    | 0    | 0     | 0       | 0          | 3          |
| 08:30 AM  <br>*** BREAK ***                       | 3                      | 0    | 0     | 0       | 3          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 4          |
| Total   | 3                      | 0    | 0     | 0       | 3          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 4      | 0       | 4          | 0    | 0    | 0     | 0       | 0          | 7          |
| *** BREAK ***                                     |                        |      |       |         |            |      |          |       |         |            |      |      |        |         |            |      |      |       |         |            |            |
| 04:15 PM  | 1                      | 0    | 0     | 0       | 1          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 2          |
| 04:30 PM  | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 0     | 0       | 0          | 1    | 0    | 1      | 0       | 2          | 0    | 0    | 0     | 0       | 0          | 2<br>2     |
| *** BREAK ***                                     |                        |      |       |         |            |      |          |       |         |            |      |      |        |         |            |      |      |       |         |            |            |
| Total   | 1                      | 0    | 0     | 0       | 1          | 0    | 0        | 0     | 0       | 0          | 1    | 0    | 2      | 0       | 3          | 0    | 0    | 0     | 0       | 0          | 4          |
| 05:00 PM  | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 1     | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 0    | 0    | 0     | 0       | 0          | 1          |
| 05:30 PM  | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 0     | 0       | 0          | 1    | 0    | 0      | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 1          |
| *** BREAK ***                                     |                        |      |       |         |            |      |          |       |         | - 1        |      |      |        |         |            |      |      |       |         |            |            |
| Total   | 0                      | 0    | 0     | 0       | 0          | 0    | 0        | 1     | 0       | 1          | 1    | 0    | 0      | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 2          |
| Grand Total                                       | 6                      | 0    | 0     | 0       | 6          | 0    | 0        | 2     | 0       | 2          | 2    | 0    | 6      | 0       | 8          | 0    | 0    | 0     | 0       | 0          | 16         |
| Apprch %  | 100                    | Ō    | Ō     | Ō       | -          | Õ    | Ō        | 100   | Ō       | _          | 25   | Ō    | 75     | Ō       | -          | Ō    | Ō    | Ō     | Ō       | -          |            |
| Total %   | 37.5                   | 0    | 0     | 0       | 37.5       | 0    | 0        | 12.5  | 0       | 12.5       | 12.5 | 0    | 37.5   | 0       | 50         | 0    | Ō    | 0     | 0       | 0          |            |
| Passenger Vehicles                                | 5                      | 0    | 0     | 0       | 5          | 0    | 0        | 2     | 0       | 2          | 2    | 0    | 5      | 0       | 7          | 0    | 0    | 0     | 0       | 0          | 14         |
| % Passenger Vehicles                              | 83.3                   | Ō    | Ō     | Ō       | 83.3       | Ō    | Ō        | 100   | Ō       | 100        | 100  | Ō    | 83.3   | Ō       | 87.5       | 0    | Ō    | Ō     | Ō       | 0          | 87.5       |
| Heavy Trucks                                      | 1                      | 0    | 0     | 0       | 1          | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 1      | 0       | 1          | 0    | 0    | 0     | 0       | 0          | 2          |
| % Heavy Trucks                                    | 16.7                   | 0    | 0     | 0       | 16.7       | 0    | 0        | 0     | 0       | 0          | 0    | 0    | 16.7   | 0       | 12.5       | 0    | 0    | 0     | 0       | 0          | 12.5       |

File Name : SR 867 at Driveway 21 Site Code : 00000000 Start Date : 12/7/2021 Page No : 1

|                      |      |      |         |         |            |      | Group | s Print | ed- Pas | senger     | Vehicl | es - He | eavy Tr | rucks   |            |      |      |        |         |            |            |
|----------------------|------|------|---------|---------|------------|------|-------|---------|---------|------------|--------|---------|---------|---------|------------|------|------|--------|---------|------------|------------|
|                      |      | :    | S.R. 86 | 7       |            |      |       | S.R. 86 | 7       |            |        | DR      | IVEWA   | Y 21    |            |      |      | N/A    |         |            |            |
|                      |      | No   | rthbou  | und     |            |      | So    | uthbo   | und     |            |        | E       | astbou  | ind     |            |      | W    | estbou | und     |            |            |
| Start Time           | Left | Thru | Right   | U-Turns | App. Total | Left | Thru  | Right   | U-Turns | App. Total | Left   | Thru    | Right   | U-Turns | App. Total | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |         |         |            |      |      |        |         |            |            |
|                      |      |      |         |         |            |      |       |         |         |            |        |         |         |         |            |      |      |        |         |            |            |
| 08:30 AM             | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 1       | 0       | 1          | 0      | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| 08:45 AM             | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| Total                | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 1       | 0       | 1          | 0      | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 2          |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |         |         |            |      |      |        |         |            |            |
| DIVEAR               |      |      |         |         |            |      |       |         |         |            |        |         |         |         |            |      |      |        |         |            |            |
| 04:00 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 1      | 0       | 1       | 0       | 2          | 0    | 0    | 0      | 0       | 0          | 2          |
| *** BREAK ***        | , U  | 0    | 0       | 0       | 0          | 0    | 0     | 0       | U       | 0          | •      | 0       |         | 0       | - 1        | 0    | U    | 0      | 0       | 0          | -          |
| 04:30 PM             | 0    | 0    | 0       | 0       | 0          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 1       | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 1          |
| 04:45 PM             | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 1       | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 2          |
| Total                | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 1      | 0       | 3       | 0       | 4          | 0    | 0    | 0      | 0       | 0          | 5          |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         |            |        |         |         |         |            |      |      |        |         |            |            |
| 05:15 PM             | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 1       | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 2          |
| *** BREAK ***        |      |      |         |         |            |      |       |         |         | - 1        |        |         |         |         |            |      |      |        |         | -          |            |
| Total                | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 1       | 0       | 1          | 0    | 0    | 0      | 0       | 0          | 2          |
| Grand Total          | 3    | 0    | 0       | 0       | 3          | 0    | 0     | 1       | 0       | 1          | 1      | 0       | 4       | 0       | 5          | 0    | 0    | 0      | 0       | 0          | 9          |
| Apprch %             | 100  | Ō    | Ō       | Ō       | -          | Ō    | Ō     | 100     | 0       | -          | 20     | Ō       | 80      | Ō       | -          | Ō    | 0    | Ō      | Ō       | -          |            |
| Total %              | 33.3 | Ō    | Ō       | Ō       | 33.3       | Ō    | Ō     | 11.1    | Ō       | 11.1       | 11.1   | Ō       | 44.4    | Ō       | 55.6       | Ō    | Ō    | Ō      | 0       | 0          |            |
| Passenger Vehicles   | 2    | 0    | 0       | 0       | 2          | 0    | 0     | 1       | 0       | 1          | 1      | 0       | 4       | 0       | 5          | 0    | 0    | 0      | 0       | 0          | 8          |
| % Passenger Vehicles | 66.7 | 0    | 0       | 0       | 66.7       | 0    | 0     | 100     | 0       | 100        | 100    | 0       | 100     | 0       | 100        | 0    | 0    | 0      | 0       | 0          | 88.9       |
| Heavy Trucks         | 1    | 0    | 0       | 0       | 1          | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 1          |
| % Heavy Trucks       | 33.3 | 0    | 0       | 0       | 33.3       | 0    | 0     | 0       | 0       | 0          | 0      | 0       | 0       | 0       | 0          | 0    | 0    | 0      | 0       | 0          | 11.1       |

File Name : SR 867 at Edinburgh Drive - Colby Drive Site Code : 0000000 Start Date : 12/7/2021 Page No : 1

|                      |         |                   |         |         |                   |      | Group             | s Print       | ed- Pa  | ssenger    | Vehic | les - He | eavy Ti       | rucks   |            |               |        |               |          |            |                    |
|----------------------|---------|-------------------|---------|---------|-------------------|------|-------------------|---------------|---------|------------|-------|----------|---------------|---------|------------|---------------|--------|---------------|----------|------------|--------------------|
|                      |         |                   | S.R. 86 | 7       |                   |      |                   | S.R. 86       |         | seenge.    |       |          | BURGH         |         | E          |               |        | LBY D         |          |            |                    |
|                      |         |                   | orthbou |         |                   |      |                   | uthbo         |         |            |       |          | astbou        | -       |            |               |        | /estbo        | <u> </u> |            |                    |
| Start Time           | Left    | Thru              | Right   | U-Turns | App. Total        | Left | Thru              | Right         | U-Turns | App. Total | Left  | Thru     | Right         | U-Turns | App. Total | Left          | Thru   | Right         | U-Turns  | App. Total | Int. Total         |
| 07:00 AM<br>07:15 AM | 0<br>1  | 178<br>158        | 1<br>4  | 0<br>0  | 179<br>163        | 0    | 157<br>170        | 1<br>0        | 0<br>0  | 158<br>171 | 0     | 0        | 0<br>2        | 0<br>0  | 0<br>4     | 1<br>1        | 0      | 3<br>2        | 0<br>1   | 4<br>4     | 341<br>342         |
| 07:30 AM             | 0       | 113               | 4       | 0       | 103               |      | 198               | 1             | 0       | 199        | 0     | 0        | 2             | 0       | 4          | 3             | 0      | 2             | 0        | 4<br>5     | 342<br>319         |
| 07:45 AM             | 0       | 89                | 0       | 0       | 89                | 0    | 189               | 2             | 0       | 191        | 2     | 0        | 0             | 0       | 2          | 1             | 0      | 1             | 0        | 2          | 284                |
| Total                | 1       | 538               | 6       | 0       | 545               | 1    | 714               | 4             | 0       | 719        | 4     | 0        | 3             | 0       | 7          | 6             | 0      | 8             | 1        | 15         | 1286               |
|                      |         |                   |         |         |                   |      |                   |               |         |            |       |          |               |         |            |               |        |               |          |            |                    |
| 08:00 AM             | 2       | 114               | 1       | 0       | 117               | 0    | 151               | 0             | 0       | 151        | 0     | 0        | 1             | 0       | 1          | 0             | 0      | 2             | 0        | 2          | 271                |
| 08:15 AM             | 0       | 126               | 0       | 0       | 126               | 0    | 204               | 1             | 0       | 205        | 2     | 0        | 0             | 0       | 2          | 0             | 0      | 2             | 0        | 2          | 335                |
| 08:30 AM             | 0       | 124               | 1       | 0       | 125               | 0    | 189               | 1             | 0       | 190        | 0     | 0        | 1             | 0       | 1          | 0             | 0      | 2             | 0        | 2          | 318                |
| 08:45 AM             | 2       | 119               | 0       | 0       | 121               | 2    | 168               | 2             | 0       | 172        | 1     | 0        | 2             | 0       | 3          | 0             | 0      | 1             | 0        | 1          | 297                |
| Total                | 4       | 483               | 2       | 0       | 489               | 2    | 712               | 4             | 0       | 718        | 3     | 0        | 4             | 0       | 7          | 0             | 0      | 7             | 0        | 7          | 1221               |
| *** BREAK ***        | r       |                   |         |         |                   |      |                   |               |         |            |       |          |               |         |            |               |        |               |          |            |                    |
| 11.00 414            | n       | 1 - 1             | 0       | 0       | 1 - 1             |      | 150               | 0             | 0       | 150        |       | 0        | 2             | 0       | 2          | 1             | 0      | 0             | 0        | 1          | 210                |
| 11:00 AM<br>11:15 AM | 3<br>2  | 151<br>162        | 0<br>1  | 0<br>1  | 154<br>166        |      | 153<br>149        | 0<br>1        | 0<br>0  | 153<br>150 | 0     | 0        | 2<br>0        | 0<br>0  | 2<br>0     | 1<br>2        | 0<br>0 | 0<br>1        | 0<br>0   | 1<br>3     | 310<br>319         |
| 11:30 AM             | 2       | 132               | 0       | 0       | 133               | 0    | 187               | 1             | 0       | 188        | 1     | 0        | 2             | 0       | 3          | 2             | 0      | 0             | 1        | 3<br>1     | 319                |
| 11:45 AM             | 1       | 162               | 0       | 0       | 163               | 2    | 174               | 0             | 0       | 176        | Ó     | 0        | 0             | 0       | 0          | 1             | 0      | 2             | 0        | 3          | 342                |
| Total                | 7       | 607               | 1       | 1       | 616               | 2    | 663               | 2             | 0       | 667        | 1     | 0        | 4             | 0       | 5          | 4             | 0      | 3             | 1        | 8          | 1296               |
| 10.00 DM             | 1       | 1 47              | ~       | 4       | 1 40              |      | 150               | 2             | ~       | 1          | 4     | ~        | 1             | ~       | ~          | ~             | ~      | 4             | ~        | 4          | 207                |
| 12:00 PM<br>12:15 PM | 1<br>1  | 147<br>167        | 0<br>1  | 1<br>0  | 149<br>169        |      | 152<br>164        | 3<br>2        | 0<br>0  | 155<br>166 | 1     | 0        | 1<br>2        | 0<br>0  | 2<br>2     | 0<br>1        | 0<br>0 | 1<br>1        | 0<br>0   | 1          | 307<br>339         |
| 12:15 PM<br>12:30 PM | 3       | 167               | 0       | 0       | 109               |      | 164               | 2             | 0       | 100        | 2     | 0        | 2             | 0       | 2<br>5     | 1             | 0      | 0             | 0        | 2<br>1     | 339<br>347         |
| 12:30 PM             | 2       | 182               | 1       | 0       | 195               |      | 167               | 2             | 0       | 140        | 4     | 0        | 4             | 0       | 8          | 1             | 0      | 0             | 0        | 1          | 363                |
| Total                | 7       | 688               | 2       | 1       | 698               | 1    | 628               | 7             | 0       | 636        | 7     | 0        | 10            | 0       | 17         | 3             | 0      | 2             | 0        | 5          | 1356               |
| *** BREAK ***        | r.      |                   |         |         |                   |      |                   |               |         |            |       |          |               |         |            |               |        |               |          |            |                    |
| 02:00 PM             | 2       | 170               | 2       | 0       | 174               |      | 20/               | 0             | 0       | 207        | 1     | 0        | 1             | 0       | 2          | 1             | 0      | 1             | 0        | 2          | 204                |
| 02:00 PM<br>02:15 PM | 2<br>3  | 185               | 2<br>1  | 0<br>0  | 174               | 0    | 206<br>150        | 0<br>1        | 0<br>0  | 206<br>152 | 1     | 0<br>0   | 1<br>2        | 0<br>0  | 2<br>2     | 1<br>2        | 0      | 1<br>2        | 0        | 2<br>4     | 384<br>347         |
| 02:30 PM             | 1       | 173               | 0       | 1       | 175               |      | 171               | 0             | 0       | 171        | 0     | 0        | 3             | 0       | 3          | 0             | 0      | 2             | 0        | 2          | 351                |
| 02:45 PM             | Ó       | 166               | 1       | 1       | 168               | 0    | 179               | 0             | 0       | 179        | 0     | 0        | 2             | 0       | 2          | 1             | 0      | 1             | 0        | 2          | 351                |
| Total                | 6       | 694               | 4       | 2       | 706               | 1    | 706               | 1             | 0       | 708        | 1     | 0        | 8             | 0       | 9          | 4             | 0      | 6             | 0        | 10         | 1433               |
| 03:00 PM             | 2       | 161               | 1       | 0       | 164               | 0    | 162               | 2             | 0       | 164        | 0     | 0        | 1             | 0       | 1          | 0             | 0      | 1             | 0        | 1          | 330                |
| 03:15 PM             | 1       | 192               | 0       | 0       | 193               | 1    | 164               | 0             | 0       | 165        | 2     | 0        | 0             | 0       | 2          | 0             | 0      | 0             | 0        | 0          | 360                |
| 03:30 PM             | 3       | 196               | 2       | 0       | 201               | 1    | 187               | 1             | 0       | 189        | 1     | 0        | 3             | 0       | 4          | 0             | 0      | 0             | 0        | 0          | 394                |
| 03:45 PM             | 3       | 163               | 0       | 1       | 167               | 0    | 165               |               | 0       | 166        | 1     | 0        | 0             | 0       | 1          | 1             | 0      | 0             | 0        | 1          | 335                |
| Total                | 9       | 712               | 3       | 1       | 725               | 2    | 678               | 4             | 0       | 684        | 4     | 0        | 4             | 0       | 8          | 1             | 0      | 1             | 0        | 2          | 1419               |
| 04:00 PM             | 2       | 190               | 1       | 0       | 193               | 0    | 159               | 1             | 0       | 160        | 0     | 0        | 0             | 0       | 0          | 0             | 0      | 0             | 0        | 0          | 353                |
| 04:15 PM             | 6       | 202               | 2       | 0       | 210               | 1    | 152               | 1             | 0       | 154        | 0     | 0        | 1             | 0       | 1          | 2             | 0      | 1             | 0        | 3          | 368                |
| 04:30 PM             | 5       | 208               | 0       | 1       | 214               | 0    | 172               | 0             | 0       | 172        | 1     | 0        | 1             | 0       | 2          | 0             | 0      | 1             | 0        | 1          | 389                |
| 04:45 PM             | 9       | 196               | 0       | 0       | 205               | 0    | 170               | 0             | 0       | 170        | 0     | 0        | 2             | 0       | 2          | 0             | 0      | 0             | 0        | 0          | 377                |
| Total                | 22      | 796               | 3       | 1       | 822               | 1    | 653               | 2             | 0       | 656        | 1     | 0        | 4             | 0       | 5          | 2             | 0      | 2             | 0        | 4          | 1487               |
| 05:00 PM             | 3       | 174               | 2       | 0       | 179               | 0    | 170               | 0             | 0       | 170        | 0     | 0        | 0             | 0       | 0          | 1             | 0      | 1             | 0        | 2          | 351                |
| 05:15 PM             | 6       | 168               | 0       | 0       | 174               | 1    | 178               | 1             | 0       | 180        | 0     | 0        | 1             | 0       | 1          | 1             | 0      | 1             | 0        | 2          | 357                |
| 05:30 PM             | 6       | 175               | 1       | 1       | 183               | 1    | 169               | 0             | 0       | 170        | 1     | 0        | 2             | 0       | 3          | 1             | 0      | 1             | 0        | 2          | 358                |
| 05:45 PM<br>Total    | 4<br>19 | <u>176</u><br>693 | 3       | 0       | <u>183</u><br>719 | 1    | <u>147</u><br>664 | <u>0</u><br>1 | 0       | 148<br>668 | 1     | 0        | <u>0</u><br>3 | 0       | 1<br>5     | <u>0</u><br>3 | 0      | <u>1</u><br>4 | 0        | 1<br>7     | <u>333</u><br>1399 |
| Grand Total          | 75      | 5211              | 27      | 7       | 5320              | 13   | 5418              | 25            | 0       | 5456       | 23    | 0        | 40            | 0       | 63         | 23            | 0      | 33            | 2        | 58         | 10897              |
| Apprch %             | 1.4     | 98                | 0.5     | 0.1     |                   | 0.2  | 99.3              | 0.5           | 0       |            | 36.5  | 0        | 63.5          | 0       |            | 39.7          | Ő      | 56.9          | 3.4      |            |                    |
| Total %              | 0.7     | 47.8              | 0.2     | 0.1     | 48.8              | 0.1  | 49.7              | 0.2           | 0       | 50.1       | 0.2   | 0        | 0.4           | 0       | 0.6        | 0.2           | 0      | 0.3           | 0        | 0.5        |                    |
| Passenger Vehicles   | 74      | 5129              | 27      | 7       | 5237              | 13   | 5323              | 25            | 0       | 5361       | 22    | 0        | 40            | 0       | 62         | 23            | 0      | 33            | 2        | 58         | 10718              |
| % Passenger Vehicles | 98.7    | 98.4              | 100     | 100     | 98.4              | 100  | 98.2              | 100           | 0       | 98.3       | 95.7  | 0        | 100           | 0       | 98.4       | 100           | 0      | 100           | 100      | 100        | 98.4               |
| Heavy Trucks         | 1       | 82                | 0       | 0       | 83                | 0    | 95                | 0             | 0       | 95         | 1     | 0        | 0             | 0       | 1          | 0             | 0      | 0             | 0        | 0          | 179                |
| % Heavy Trucks       | 1.3     | 1.6               | 0       | 0       | 1.6               | 0    | 1.8               | 0             | 0       | 1.7        | 4.3   | 0        | 0             | 0       | 1.6        | 0             | 0      | 0             | 0        | 0          | 1.6                |

File Name : SR 867 at Edinburgh Drive - Colby Drive Site Code : 0000000 Start Date : 12/7/2021 Page No : 2

|  |           |                  | S.R. 86<br>orthbo |          |             |          |                    | S.R. 86<br>uthbo |         |                    |          |        | 3URGH<br>astbou   | DRIVE   |            |               |           | LBY DI        |          |            |              |
|--|-----------|------------------|-------------------|----------|-------------|----------|--------------------|------------------|---------|--------------------|----------|--------|-------------------|---------|------------|---------------|-----------|---------------|----------|------------|--------------|
| Start Time                                 | Loft      | Thru             |                   | · · ·    | App. Total  | Left     |                    | Right            | U-Turns | App. Total         | Left     | Thru   | Right             | U-Turns | App. Total | Left          | Thru      | Right         | U-Turns  | App. Total | Int. Total   |
| Peak Hour An                               |           |                  |                   |          |             |          |                    | rtigitt          | orianis | Арр. тотаг         | Lon      | ma     | rugitt            | origina | Арр. тотаг | Lon           | THE G     | rugitt        | 0-10113  | Арр. тотат | int. rotar   |
| Peak Hour for                              |           |                  |                   |          |             |          |                    |                  |         |                    |          |        |                   |         |            |               |           |               |          |            |              |
| 07:00 AM                                   | 0         | 178              | 1                 | ŬО       | 179         | 0        | 157                | 1                | 0       | 158                | 0        | 0      | 0                 | 0       | 0          | 1             | 0         | 3             | 0        | 4          | 341          |
| 07:15 AM                                   | 1         | 158              | 4                 | 0        | 163         | 1        | 170                | 0                | 0       | 171                | 2        | 0      | 2                 | 0       | 4          | 1             | 0         | 2             | 1        | 4          | 342          |
| 07:30 AM                                   | 0         | 113              | 1                 | 0        | 114         | 0        | 198                | 1                | 0       | 199                | 0        | 0      | 1                 | 0       | 1          | 3             | 0         | 2             | 0        | 5          | 319          |
| 07:45 AM                                   | 0         | 89               | 0                 | 0        | 89          | 0        | 189                | 2                | 0       | 191                | 2        | 0      | 0                 | 0       | 2          | 1             | 0         | 1             | 0        | 2          | 284          |
| Total Volume                               | 1         | 538              | 6                 | 0        | 545         | 1        | 714                | 4                | 0       | 719                | 4        | 0      | 3                 | 0       | 7          | 6             | 0         | 8             | 1        | 15         | 1286         |
| % App. Total                               | 0.2       | 98.7             | 1.1               | 0        | 7/4         | 0.1      | 99.3               | 0.6              | 0       | 000                | 57.1     | 0      | 42.9              | 0       | 400        | 40            | 0         | 53.3          | 6.7      | 750        | 0.10         |
| PHF  | .250      | .756             | .375              | .000.    | .761        | .250     | .902               | .500             | .000    | .903               | .500     | .000.  | .375              | .000.   | .438       | .500          | .000      | .667          | .250     | .750       | .940         |
| Passenger Vehicles<br>% Passenger Vehicles | 1 100     | 531<br>98.7      | 6<br>100          | 0<br>0   | 538<br>98.7 | 100      | 696<br>97.5        | 4<br>100         | 0<br>0  | 701<br>97.5        | 4<br>100 | 0<br>0 | 3<br>100          | 0<br>0  | 7<br>100   | 6<br>100      | 0<br>0    | 8<br>100      | 1<br>100 | 15<br>100  | 1261<br>98.1 |
| Heavy Trucks                               | 0         | 70.7             | 0                 | 0        | 70.7        | 0        | 18                 | 0                | 0       | 18                 | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          | 25           |
| % Heavy Trucks                             | 0         | 1.3              | 0                 | 0        | 1.3         | 0        | 2.5                | 0                | 0       | 2.5                | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          | 1.9          |
| Peak Hour An<br>Peak Hour for              |           | From 0<br>Approa |                   |          |             | Peak     | 1 of 1             | -                |         |                    | 07:15 AV |        |                   |         |            | 07.00.414     | -         |               |          |            |              |
| +0 mins.                                   | 07:00 AM  | 178              | 1                 | 0        | 179         | 07:30 AN | 198                | 1                | 0       | 199                | 2        | 0      | 2                 | 0       | 4          | 07:00 AM<br>1 | 0         | 3             | 0        | 4          |              |
| +15 mins.                                  | 1         | 158              | 4                 | 0        | 163         | 0        | 189                | 2                | 0       | 197                | 0        | 0      | 1                 | 0       | 1          | 1             | 0         | 2             | 1        | 4          |              |
| +30 mins.                                  | 0         | 113              | 1                 | 0        | 114         | Ö        | 151                | 0                | 0       | 151                | 2        | 0      | Ó                 | 0       | 2          | 3             | 0         | 2             | 0        | 5          |              |
| +45 mins.                                  | Ö         | 89               | 0                 | Ő        | 89          | 0        | 204                | 1                | Ő       | 205                | Ō        | Ő      | 1                 | Ő       | 1          | 1             | Õ         | 1             | Ő        | 2          |              |
| Total Volume                               | 1         | 538              | 6                 | 0        | 545         | 0        | 742                | 4                | 0       | 746                | 4        | 0      | 4                 | 0       | 8          | 6             | 0         | 8             | 1        | 15         |              |
| % App. Total                               | 0.2       | 98.7             | 1.1               | 0        |             | 0        | 99.5               | 0.5              | 0       |                    | 50       | 0      | 50                | 0       | -          | 40            | 0         | 53.3          | 6.7      | -          |              |
| PHF  | .250      | .756             | .375              | .000     | .761        | .000     | .909               | .500             | .000    | .910               | .500     | .000   | .500              | .000    | .500       | .500          | .000      | .667          | .250     | .750       |              |
| Passenger Vehicles                         | 1         | 531              | 6                 | 0        | 538         | 0        | 723                | 4                | 0       | 727                | 4        | 0      | 4                 | 0       | 8          | 6             | 0         | 8             | 1        | 15         |              |
| % Passenger Vehicles                       | 100       | 98.7             | 100               | 0        | 98.7        | 0        | 97.4               | 100              | 0       | 97.5               | 100      | 0      | 100               | 0       | 100        | 100           | 0         | 100           | 100      | 100        |              |
| Heavy Trucks                               | 0         | 7                | 0                 | 0        | 7           | 0        | 19                 | 0                | 0       | 19                 | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          |              |
| % Heavy Trucks                             | 0         | 1.3              | 0                 | 0        | 1.3         | 0        | 2.6                | 0                | 0       | 2.5                | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          |              |
| Peak Hour An                               | 5         |                  |                   |          |             |          | 1 of 1             |                  |         |                    |          |        |                   |         |            |               |           |               |          |            |              |
| Peak Hour for                              | I         |                  |                   | Begins a |             |          | 150                | 2                | 0       | 155                | 1        | 0      | 1                 | 0       | 2          | 0             | 0         | 1             | 0        | 1          | 207          |
| 12:00 PM<br>12:15 PM                       |           | 147<br>167       | 0<br>1            | 0        | 149<br>169  |          | 152<br>164         | <b>3</b><br>2    | 0<br>0  | 155<br>166         | 1        | 0<br>0 | 1<br>2            | 0<br>0  | 2<br>2     | 0<br>1        | 0<br>0    | <b>1</b><br>1 | 0        | 1<br>2     | 307<br>339   |
| 12:30 PM                                   | 3         | <b>192</b>       | 0                 | 0        | 109<br>195  | 1        | 145                | 2                | 0       | 146                | 2        | 0      | 2                 | 0       | 2<br>5     | 1             | 0         | 0             | 0        | 1          | 339          |
| 12:45 PM                                   | 2         | 182              | 1                 | 0        | 185         | 0        | 167                | 2                | 0       | 169                | 4        | 0      | 4                 | 0       | 8          | 1             | 0         | 0             | 0        | 1          | 363          |
| Total Volume                               | 7         | 688              | 2                 | 1        | 698         | 1        | 628                | 7                | 0       | 636                | 7        | 0      | 10                | 0       | 17         | 3             | 0         | 2             | 0        | 5          | 1356         |
| % App. Total                               | 1         | 98.6             | 0.3               | 0.1      | 0,0         | 0.2      | 98.7               | 1.1              | Ő       | 000                | 41.2     | Ő      | 58.8              | Ő       |            | 60            | Õ         | 40            | Ő        | U          |              |
| PHF  | .583      | .896             | .500              | .250     | .895        | .250     | .940               | .583             | .000    | .941               | .438     | .000   | .625              | .000    | .531       | .750          | .000      | .500          | .000     | .625       | .934         |
| Passenger Vehicles                         | 7         | 681              | 2                 | 1        | 691         | 1        | 619                | 7                | 0       | 627                | 7        | 0      | 10                | 0       | 17         | 3             | 0         | 2             | 0        | 5          | 1340         |
| % Passenger Vehicles                       | 100       | 99.0             | 100               | 100      | 99.0        | 100      | 98.6               | 100              | 0       | 98.6               | 100      | 0      | 100               | 0       | 100        | 100           | 0         | 100           | 0        | 100        | 98.8         |
| Heavy Trucks                               | 0         | 7                | 0                 | 0        | 7           | 0        | 9                  | 0                | 0       | 9                  | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          | 16           |
| % Heavy Trucks                             | 0         | 1.0              | 0                 | 0        | 1.0         | 0        | 1.4                | 0                | 0       | 1.4                | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          | 1.2          |
| Peak Hour Ar<br>Peak Hour for              |           |                  |                   |          | :45 PM -    | Peak     | 1 of 1             |                  |         |                    |          |        |                   |         |            |               |           |               |          |            |              |
|  | 12:00 PM  |                  |                   |          |             | 11:30 AN |                    |                  |         |                    | 12:00 PM |        |                   |         |            | 11:00 AM      |           |               |          |            |              |
| +0 mins.                                   | 1         | 147              | 0                 | 1        | 149         | 0        | 187                | 1                | 0       | 188                | 1        | 0      | 1                 | 0       | 2          | 1             | 0         | 0             | 0        | 1          |              |
| +15 mins.                                  | 1         | 107              | 1                 | 0        | 169         | 2        | 171                | 0                | 0       | 176                | 0        | 0      | 2                 | 0       | 2          | 2             | 0         | 1             | 0        | 3          |              |
| +30 mins.                                  | 3         | 192              | 0                 | 0        | 195         | 0        | 152                | 3                | 0       | 155                | 2        | 0      | 3                 | 0       | 5          | 0             | 0         | 0             | 1        | 1          |              |
| +45 mins.                                  | 2         | 182              |                   | 0        | 185         | 0        | 164                | 2                | 0       | 166                | 4        | 0      | 4                 | 0       | 8          |               | 0         |               | 0        | 3          |              |
| Total Volume                               | 7         | 688              | 2                 | 1        | 698         | 2        | 677                | 6                | 0       | 685                | 7        | 0      | 10                | 0       | 17         | 4             | 0         | 3             | 1        | 8          |              |
| % App. Total                               | E02       | 98.6             | 0.3               | 0.1      | 0.05        | 0.3      | 98.8<br>005        | 0.9              | 0       | 011                | 41.2     | 0      | 58.8              | 0       | E 0 1      | 50            | 0         | 37.5          | 12.5     | (/7        |              |
| PHF<br>Passenger Vehicles                  | .583<br>7 | .896             | .500              | .250     | .895<br>691 | .250     | <u>.905</u><br>667 | .500             | .000    | <u>.911</u><br>675 | .438     | .000   | <u>.625</u><br>10 | .000    | .531<br>17 | .500<br>4     | .000<br>0 | .375<br>3     | .250     | .667<br>8  |              |
| Passenger Vehicles<br>% Passenger Vehicles | 100       | 681<br>99        | 2<br>100          | 1<br>100 | 691<br>99   | 2<br>100 | 98.5               | 6<br>100         | 0<br>0  | 675<br>98.5        | 7<br>100 | 0<br>0 | 100               | 0<br>0  | 100        | 4<br>100      | 0         | 3<br>100      | 1<br>100 | 8<br>100   |              |
| Heavy Trucks                               | 0         | 99<br>7          | 0                 | 001      | 99<br>7     | 0        | 96.5<br>10         | 0                | 0       | 96.5<br>10         | 0        | 0      | 0                 | 0       | 0          | 001           | 0         | 001           | 001      | 0          |              |
| % Heavy Trucks                             | 0         | 1                | 0                 | 0        | ,<br>1      | 0        | 1.5                | 0                | 0       | 1.5                | 0        | 0      | 0                 | 0       | 0          | 0             | 0         | 0             | 0        | 0          |              |
|  | 0         |                  | 0                 | U        |             | 0        | 1.J                | U                | 0       | 1.5                | 0        | 0      | 0                 | U       | 0          | 0             | U         | 0             | 0        | 0          |              |

File Name : SR 867 at Edinburgh Drive - Colby Drive Site Code : 00000000 Start Date : 12/7/2021 Page No : 3

|                      |          |         | S.R. 86<br>orthbou | -        |            |        |      | S.R. 86<br>uthbo |         |            |      |      | 3URGH<br>astbou | DRIV    | Ξ          |      |      | LBY DI<br>/estboi |         |            |            |
|----------------------|----------|---------|--------------------|----------|------------|--------|------|------------------|---------|------------|------|------|-----------------|---------|------------|------|------|-------------------|---------|------------|------------|
| Start Time           | Left     | Thru    | Right              | U-Turns  | App. Total | Left   | Thru | Right            | U-Turns | App. Total | Left | Thru | Right           | U-Turns | App. Total | Left | Thru | Right             | U-Turns | App. Total | Int. Total |
| Peak Hour An         | alysis I | From 0  | 2:00 PN            | ∕l to 05 | :45 PM -   | Peak 1 | of 1 |                  |         |            |      |      |                 |         |            |      |      |                   |         |            |            |
| Peak Hour for        | Entire   | Interse | ection l           | Begins   | at 04:00   | PM     |      |                  |         |            |      |      |                 |         |            |      |      |                   |         |            |            |
| 04:00 PM             | 2        | 190     | 1                  | 0        | 193        | 0      | 159  | 1                | 0       | 160        | 0    | 0    | 0               | 0       | 0          | 0    | 0    | 0                 | 0       | 0          | 353        |
| 04:15 PM             | 6        | 202     | 2                  | 0        | 210        | 1      | 152  | 1                | 0       | 154        | 0    | 0    | 1               | 0       | 1          | 2    | 0    | 1                 | 0       | 3          | 368        |
| 04:30 PM             | 5        | 208     | 0                  | 1        | 214        | 0      | 172  | 0                | 0       | 172        | 1    | 0    | 1               | 0       | 2          | 0    | 0    | 1                 | 0       | 1          | 389        |
| 04:45 PM             | 9        | 196     | 0                  | 0        | 205        | 0      | 170  | 0                | 0       | 170        | 0    | 0    | 2               | 0       | 2          | 0    | 0    | 0                 | 0       | 0          | 377        |
| Total Volume         | 22       | 796     | 3                  | 1        | 822        | 1      | 653  | 2                | 0       | 656        | 1    | 0    | 4               | 0       | 5          | 2    | 0    | 2                 | 0       | 4          | 1487       |
| % App. Total         | 2.7      | 96.8    | 0.4                | 0.1      |            | 0.2    | 99.5 | 0.3              | 0       |            | 20   | 0    | 80              | 0       |            | 50   | 0    | 50                | 0       |            |            |
| PHF                  | .611     | .957    | .375               | .250     | .960       | .250   | .949 | .500             | .000    | .953       | .250 | .000 | .500            | .000    | .625       | .250 | .000 | .500              | .000    | .333       | .956       |
| Passenger Vehicles   | 22       | 785     | 3                  | 1        | 811        | 1      | 647  | 2                | 0       | 650        | 1    | 0    | 4               | 0       | 5          | 2    | 0    | 2                 | 0       | 4          | 1470       |
| % Passenger Vehicles | 100      | 98.6    | 100                | 100      | 98.7       | 100    | 99.1 | 100              | 0       | 99.1       | 100  | 0    | 100             | 0       | 100        | 100  | 0    | 100               | 0       | 100        | 98.9       |
| Heavy Trucks         | 0        | 11      | 0                  | 0        | 11         | 0      | 6    | 0                | 0       | 6          | 0    | 0    | 0               | 0       | 0          | 0    | 0    | 0                 | 0       | 0          | 17         |
| % Heavy Trucks       | 0        | 1.4     | 0                  | 0        | 1.3        | 0      | 0.9  | 0                | 0       | 0.9        | 0    | 0    | 0               | 0       | 0          | 0    | 0    | 0                 | 0       | 0          | 1.1        |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

| r ourt rour ron      |          |      | on bog. |      |      |          |      |      |      |      |          |      |      |      |      |          |      |      |      |      |
|----------------------|----------|------|---------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
|                      | 04:00 PM |      | -       |      |      | 02:00 PM |      |      |      |      | 02:00 PM |      |      |      |      | 02:00 PM |      |      |      |      |
| +0 mins.             | 2        | 190  | 1       | 0    | 193  | 0        | 206  | 0    | 0    | 206  | 1        | 0    | 1    | 0    | 2    | 1        | 0    | 1    | 0    | 2    |
| +15 mins.            | 6        | 202  | 2       | 0    | 210  | 1        | 150  | 1    | 0    | 152  | 0        | 0    | 2    | 0    | 2    | 2        | 0    | 2    | 0    | 4    |
| +30 mins.            | 5        | 208  | 0       | 1    | 214  | 0        | 171  | 0    | 0    | 171  | 0        | 0    | 3    | 0    | 3    | 0        | 0    | 2    | 0    | 2    |
| +45 mins.            | 9        | 196  | 0       | 0    | 205  | 0        | 179  | 0    | 0    | 179  | 0        | 0    | 2    | 0    | 2    | 1        | 0    | 1    | 0    | 2    |
| Total Volume         | 22       | 796  | 3       | 1    | 822  | 1        | 706  | 1    | 0    | 708  | 1        | 0    | 8    | 0    | 9    | 4        | 0    | 6    | 0    | 10   |
| % App. Total         | 2.7      | 96.8 | 0.4     | 0.1  |      | 0.1      | 99.7 | 0.1  | 0    |      | 11.1     | 0    | 88.9 | 0    |      | 40       | 0    | 60   | 0    |      |
| PHF                  | .611     | .957 | .375    | .250 | .960 | .250     | .857 | .250 | .000 | .859 | .250     | .000 | .667 | .000 | .750 | .500     | .000 | .750 | .000 | .625 |
| Passenger Vehicles   | 22       | 785  | 3       | 1    | 811  | 1        | 686  | 1    | 0    | 688  | 1        | 0    | 8    | 0    | 9    | 4        | 0    | 6    | 0    | 10   |
| % Passenger Vehicles | 100      | 98.6 | 100     | 100  | 98.7 | 100      | 97.2 | 100  | 0    | 97.2 | 100      | 0    | 100  | 0    | 100  | 100      | 0    | 100  | 0    | 100  |
| Heavy Trucks         | 0        | 11   | 0       | 0    | 11   | 0        | 20   | 0    | 0    | 20   | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0    |
| % Heavy Trucks       | 0        | 1.4  | 0       | 0    | 1.3  | 0        | 2.8  | 0    | 0    | 2.8  | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0    |

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|               |      |      | S.R. 867<br>rthbou |         |                 |      |      | Gro<br>S.R. 867<br>uthbou | 7       | rinted-      | Heavy | EDIN |       | DRIVE |                 |      |      | LBY DF |         |            |            |
|---------------|------|------|--------------------|---------|-----------------|------|------|---------------------------|---------|--------------|-------|------|-------|-------|-----------------|------|------|--------|---------|------------|------------|
| Start Time    | Left | Thru |                    | 1       | App. Total      | Left | Thru | Right                     | 1       | App. Total   | Left  | Thru | Right |       | App. Total      | Left | Thru | Right  | U-Turns | App. Total | Int. Total |
| 07:00 AM      | 0    | 2    | 0                  | 0-10/05 | App. 10tal<br>2 | 0    | 4    | 0                         | 0-10/15 | 4 App. Total | 0     | 0    | 0     | 0-100 | App. 10(a)<br>0 | 0    | 0    | 0      | 0-10/05 | App. 10(a) | 6          |
| 07:15 AM      | 0    | 1    | 0                  | 0       | 1               | 0    | 5    | 0                         | 0       | 5            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 6          |
| 07:30 AM      | 0    | 2    | 0                  | 0       | 2               | 0    | 4    | 0                         | 0       | 4            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 6          |
| 07:45 AM      | Ő    | 2    | Ő                  | 0       | 2               | 0    | 5    | Ő                         | 0       | 5            | Ő     | 0    | 0     | 0     | 0               | 0    | 0    | Ő      | 0       | 0          | 7          |
| Total         | 0    | 7    | 0                  | 0       | 7               | 0    | 18   | 0                         | 0       | 18           | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 25         |
| Total         | 0    | ,    | 0                  | 0       | ,               | 0    | 10   | 0                         | 0       | 10           | 0     | 0    | 0     | 0     | 01              | 0    | 0    | 0      | 0       | 01         | 20         |
| 08:00 AM      | 0    | 2    | 0                  | 0       | 2               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 5          |
| 08:15 AM      | Ő    | 5    | Ő                  | Õ       | 5               | Ö    | 7    | Ő                         | Ő       | 7            | Ő     | Ő    | Ő     | Ő     | Ő               | Ő    | Ő    | Ő      | Ő       | Ő          | 12         |
| 08:30 AM      | Ō    | 5    | Ō                  | Ō       | 5               | Ō    | 7    | Ō                         | Ō       | 7            | Ō     | Ō    | Ō     | Ō     | Ō               | Ō    | Ō    | Ō      | Ō       | Ō          | 12         |
| 08:45 AM      | 0    | 2    | 0                  | 0       | 2               | 0    | 6    | 0                         | 0       | 6            | 1     | 0    | 0     | 0     | 1               | 0    | 0    | 0      | 0       | 0          | 9          |
| Total         | 0    | 14   | 0                  | 0       | 14              | 0    | 23   | 0                         | 0       | 23           | 1     | 0    | 0     | 0     | 1               | 0    | 0    | 0      | 0       | 0          | 38         |
|               |      |      |                    |         |                 |      |      |                           |         |              |       |      |       |       |                 |      |      |        |         |            |            |
| *** BREAK *** | ¢    |      |                    |         |                 |      |      |                           |         |              |       |      |       |       |                 |      |      |        |         |            |            |
| 11:00 AM      | 0    | 2    | 0                  | 0       | 2               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 4          |
| 11:15 AM      | 0    | 5    | 0                  | 0       | 5               | 0    | 1    | 0                         | 0       | 1            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 6          |
| 11:30 AM      | 0    | 0    | 0                  | 0       | 0               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 3          |
| 11:45 AM      | 0    | 2    | 0                  | 0       | 2               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 4          |
| Total         | 0    | 9    | 0                  | 0       | 9               | 0    | 8    | 0                         | 0       | 8            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 17         |
| 12:00 PM      | 0    | 0    | 0                  | 0       | 0               | 0    | 1    | 0                         | 0       | 1            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 1          |
| 12:15 PM      | 0    | 4    | 0                  | 0       | 4               | 0    | 4    | 0                         | 0       | 4            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 8          |
| 12:30 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 5          |
| 12:45 PM      | 0    | 1    | 0                  | 0       | 1               | 0    | 1    | 0                         | 0       | 1            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 2          |
| Total         | 0    | 7    | 0                  | 0       | 7               | 0    | 9    | 0                         | 0       | 9            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 16         |
| *** BREAK *** | t    |      |                    |         |                 |      |      |                           |         |              |       |      |       |       |                 |      |      |        |         |            |            |
| 02:00 PM      | 0    | 4    | 0                  | 0       | 4               | 0    | 9    | 0                         | 0       | 9            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 13         |
| 02:15 PM      | Ō    | 8    | Ō                  | Ō       | 8               | Ō    | 3    | Ō                         | 0       | 3            | Ō     | 0    | Ō     | Ō     | Ō               | Ō    | Ō    | Ō      | Ō       | Ō          | 11         |
| 02:30 PM      | 0    | 5    | 0                  | 0       | 5               | 0    | 5    | 0                         | 0       | 5            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 10         |
| 02:45 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 5          |
| Total         | 0    | 19   | 0                  | 0       | 19              | 0    | 20   | 0                         | 0       | 20           | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 39         |
| 03:00 PM      | 0    | 5    | 0                  | 0       | 5               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 7          |
| 03:15 PM      | 0    | 4    | 0                  | 0       | 4               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 6          |
| 03:30 PM      | 0    | 1    | 0                  | 0       | 1               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 4          |
| 03:45 PM      | 1    | 0    | 0                  | 0       | 1               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 3          |
| Total         | 1    | 10   | 0                  | 0       | 11              | 0    | 9    | 0                         | 0       | 9            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 20         |
| 04:00 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 0    | 0                         | 0       | 0            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 2          |
| 04:15 PM      | 0    | 3    | 0                  | 0       | 3               | 0    | 1    | 0                         | 0       | 1            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 4          |
| 04:30 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 3    | 0                         | 0       | 3            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 5          |
| 04:45 PM      | 0    | 4    | 0                  | 0       | 4               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 6          |
| Total         | 0    | 11   | 0                  | 0       | 11              | 0    | 6    | 0                         | 0       | 6            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 17         |
| 05:00 PM      | 0    | 0    | 0                  | 0       | 0               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 2          |
| 05:15 PM      | 0    | 1    | 0                  | 0       | 1               | 0    | 0    | 0                         | 0       | 0            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 1          |
| 05:30 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 0    | 0                         | 0       | 0            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 2          |
| 05:45 PM      | 0    | 2    | 0                  | 0       | 2               | 0    | 0    | 0                         | 0       | 0            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 2          |
| Total         | 0    | 5    | 0                  | 0       | 5               | 0    | 2    | 0                         | 0       | 2            | 0     | 0    | 0     | 0     | 0               | 0    | 0    | 0      | 0       | 0          | 7          |
| Grand Total   | 1    | 82   | 0                  | 0       | 83              | 0    | 95   | 0                         | 0       | 95           | 1     | 0    | 0     | 0     | 1               | 0    | 0    | 0      | 0       | 0          | 179        |
| Apprch %      | 1.2  | 98.8 | 0                  | 0       | 05              | 0    | 100  | 0                         | 0       | ,5           | 100   | 0    | 0     | 0     | '               | 0    | 0    | 0      | 0       | U          | 1//        |
| Total %       | 0.6  | 45.8 | 0                  | 0       | 46.4            | 0    | 53.1 | 0                         | 0       | 53.1         |       | 0    | 0     | 0     | 0.6             | 0    | 0    | 0      | 0       | 0          |            |
|               | 0.0  |      | 0                  | 0       |                 |      | 00.1 | 0                         | 0       | 00.1         | 0.0   | 0    | 0     | 0     | 5.0             | 0    | 0    | 0      | 0       | V          |            |

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|                                     | S.R. 867<br>Northbound<br>Start Time Left Thru Right U-Turns App. T |        |        |          |            | S.R. 86<br>outhbo |        |         |          |            | BURGH    | H DRIV | E       |         |            | LBY D    |      |       |         |            |             |
|-------------------------------------|---|--------|--------|----------|------------|-------------------|--------|---------|----------|------------|----------|--------|---------|---------|------------|----------|------|-------|---------|------------|-------------|
| Start Time                          | Loft  |        |        |          | App. Total | Left              |        | Right   | U-Turns  | App. Total | Left     | Thru   |         |         | App. Total | Left     | Thru | Right | U-Turns | App. Total | Int. Total  |
| Peak Hour Ar                        |   |        |        |          |            |                   |        | rtigitt | U-TUITIS | Арр. тотаг | LUIT     | mu     | rtigitt | 0-Turns | Арр. тотаг | LUIT     | mu   | Right | 0-Turns | мрр. тотат | IIII. TOtal |
| Peak Hour for                       |   |        |        |          |            |                   | 1011   |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
| 08:00 AM                            |   | 2      | 0      | 0        | 2          |                   | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 5           |
| 08:15 AM                            | 0   | 5      | 0      | 0        | 5          | 0                 | 7      | 0       | 0        | 7          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 12          |
| 08:30 AM                            | 0   | 5      | 0      | 0        | 5          | 0                 | 7      | 0       | 0        | 7          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 12          |
| 08:45 AM                            | 0   | 2      | 0      | 0        | 2          | 0                 | 6      | 0       | 0        | 6          | 1        | 0      | 0       | 0       | 1          | Ő        | 0    | 0     | 0       | 0          | 9           |
| Total Volume                        | 0   | 14     | 0      | 0        | 14         | 0                 | 23     | 0       | 0        | 23         | 1        | 0      | 0       | 0       | 1          | 0        | 0    | 0     | 0       | 0          | 38          |
| % App. Total                        | 0   | 100    | 0      | 0        | 14         | 0                 | 100    | 0       | 0        | 23         | 100      | 0      | 0       | 0       | 1          | 0        | 0    | 0     | 0       | 0          | 50          |
| PHF                                 | .000  | .700   | .000   | .000     | .700       | .000              | .821   | .000    | .000     | .821       | .250     | .000   | .000    | .000    | .250       | .000     | .000 | .000  | .000    | .000       | .792        |
| Peak Hour Ar<br>Peak Hour fo        | alysis I  | From 0 | 7:00 A | M to 09: |            |                   |        |         |          | .021       | .200     |        |         |         | .200       |          |      |       |         | .000       |             |
|                                     | 07:45 AM  |        | -      |          |            | 08:00 AN          | 1      |         |          |            | 08:00 AN | 1      |         |         |            | 07:00 AM |      |       |         |            |             |
| +0 mins.                            | 0   | 2      | 0      | 0        | 2          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +15 mins.                           | 0   | 2      | 0      | 0        | 2          | 0                 | 7      | 0       | 0        | 7          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +30 mins.                           | 0   | 5      | 0      | 0        | 5          | 0                 | 7      | 0       | 0        | 7          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +45 mins.                           | 0   | 5      | 0      | 0        | 5          | 0                 | 6      | 0       | 0        | 6          | 1        | 0      | 0       | 0       | 1          | 0        | 0    | 0     | 0       | 0          |             |
| Total Volume                        | 0   | 14     | 0      | 0        | 14         | 0                 | 23     | 0       | 0        | 23         | 1        | 0      | 0       | 0       | 1          | 0        | 0    | 0     | 0       | 0          |             |
| % App. Total                        | 0   | 100    | 0      | 0        |            | 0                 | 100    | 0       | 0        |            | 100      | 0      | 0       | 0       |            | 0        | 0    | 0     | 0       |            |             |
| PHF                                 | .000  | .700   | .000   | .000     | .700       | .000              | .821   | .000    | .000     | .821       | .250     | .000   | .000    | .000    | .250       | .000     | .000 | .000  | .000    | .000       |             |
| Peak Hour Ar                        |   |        |        |          |            |                   | 1 of 1 |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
| Peak Hour fo                        | r Entire  | Inters | ection | Begins a | at 11:45   | AM                |        |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
| 11:45 AM                            | 0   | 2      | 0      | Ŭ O      | 2          | 0                 | 2      | 0       | 0        | 2          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 4           |
| 12:00 PM                            | 0   | 0      | 0      | 0        | 0          | 0                 | 1      | 0       | 0        | 1          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 1           |
| 12:15 PM                            | 0   | 4      | 0      | 0        | 4          | 0                 | 4      | 0       | 0        | 4          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 8           |
| 12:30 PM                            | 0   | 2      | 0      | 0        | 2          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 5           |
| Total Volume                        | 0   | 8      | 0      | 0        | 8          | 0                 | 10     | 0       | 0        | 10         | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 18          |
| % App. Total                        | 0   | 100    | 0      | 0        |            | 0                 | 100    | 0       | 0        |            | 0        | 0      | 0       | 0       |            | 0        | 0    | 0     | 0       |            |             |
| PHF                                 | .000  | .500   | .000   | .000     | .500       | .000              | .625   | .000    | .000     | .625       | .000     | .000   | .000    | .000    | .000       | .000     | .000 | .000  | .000    | .000       | .563        |
| Peak Hour Ar<br><u>Peak Hour fo</u> |   | Approa |        |          | 45 PM -    | Peak 1            |        |         |          |            | 10:00 AM | 1      |         |         |            | 10:00 AM |      |       |         |            |             |
| +0 mins.                            | 0   | 2      | 0      | 0        | 2          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +15 mins.                           | 0   | 5      | 0      | 0        | 5          | 0                 | 2      | 0       | 0        | 2          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +30 mins.                           | 0   | 0      | 0      | 0        | 0          | 0                 | 1      | 0       | 0        | 1          | 0        | 0      | 0       | 0       | 0          | 0        | Ō    | 0     | Ō       | 0          |             |
| +45 mins.                           | Ō   | 2      | Ō      | Ō        | 2          | Ō                 | 4      | Ō       | Ō        | 4          | Ō        | Ō      | 0       | 0       | 0          | Ō        | Õ    | Ō     | Ō       | 0          |             |
| Total Volume                        | 0   | 9      | 0      | 0        | 9          | 0                 | 10     | 0       | 0        | 10         | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| % App. Total                        | 0   | 100    | 0      | 0        |            | 0                 | 100    | 0       | 0        |            | 0        | 0      | 0       | 0       |            | 0        | 0    | 0     | 0       | -          |             |
| PHF                                 | .000  | .450   | .000   | .000     | .450       | .000              | .625   | .000    | .000     | .625       | .000     | .000   | .000    | .000    | .000       | .000     | .000 | .000  | .000    | .000       |             |
| Peak Hour Ar                        | alysis I  | From 0 | 2:00 P | M to 05: | 45 PM -    | Peak 1            | l of 1 |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
| Peak Hour for                       |   |        |        |          |            |                   |        |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
| 02:00 PM                            | 0   | 4      | 0      | ŬО       | 4          | 0                 | 9      | 0       | 0        | 9          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 13          |
| 02:15 PM                            | 0   | 8      | 0      | 0        | 8          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 11          |
| 02:30 PM                            | 0   | 5      | 0      | 0        | 5          | 0                 | 5      | 0       | 0        | 5          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 10          |
| 02:45 PM                            | 0   | 2      | 0      | 0        | 2          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 5           |
| Total Volume                        | 0   | 19     | 0      | 0        | 19         | 0                 | 20     | 0       | 0        | 20         | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          | 39          |
| % App. Total                        | 0   | 100    | 0      | 0        |            | 0                 | 100    | 0       | 0        |            | 0        | 0      | 0       | 0       |            | 0        | 0    | 0     | 0       |            |             |
| PHF                                 | .000  | .594   | .000   | .000     | .594       | .000              | .556   | .000    | .000     | .556       | .000     | .000   | .000    | .000    | .000       | .000     | .000 | .000  | .000    | .000       | .750        |
| Peak Hour Ar<br>Peak Hour fo        | Each  | Approa |        |          | 45 PM -    |                   |        |         |          |            |          |        |         |         |            |          |      |       |         |            |             |
|                                     | 02:15 PM  |        |        |          | -          | 02:00 PN          |        |         |          | -          | 02:00 PM |        |         |         |            | 02:00 PM |      |       |         |            |             |
| +0 mins.                            | 0   | 8      | 0      | 0        | 8          | 0                 | 9      | 0       | 0        | 9          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +15 mins.                           | 0   | 5      | 0      | 0        | 5          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +30 mins.                           | 0   | 2      | 0      | 0        | 2          | 0                 | 5      | 0       | 0        | 5          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| +45 mins.                           | 0   | 5      | 0      | 0        | 5          | 0                 | 3      | 0       | 0        | 3          | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| Total Volume                        | 0   | 20     | 0      | 0        | 20         | 0                 | 20     | 0       | 0        | 20         | 0        | 0      | 0       | 0       | 0          | 0        | 0    | 0     | 0       | 0          |             |
| % App. Total                        |   | 100    | 0      | 0        |            |                   | 100    | 0       | 0        |            |          | 0      | 0       | 0       |            |          | 0    | 0     | 0       |            |             |

% App. Total

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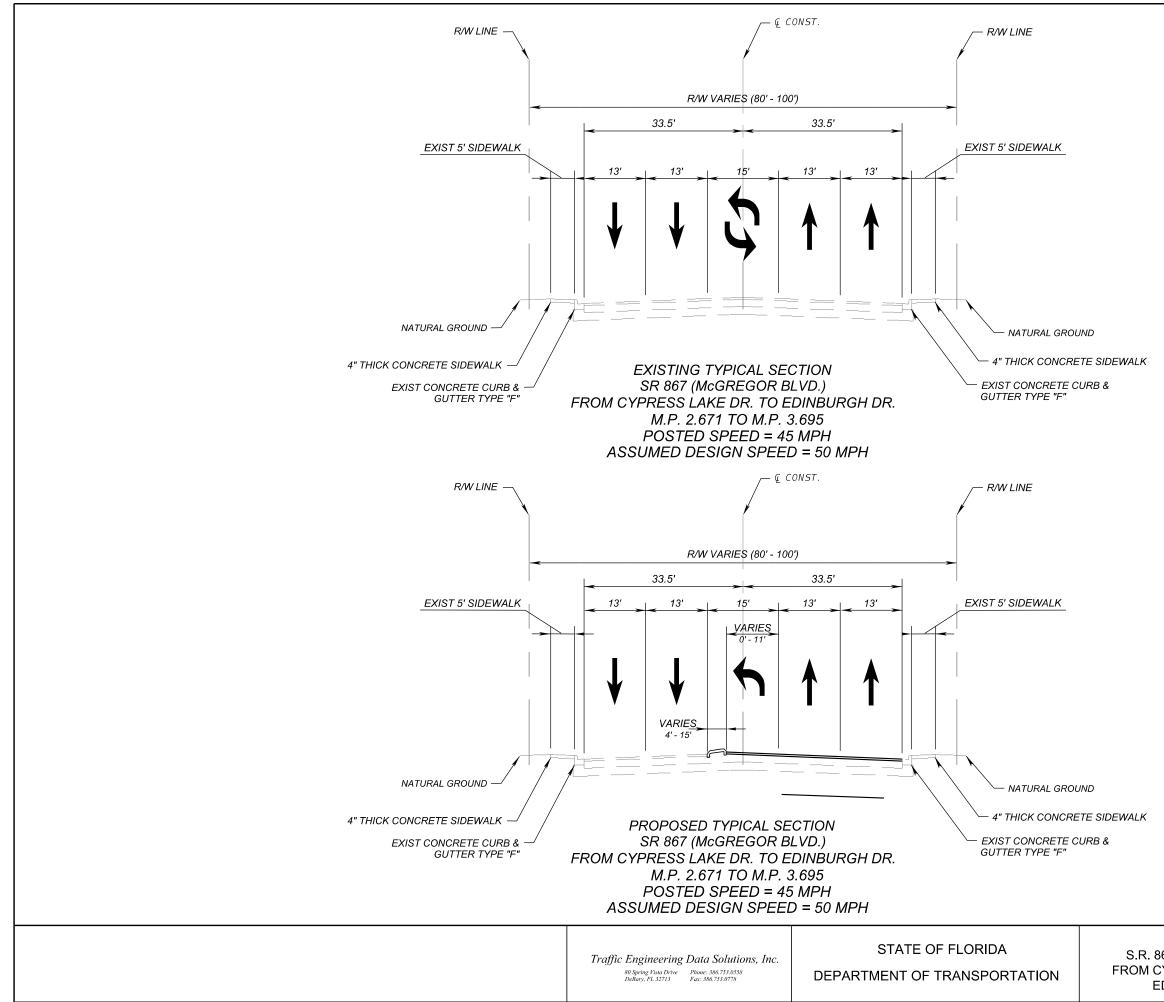
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# **APPENDIX D** Proposed Typical Section



ACCESS CLASS: 6 CONTEXT CLASS: C3C M.P. 2.671 - 3.462 C3R M.P. 3.462 - 3.695

ACCESS CLASS: 6 CONTEXT CLASS: C3C M.P. 2.671 - 3.462 C3R M.P. 3.462 - 3.695

| TYPICAL SECTION                    |  |
|------------------------------------|--|
| 367 ACCESS MANAGEMENT STUDY        |  |
| CYPRESS LAKE DRIVE (M.P. 2.671) TO |  |
| DINBURGH DRIVE (M.P. 3.695)        |  |
|                                    |  |

PAGE NO.

# **APPENDIX E** Synchro Results

## Lanes, Volumes, Timings 1: S.R. 867 & Cypress Lake Drive

|                            | ٨     |          | $\mathbf{r}$ | F     | •     | •     | ٩          | <b>₹</b> 1 | 1     | Ť     | r          | L     |
|----------------------------|-------|----------|--------------|-------|-------|-------|------------|------------|-------|-------|------------|-------|
| Lane Group                 | EBL   | EBT      | EBR          | WBU   | WBL   | WBT   | WBR        | NBU        | NBL   | NBT   | NBR        | SBU   |
| Lane Configurations        | 2     | <b>*</b> |              |       | ልካ    | 1     | 1          |            | 24    | **    | ~          |       |
| Traffic Volume (vph)       | 22    | 49       | 17           | 2     | 347   | 21    | 71         | 10         | 11    | 767   | 429        | 33    |
| Future Volume (vph)        | 22    | 49       | 17           | 2     | 347   | 21    | 71         | 10         | 11    | 767   | 429        | 33    |
| Ideal Flow (vphpl)         | 1900  | 1900     | 1900         | 1900  | 1900  | 1900  | 1900       | 1900       | 1900  | 1900  | 1900       | 1900  |
| Lane Util. Factor          | 1.00  | 0.95     | 0.95         | 1.00  | 0.97  | 1.00  | 1.00       | 0.95       | 1.00  | 0.95  | 1.00       | 0.95  |
| Frt                        |       | 0.962    |              |       |       |       | 0.850      |            |       |       | 0.850      |       |
| Flt Protected              | 0.950 |          |              |       | 0.950 |       |            |            | 0.950 |       |            |       |
| Satd. Flow (prot)          | 1770  | 3405     | 0            | 0     | 3433  | 1863  | 1583       | 0          | 1770  | 3539  | 1583       | 0     |
| Flt Permitted              | 0.950 |          |              |       | 0.950 |       |            |            | 0.092 |       |            |       |
| Satd. Flow (perm)          | 1770  | 3405     | 0            | 0     | 3433  | 1863  | 1583       | 0          | 171   | 3539  | 1583       | 0     |
| Right Turn on Red          |       |          | Yes          |       |       |       | Yes        |            |       |       | Yes        |       |
| Satd. Flow (RTOR)          |       | 18       |              |       |       |       | 154        |            |       |       | 413        |       |
| Link Speed (mph)           |       | 25       |              |       |       | 40    |            |            |       | 45    |            |       |
| Link Distance (ft)         |       | 283      |              |       |       | 457   |            |            |       | 237   |            |       |
| Travel Time (s)            |       | 7.7      |              |       |       | 7.8   |            |            |       | 3.6   |            |       |
| Peak Hour Factor           | 0.92  | 0.92     | 0.92         | 0.92  | 0.92  | 0.92  | 0.92       | 0.92       | 0.92  | 0.92  | 0.92       | 0.92  |
| Adj. Flow (vph)            | 24    | 53       | 18           | 2     | 377   | 23    | 77         | 11         | 12    | 834   | 466        | 36    |
| Shared Lane Traffic (%)    |       |          |              |       |       |       |            |            |       |       |            |       |
| Lane Group Flow (vph)      | 24    | 71       | 0            | 0     | 379   | 23    | 77         | 0          | 23    | 834   | 466        | 0     |
| Enter Blocked Intersection | No    | No       | No           | No    | No    | No    | No         | No         | No    | No    | No         | No    |
| Lane Alignment             | Left  | Left     | Right        | R NA  | Left  | Left  | Right      | R NA       | Left  | Left  | Right      | R NA  |
| Median Width(ft)           |       | 24       | 0 -          |       |       | 24    | <b>J</b> - |            |       | 12    | <b>J</b> - |       |
| 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  | 1.00       | 1.00       | 1.00  | 1.00  | 1.00       | 1.00  |
| Turning Speed (mph)        | 15    |          | 9            | 9     | 15    |       | 9          | 9          | 15    |       | 9          | 9     |
| Number of Detectors        | 1     | 2        |              | 1     | 1     | 2     | 1          | 1          | 1     | 2     | 1          | 1     |
| Detector Template          | Left  | Thru     |              | Left  | Left  | Thru  | Right      | Left       | Left  | Thru  | Right      | Left  |
| Leading Detector (ft)      | 20    | 100      |              | 20    | 20    | 100   | 20         | 20         | 20    | 100   | 20         | 20    |
| Trailing Detector (ft)     | 0     | 0        |              | 0     | 0     | 0     | 0          | 0          | 0     | 0     | 0          | 0     |
| Detector 1 Position(ft)    | 0     | 0        |              | 0     | 0     | 0     | 0          | 0          | 0     | 0     | 0          | 0     |
| Detector 1 Size(ft)        | 20    | 6        |              | 20    | 20    | 6     | 20         | 20         | 20    | 6     | 20         | 20    |
| Detector 1 Type            | Cl+Ex | Cl+Ex    |              | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex      | Cl+Ex      | Cl+Ex | CI+Ex | Cl+Ex      | CI+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        | 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        | 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        | 0.0   |
| Detector 2 Position(ft)    |       | 94       |              |       |       | 94    |            |            |       | 94    |            |       |
| Detector 2 Size(ft)        |       | 6        |              |       |       | 6     |            |            |       | 6     |            |       |
| Detector 2 Type            |       | Cl+Ex    |              |       |       | Cl+Ex |            |            |       | CI+Ex |            |       |
| Detector 2 Channel         |       |          |              |       |       |       |            |            |       |       |            |       |
| Detector 2 Extend (s)      |       | 0.0      |              |       |       | 0.0   |            |            |       | 0.0   |            |       |
| Turn Type                  | Prot  | NA       |              | Prot  | Prot  | NA    | Perm       | pm+pt      | pm+pt | NA    | Perm       | Perm  |
| Protected Phases           | 7     | 4        |              | 3     | 3     | 8     |            | 5          | 5     | 2     |            |       |
| Permitted Phases           |       |          |              |       |       |       | 8          | 2          | 2     | _     | 2          | 6     |
| Detector Phase             | 7     | 4        |              | 3     | 3     | 8     | 8          | 5          | 5     | 2     | 2          | 6     |
| Switch Phase               |       |          |              | -     | -     |       |            |            |       | _     | _          |       |
| Minimum Initial (s)        | 5.0   | 5.0      |              | 5.0   | 5.0   | 5.0   | 5.0        | 5.0        | 5.0   | 5.0   | 5.0        | 5.0   |

2021 Existing AM Peak Hour

|                            | ~             | Ļ                 | ~     |
|----------------------------|---------------|-------------------|-------|
| Lane Group                 | SBL           | SBT               | SBR   |
| Lane Configurations        |               | 100 T             |       |
| Traffic Volume (vph)       | 146           | <b>TÞ</b><br>1415 | 6     |
| Future Volume (vph)        | 146           | 1415              | 6     |
| Ideal Flow (vphpl)         | 140           | 1415              | 1900  |
| Lane Util. Factor          | 1.00          | 0.95              | 0.95  |
| Frt                        | 1.00          | 0.95              | 0.90  |
| Fit Protected              | 0.950         | 0.999             |       |
| Satd. Flow (prot)          | 0.950<br>1770 | 3536              | 0     |
| Fit Permitted              | 0.248         | 3536              | U     |
|                            | 0.248<br>462  | 3536              | 0     |
| Satd. Flow (perm)          | 402           | 3030              | 0     |
| Right Turn on Red          |               |                   | Yes   |
| Satd. Flow (RTOR)          |               | AE                |       |
| Link Speed (mph)           |               | 45                |       |
| Link Distance (ft)         |               | 399               |       |
| Travel Time (s)            | 0.00          | 6.0               | 0.00  |
| Peak Hour Factor           | 0.92          | 0.92              | 0.92  |
| Adj. Flow (vph)            | 159           | 1538              | 7     |
| Shared Lane Traffic (%)    | 405           | 4545              | 0     |
| Lane Group Flow (vph)      | 195           | 1545              | 0     |
| Enter Blocked Intersection | No            | No                | No    |
| Lane Alignment             | Left          | Left              | Right |
| Median Width(ft)           |               | 12                |       |
| Link Offset(ft)            |               | 0                 |       |
| Crosswalk Width(ft)        |               | 16                |       |
| Two way Left Turn Lane     |               |                   |       |
| Headway Factor             | 1.00          | 1.00              | 1.00  |
| Turning Speed (mph)        | 15            | -                 | 9     |
| Number of Detectors        | 1             | 2                 |       |
| Detector Template          | Left          | Thru              |       |
| Leading Detector (ft)      | 20            | 100               |       |
| Trailing Detector (ft)     | 0             | 0                 |       |
| Detector 1 Position(ft)    | 0             | 0                 |       |
| Detector 1 Size(ft)        | 20            | 6                 |       |
| Detector 1 Type            | CI+Ex         | Cl+Ex             |       |
| Detector 1 Channel         |               |                   |       |
| Detector 1 Extend (s)      | 0.0           | 0.0               |       |
| Detector 1 Queue (s)       | 0.0           | 0.0               |       |
| Detector 1 Delay (s)       | 0.0           | 0.0               |       |
| Detector 2 Position(ft)    |               | 94                |       |
| Detector 2 Size(ft)        |               | 6                 |       |
| Detector 2 Type            |               | Cl+Ex             |       |
| Detector 2 Channel         |               |                   |       |
| Detector 2 Extend (s)      |               | 0.0               |       |
| Turn Type                  | pm+pt         | NA                |       |
| Protected Phases           | 1             | 6                 |       |
| Permitted Phases           | 6             |                   |       |
| Detector Phase             | 1             | 6                 |       |
| Switch Phase               |               |                   |       |
| Minimum Initial (s)        | 5.0           | 5.0               |       |
|                            | 0.0           | 0.0               |       |

2021 Existing AM Peak Hour

#### Lanes, Volumes, Timings 1: S.R. 867 & Cypress Lake Drive

|                              | ٨            | -        | $\mathbf{r}$ | ł         | 1          | -          | A.    | <b>₽</b> | 1     | Ť     | r     | L     |
|------------------------------|--------------|----------|--------------|-----------|------------|------------|-------|----------|-------|-------|-------|-------|
| Lane Group                   | EBL          | EBT      | EBR          | WBU       | WBL        | WBT        | WBR   | NBU      | NBL   | NBT   | NBR   | SBU   |
| Minimum Split (s)            | 11.5         | 24.5     |              | 11.5      | 11.5       | 24.5       | 24.5  | 11.0     | 11.0  | 23.7  | 23.7  | 24.0  |
| Total Split (s)              | 21.0         | 21.0     |              | 37.5      | 37.5       | 37.5       | 37.5  | 15.0     | 15.0  | 54.0  | 54.0  | 76.5  |
| Total Split (%)              | 14.0%        | 14.0%    |              | 25.0%     | 25.0%      | 25.0%      | 25.0% | 10.0%    | 10.0% | 36.0% | 36.0% | 51.0% |
| Maximum Green (s)            | 14.5         | 14.5     |              | 31.0      | 31.0       | 31.0       | 31.0  | 9.0      | 9.0   | 48.3  | 48.3  | 70.8  |
| Yellow Time (s)              | 3.5          | 3.5      |              | 3.5       | 3.5        | 3.5        | 3.5   | 3.5      | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)             | 3.0          | 3.0      |              | 3.0       | 3.0        | 3.0        | 3.0   | 2.5      | 2.5   | 2.2   | 2.2   | 2.2   |
| 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   |          | 6.0   | 5.7   | 5.7   |       |
| Lead/Lag                     | Lead         | Lag      |              | Lead      | Lead       | Lag        | Lag   | Lead     | Lead  | Lag   | Lag   | Lag   |
| Lead-Lag Optimize?           | Yes          | Yes      |              | Yes       | Yes        | Yes        | Yes   | Yes      | Yes   | Yes   | Yes   | Yes   |
| Vehicle Extension (s)        | 3.0          | 3.0      |              | 3.0       | 3.0        | 3.0        | 3.0   | 3.0      | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode                  | None         | None     |              | None      | None       | None       | None  | None     | None  | C-Max | C-Max | C-Max |
| Walk Time (s)                |              | 7.0      |              |           |            | 7.0        | 7.0   |          |       | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)          |              | 11.0     |              |           |            | 11.0       | 11.0  |          |       | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr)      |              | 0        |              |           |            | 0          | 0     |          |       | 0     | 0     | 0     |
| Act Effct Green (s)          | 7.6          | 7.8      |              |           | 21.8       | 27.0       | 27.0  |          | 88.7  | 82.8  | 82.8  |       |
| Actuated g/C Ratio           | 0.05         | 0.05     |              |           | 0.15       | 0.18       | 0.18  |          | 0.59  | 0.55  | 0.55  |       |
| v/c Ratio                    | 0.27         | 0.37     |              |           | 0.76       | 0.07       | 0.19  |          | 0.14  | 0.43  | 0.44  |       |
| Control Delay                | 75.4         | 56.0     |              |           | 71.6       | 52.9       | 1.0   |          | 12.2  | 22.0  | 4.7   |       |
| Queue Delay                  | 0.0          | 0.0      |              |           | 0.0        | 0.0        | 0.0   |          | 0.0   | 0.0   | 0.0   |       |
| Total Delay                  | 75.4         | 56.0     |              |           | 71.6       | 52.9       | 1.0   |          | 12.2  | 22.0  | 4.7   |       |
| LOS                          | E            | E        |              |           | E          | D          | А     |          | В     | С     | А     |       |
| Approach Delay               |              | 60.9     |              |           |            | 59.3       |       |          |       | 15.7  |       |       |
| Approach LOS                 |              | Е        |              |           |            | E          |       |          |       | В     |       |       |
| Intersection Summary         |              |          |              |           |            |            |       |          |       |       |       |       |
| Area Type:                   | Other        |          |              |           |            |            |       |          |       |       |       |       |
| Cycle Length: 150            |              |          |              |           |            |            |       |          |       |       |       |       |
| Actuated Cycle Length: 15    |              |          |              |           |            |            |       |          |       |       |       |       |
| Offset: 16 (11%), Reference  | ced to phase | 2:NBTL a | and 6:SB     | TL, Start | of Green   |            |       |          |       |       |       |       |
| Natural Cycle: 100           |              |          |              |           |            |            |       |          |       |       |       |       |
| Control Type: Actuated-Co    | ordinated    |          |              |           |            |            |       |          |       |       |       |       |
| Maximum v/c Ratio: 0.76      |              |          |              |           |            |            |       |          |       |       |       |       |
| Intersection Signal Delay:   |              |          |              |           | ntersectio |            |       |          |       |       |       |       |
| Intersection Capacity Utiliz | ation 75.3%  |          |              | 10        | CU Level   | of Service | e D   |          |       |       |       |       |
| Analysis Period (min) 15     |              |          |              |           |            |            |       |          |       |       |       |       |

Splits and Phases: 1: S.R. 867 & Cypress Lake Drive

| V <sub>Ø1</sub> | Ø2 (R)   | ₩03    |                             |
|-----------------|----------|--------|-----------------------------|
| 37.5 s          | 54s      | 37.5 s | 21s                         |
| <b>h</b> øs     | 26 (R) 💗 |        | <b>4</b> <sup>±</sup><br>Ø8 |
| 15 s 76.5 s     |          | 21.5   | 37.5 s                      |

|                         | 1     | ŧ     | 4   |
|-------------------------|-------|-------|-----|
| Lane Group              | SBL   | SBT   | SBR |
| Minimum Split (s)       | 11.0  | 24.0  |     |
| Total Split (s)         | 37.5  | 76.5  |     |
| Total Split (%)         | 25.0% | 51.0% |     |
| Maximum Green (s)       | 31.5  | 70.8  |     |
| Yellow Time (s)         | 3.5   | 3.5   |     |
| All-Red Time (s)        | 2.5   | 2.2   |     |
| Lost Time Adjust (s)    | 0.0   | 0.0   |     |
| Total Lost Time (s)     | 6.0   | 5.7   |     |
| Lead/Lag                | Lead  | Lag   |     |
| Lead-Lag Optimize?      | Yes   | Yes   |     |
| Vehicle Extension (s)   | 3.0   | 3.0   |     |
| Recall Mode             | None  | C-Max |     |
| Walk Time (s)           |       | 7.0   |     |
| Flash Dont Walk (s)     |       | 11.0  |     |
| Pedestrian Calls (#/hr) |       | 0     |     |
| Act Effct Green (s)     | 101.4 | 94.1  |     |
| Actuated g/C Ratio      | 0.68  | 0.63  |     |
| v/c Ratio               | 0.46  | 0.70  |     |
| Control Delay           | 13.3  | 22.7  |     |
| Queue Delay             | 0.0   | 0.0   |     |
| Total Delay             | 13.3  | 22.7  |     |
| LOS                     | В     | С     |     |
| Approach Delay          |       | 21.6  |     |
| Approach LOS            |       | С     |     |
| Intersection Summary    |       |       |     |

### Queues 1: S.R. 867 & Cypress Lake Drive

|                         | ٨    |      | •    | -    | ×.   | 1    | Ť    | 1    | \$   | ţ    |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  |
| Lane Group Flow (vph)   | 24   | 71   | 379  | 23   | 77   | 23   | 834  | 466  | 195  | 1545 |
| v/c Ratio               | 0.27 | 0.37 | 0.76 | 0.07 | 0.19 | 0.14 | 0.43 | 0.44 | 0.46 | 0.70 |
| Control Delay           | 75.4 | 56.0 | 71.6 | 52.9 | 1.0  | 12.2 | 22.0 | 4.7  | 13.3 | 22.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 75.4 | 56.0 | 71.6 | 52.9 | 1.0  | 12.2 | 22.0 | 4.7  | 13.3 | 22.7 |
| Queue Length 50th (ft)  | 23   | 26   | 186  | 20   | 0    | 7    | 240  | 23   | 65   | 545  |
| Queue Length 95th (ft)  | 55   | 54   | 234  | 47   | 0    | 20   | 362  | 107  | 114  | 733  |
| Internal Link Dist (ft) |      | 203  |      | 377  |      |      | 157  |      |      | 319  |
| Turn Bay Length (ft)    |      |      |      |      |      |      |      |      |      |      |
| Base Capacity (vph)     | 171  | 345  | 709  | 390  | 453  | 200  | 1953 | 1058 | 586  | 2219 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.14 | 0.21 | 0.53 | 0.06 | 0.17 | 0.12 | 0.43 | 0.44 | 0.33 | 0.70 |
| Intersection Summary    |      |      |      |      |      |      |      |      |      |      |

## Lanes, Volumes, Timings 1: S.R. 867 & Cypress Lake Drive

|                                | ٨     |             | 7     | F      | 1     | -       | •       | Ł          | 1          | t       | 1       | L       |
|--------------------------------|-------|-------------|-------|--------|-------|---------|---------|------------|------------|---------|---------|---------|
| Lane Group                     | EBL   | EBT         | EBR   | WBU    | WBL   | WBT     | WBR     | NBU        | NBL        | NBT     | NBR     | SBU     |
| Lane Configurations            | 5     | <b>*</b> 1+ |       |        | ልካ    | 1       | 1       |            | 24         | **      | 1       |         |
| Traffic Volume (vph)           | 20    | 30          | 15    | 13     | 479   | 55      | 180     | 4          | 21         | 1470    | 436     | 23      |
| Future Volume (vph)            | 20    | 30          | 15    | 13     | 479   | 55      | 180     | 4          | 21         | 1470    | 436     | 23      |
| Ideal Flow (vphpl)             | 1900  | 1900        | 1900  | 1900   | 1900  | 1900    | 1900    | 1900       | 1900       | 1900    | 1900    | 1900    |
| Lane Util. Factor              | 1.00  | 0.95        | 0.95  | 1.00   | 0.97  | 1.00    | 1.00    | 0.95       | 1.00       | 0.95    | 1.00    | 0.95    |
| Frt                            |       | 0.951       |       |        |       |         | 0.850   |            |            |         | 0.850   |         |
| Flt Protected                  | 0.950 |             |       |        | 0.950 |         |         |            | 0.950      |         |         |         |
| Satd. Flow (prot)              | 1787  | 3399        | 0     | 0      | 3467  | 1881    | 1599    | 0          | 1787       | 3574    | 1599    | 0       |
| Flt Permitted                  | 0.950 |             |       |        | 0.950 |         |         |            | 0.294      |         |         |         |
| Satd. Flow (perm)              | 1787  | 3399        | 0     | 0      | 3467  | 1881    | 1599    | 0          | 553        | 3574    | 1599    | 0       |
| Right Turn on Red              | -     |             | Yes   | -      |       |         | Yes     |            |            |         | Yes     |         |
| Satd. Flow (RTOR)              |       | 15          |       |        |       |         | 186     |            |            |         | 249     |         |
| Link Speed (mph)               |       | 25          |       |        |       | 40      |         |            |            | 45      |         |         |
| Link Distance (ft)             |       | 283         |       |        |       | 457     |         |            |            | 237     |         |         |
| Travel Time (s)                |       | 7.7         |       |        |       | 7.8     |         |            |            | 3.6     |         |         |
| Peak Hour Factor               | 0.97  | 0.97        | 0.97  | 0.97   | 0.97  | 0.97    | 0.97    | 0.97       | 0.97       | 0.97    | 0.97    | 0.97    |
| Heavy Vehicles (%)             | 1%    | 1%          | 1%    | 1%     | 1%    | 1%      | 1%      | 1%         | 1%         | 1%      | 1%      | 1%      |
| Adj. Flow (vph)                | 21    | 31          | 15    | 13     | 494   | 57      | 186     | 4          | 22         | 1515    | 449     | 24      |
| Shared Lane Traffic (%)        |       | •           |       | 10     |       | 0.      | 100     | •          |            | 1010    |         |         |
| Lane Group Flow (vph)          | 21    | 46          | 0     | 0      | 507   | 57      | 186     | 0          | 26         | 1515    | 449     | 0       |
| Enter Blocked Intersection     | No    | No          | No    | No     | No    | No      | No      | No         | No         | No      | No      | No      |
| Lane Alignment                 | Left  | Left        | Right | R NA   | Left  | Left    | Right   | R NA       | Left       | Left    | Right   | RNA     |
| Median Width(ft)               | Lon   | 24          | rught |        | Lon   | 24      | rugin   |            | 2011       | 12      | . agint |         |
| Link Offset(ft)                |       | 0           |       |        |       | 0       |         |            |            | 0       |         |         |
| Crosswalk Width(ft)            |       | 16          |       |        |       | 16      |         |            |            | 16      |         |         |
| Two way Left Turn Lane         |       | 10          |       |        |       | 10      |         |            |            | 10      |         |         |
| 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    | 1.00        | 9     | 9      | 15    | 1.00    | 9       | 9          | 15         | 1.00    | 9       | 9       |
| Number of Detectors            | 1     | 2           | Ū     | 1      | 1     | 2       | 1       | 1          | 1          | 2       | 1       | 1       |
| Detector Template              | Left  | Thru        |       | Left   | Left  | Thru    | Right   | Left       | Left       | Thru    | Right   | Left    |
| Leading Detector (ft)          | 20    | 100         |       | 20     | 20    | 100     | 20      | 20         | 20         | 100     | 20      | 20      |
| Trailing Detector (ft)         | 0     | 0           |       | 0      | 0     | 0       | 0       | 0          | 0          | 0       | 0       | 0       |
| Detector 1 Position(ft)        | 0     | 0           |       | 0      | 0     | 0       | 0       | 0          | 0          | 0       | 0       | 0       |
| Detector 1 Size(ft)            | 20    | 6           |       | 20     | 20    | 6       | 20      | 20         | 20         | 6       | 20      | 20      |
| Detector 1 Type                | CI+Ex | Cl+Ex       |       | CI+Ex  | Cl+Ex | Cl+Ex   | CI+Ex   | CI+Ex      | CI+Ex      | Cl+Ex   | CI+Ex   | CI+Ex   |
| Detector 1 Channel             | OFLX  |             |       |        |       |         |         |            |            |         |         |         |
| Detector 1 Extend (s)          | 0.0   | 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     | 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     | 0.0     |
| Detector 2 Position(ft)        | 0.0   | 94          |       | 0.0    | 0.0   | 94      | 0.0     | 0.0        | 0.0        | 94      | 0.0     | 0.0     |
| Detector 2 Size(ft)            |       | 94<br>6     |       |        |       | 94<br>6 |         |            |            | 94<br>6 |         |         |
| Detector 2 Type                |       | Cl+Ex       |       |        |       | CI+Ex   |         |            |            | CI+Ex   |         |         |
| Detector 2 Channel             |       |             |       |        |       |         |         |            |            |         |         |         |
| Detector 2 Extend (s)          |       | 0.0         |       |        |       | 0.0     |         |            |            | 0.0     |         |         |
| Turn Type                      | Prot  | 0.0<br>NA   |       | Prot   | Prot  | NA      | Perm    | nm+nt      | nm+nt      | NA      | Perm    | Perm    |
| Protected Phases               | 7     | NA<br>4     |       | 3      | 3     | NA<br>8 | r eiiii | pm+pt<br>5 | pm+pt<br>5 | NA<br>2 | r eiiii | - CIIII |
|                                | 1     | 4           |       | ა<br>ა | 3     | 0       | 8       | 5<br>2     |            | 2       | 2       | E       |
| Permitted Phases               | 7     | 1           |       | 2      | 2     | 0       | o<br>8  | 2          | 2<br>5     | 2       | 2       | 6<br>6  |
| Detector Phase<br>Switch Phase | 7     | 4           |       | 3      | 3     | 8       | Ŏ       | 5          | 5          | 2       | 2       | 0       |

2021 Existing PM Peak Hour

|                                       | 1           | ł          | ~     |
|---------------------------------------|-------------|------------|-------|
| Lane Group                            | SBL         | SBT        | SBR   |
| Lane Configurations                   | 1           | <b>†</b> 1 | 0011  |
| Traffic Volume (vph)                  | 166         | 868        | 18    |
| Future Volume (vph)                   | 166         | 868        | 18    |
| Ideal Flow (vphpl)                    | 1900        | 1900       | 1900  |
| Lane Util. Factor                     | 1.00        | 0.95       | 0.95  |
| Frt                                   | 1.00        | 0.997      | 0.00  |
| Fit Protected                         | 0.950       | 0.331      |       |
| Satd. Flow (prot)                     | 1787        | 3564       | 0     |
| Flt Permitted                         | 0.050       | 0004       | U     |
| Satd. Flow (perm)                     | 0.050<br>94 | 3564       | 0     |
| Right Turn on Red                     | 34          | 5504       | Yes   |
| Satd. Flow (RTOR)                     |             | 2          | 162   |
| Link Speed (mph)                      |             | 45         |       |
| Link Distance (ft)                    |             | 45<br>399  |       |
| · · · · · · · · · · · · · · · · · · · |             |            |       |
| Travel Time (s)                       | 0.07        | 6.0        | 0.07  |
| Peak Hour Factor                      | 0.97        | 0.97       | 0.97  |
| Heavy Vehicles (%)                    | 1%          | 1%         | 1%    |
| Adj. Flow (vph)                       | 171         | 895        | 19    |
| Shared Lane Traffic (%)               | 405         | 044        | 0     |
| Lane Group Flow (vph)                 | 195<br>No   | 914        | 0     |
| Enter Blocked Intersection            | No          | No         | No    |
| Lane Alignment                        | Left        | Left       | Right |
| Median Width(ft)                      |             | 12         |       |
| Link Offset(ft)                       |             | 0          |       |
| Crosswalk Width(ft)                   |             | 16         |       |
| Two way Left Turn Lane                | 4.00        | 4.00       | 4.00  |
| Headway Factor                        | 1.00        | 1.00       | 1.00  |
| Turning Speed (mph)                   | 15          | <u>^</u>   | 9     |
| Number of Detectors                   | 1           | 2          |       |
| Detector Template                     | Left        | Thru       |       |
| Leading Detector (ft)                 | 20          | 100        |       |
| Trailing Detector (ft)                | 0           | 0          |       |
| Detector 1 Position(ft)               | 0           | 0          |       |
| Detector 1 Size(ft)                   | 20          | 6          |       |
| Detector 1 Type                       | CI+Ex       | Cl+Ex      |       |
| Detector 1 Channel                    |             |            |       |
| Detector 1 Extend (s)                 | 0.0         | 0.0        |       |
| Detector 1 Queue (s)                  | 0.0         | 0.0        |       |
| Detector 1 Delay (s)                  | 0.0         | 0.0        |       |
| Detector 2 Position(ft)               |             | 94         |       |
| Detector 2 Size(ft)                   |             | 6          |       |
| Detector 2 Type                       |             | Cl+Ex      |       |
| Detector 2 Channel                    |             |            |       |
| Detector 2 Extend (s)                 |             | 0.0        |       |
| Turn Type                             | pm+pt       | NA         |       |
| Protected Phases                      | 1           | 6          |       |
| Permitted Phases                      | 6           |            |       |
| Detector Phase                        | 1           | 6          |       |
| Switch Phase                          |             |            |       |
| Switch Flidse                         |             |            |       |

2021 Existing PM Peak Hour

### Lanes, Volumes, Timings 1: S.R. 867 & Cypress Lake Drive

|                                    | ٨  |          | $\mathbf{r}$ | F         | 1          | -     | •     | <b>₹</b> 1 | 1     | Ť     | 1     | L     |
|------------------------------------|--|----------|--------------|-----------|------------|-------|-------|------------|-------|-------|-------|-------|
| Lane Group                         | EBL  | EBT      | EBR          | WBU       | WBL        | WBT   | WBR   | NBU        | NBL   | NBT   | NBR   | SBU   |
| Minimum Initial (s)                | 5.0  | 5.0      |              | 5.0       | 5.0        | 5.0   | 5.0   | 5.0        | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)                  | 11.5   | 24.5     |              | 11.5      | 11.5       | 24.5  | 24.5  | 11.0       | 11.0  | 23.7  | 23.7  | 24.0  |
| Total Split (s)                    | 18.0   | 19.5     |              | 39.0      | 39.0       | 40.5  | 40.5  | 15.0       | 15.0  | 66.0  | 66.0  | 76.5  |
| Total Split (%)                    | 12.0%  | 13.0%    |              | 26.0%     | 26.0%      | 27.0% | 27.0% | 10.0%      | 10.0% | 44.0% | 44.0% | 51.0% |
| Maximum Green (s)                  | 11.5   | 13.0     |              | 32.5      | 32.5       | 34.0  | 34.0  | 9.0        | 9.0   | 60.3  | 60.3  | 70.8  |
| Yellow Time (s)                    | 3.5  | 3.5      |              | 3.5       | 3.5        | 3.5   | 3.5   | 3.5        | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)                   | 3.0  | 3.0      |              | 3.0       | 3.0        | 3.0   | 3.0   | 2.5        | 2.5   | 2.2   | 2.2   | 2.2   |
| 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   |            | 6.0   | 5.7   | 5.7   |       |
| Lead/Lag                           | Lead   | Lag      |              | Lead      | Lead       | Lag   | Lag   | Lead       | Lead  | Lag   | Lag   | Lag   |
| Lead-Lag Optimize?                 | Yes  | Yes      |              | Yes       | Yes        | Yes   | Yes   | Yes        | Yes   | Yes   | Yes   | Yes   |
| Vehicle Extension (s)              | 3.0  | 3.0      |              | 3.0       | 3.0        | 3.0   | 3.0   | 3.0        | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode                        | None   | None     |              | None      | None       | None  | None  | None       | None  | C-Max | C-Max | C-Max |
| Walk Time (s)                      |  | 7.0      |              |           |            | 7.0   | 7.0   |            |       | 7.0   | 7.0   | 7.0   |
| Flash Dont Walk (s)                |  | 11.0     |              |           |            | 11.0  | 11.0  |            |       | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr)            |  | 0        |              |           |            | 0     | 0     |            |       | 0     | 0     | 0     |
| Act Effct Green (s)                | 7.3  | 6.9      |              |           | 27.0       | 29.1  | 29.1  |            | 82.9  | 76.8  | 76.8  |       |
| Actuated g/C Ratio                 | 0.05   | 0.05     |              |           | 0.18       | 0.19  | 0.19  |            | 0.55  | 0.51  | 0.51  |       |
| v/c Ratio                          | 0.24   | 0.27     |              |           | 0.81       | 0.16  | 0.40  |            | 0.07  | 0.83  | 0.48  |       |
| Control Delay                      | 74.6   | 53.6     |              |           | 69.9       | 50.7  | 9.1   |            | 12.8  | 37.9  | 13.5  |       |
| Queue Delay                        | 0.0  | 0.0      |              |           | 0.0        | 0.0   | 0.0   |            | 0.0   | 0.0   | 0.0   |       |
| Total Delay                        | 74.6   | 53.6     |              |           | 69.9       | 50.7  | 9.1   |            | 12.8  | 37.9  | 13.5  |       |
| LOS                                | E  | D        |              |           | E          | D     | А     |            | В     | D     | В     |       |
| Approach Delay                     |  | 60.2     |              |           |            | 53.3  |       |            |       | 32.1  |       |       |
| Approach LOS                       |  | Е        |              |           |            | D     |       |            |       | С     |       |       |
| Intersection Summary               |  |          |              |           |            |       |       |            |       |       |       |       |
| Area Type:                         | Other  |          |              |           |            |       |       |            |       |       |       |       |
| Cycle Length: 150                  |  |          |              |           |            |       |       |            |       |       |       |       |
| Actuated Cycle Length: 15          |  |          |              |           |            |       |       |            |       |       |       |       |
| Offset: 16 (11%), Reference        | ed to phase  | 2:NBTL a | and 6:SB     | TL, Start | of Green   |       |       |            |       |       |       |       |
| Natural Cycle: 120                 |  |          |              |           |            |       |       |            |       |       |       |       |
| Control Type: Actuated-Coordinated |  |          |              |           |            |       |       |            |       |       |       |       |
| Maximum v/c Ratio: 0.83            |  |          |              |           |            |       |       |            |       |       |       |       |
| Intersection Signal Delay:         |  |          |              |           | ntersectio |       |       |            |       |       |       |       |
|                                    | Intersection Capacity Utilization 87.0% ICU Level of Service E |          |              |           |            |       |       |            |       |       |       |       |
| Analysis Period (min) 15           |  |          |              |           |            |       |       |            |       |       |       |       |

Splits and Phases: 1: S.R. 867 & Cypress Lake Drive

| V <sub>Ø1</sub> | 🙀 🕇 Ø2 (R) | Føs                             | -•04   |
|-----------------|------------|---------------------------------|--------|
| 25.5 s          | 66 s       | 39.s                            | 19.5 s |
| <b>N</b> Ø5     | Ø6 (R)     | ▶ <sub>Ø7</sub> ← <sub>Ø8</sub> |        |
| 15 s 76.        | 5s         | 18 s 40.5 s                     |        |

|                         | 1     | Ļ     | ~   |
|-------------------------|-------|-------|-----|
| Lane Group              | SBL   | SBT   | SBR |
| Minimum Initial (s)     | 5.0   | 5.0   |     |
| Minimum Split (s)       | 11.0  | 24.0  |     |
| Total Split (s)         | 25.5  | 76.5  |     |
| Total Split (%)         | 17.0% | 51.0% |     |
| Maximum Green (s)       | 19.5  | 70.8  |     |
| Yellow Time (s)         | 3.5   | 3.5   |     |
| All-Red Time (s)        | 2.5   | 2.2   |     |
| Lost Time Adjust (s)    | 0.0   | 0.0   |     |
| Total Lost Time (s)     | 6.0   | 5.7   |     |
| Lead/Lag                | Lead  | Lag   |     |
| Lead-Lag Optimize?      | Yes   | Yes   |     |
| Vehicle Extension (s)   | 3.0   | 3.0   |     |
| Recall Mode             | None  | C-Max |     |
| Walk Time (s)           |       | 7.0   |     |
| Flash Dont Walk (s)     |       | 11.0  |     |
| Pedestrian Calls (#/hr) |       | 0     |     |
| Act Effct Green (s)     | 99.5  | 92.1  |     |
| Actuated g/C Ratio      | 0.66  | 0.61  |     |
| v/c Ratio               | 0.77  | 0.42  |     |
| Control Delay           | 57.8  | 18.0  |     |
| Queue Delay             | 0.0   | 0.0   |     |
| Total Delay             | 57.8  | 18.0  |     |
| LOS                     | E     | В     |     |
| Approach Delay          |       | 25.0  |     |
| Approach LOS            |       | С     |     |
| Intersection Summary    |       |       |     |

#### Queues 1: S.R. 867 & Cypress Lake Drive

|                         | ٨    | -+   | 1    | 4    | •    | 1    | t    | 1    | 1    | ŧ    |  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|--|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  |  |
| Lane Group Flow (vph)   | 21   | 46   | 507  | 57   | 186  | 26   | 1515 | 449  | 195  | 914  |  |
| v/c Ratio               | 0.24 | 0.27 | 0.81 | 0.16 | 0.40 | 0.07 | 0.83 | 0.48 | 0.77 | 0.42 |  |
| Control Delay           | 74.6 | 53.6 | 69.9 | 50.7 | 9.1  | 12.8 | 37.9 | 13.5 | 57.8 | 18.0 |  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |  |
| Total Delay             | 74.6 | 53.6 | 69.9 | 50.7 | 9.1  | 12.8 | 37.9 | 13.5 | 57.8 | 18.0 |  |
| Queue Length 50th (ft)  | 20   | 15   | 248  | 48   | 0    | 9    | 669  | 120  | 134  | 264  |  |
| Queue Length 95th (ft)  | 50   | 38   | 301  | 88   | 66   | 23   | #990 | 260  | 223  | 362  |  |
| Internal Link Dist (ft) |      | 203  |      | 377  |      |      | 157  |      |      | 319  |  |
| Turn Bay Length (ft)    |      |      |      |      |      |      |      |      |      |      |  |
| Base Capacity (vph)     | 137  | 308  | 751  | 434  | 512  | 389  | 1830 | 940  | 293  | 2189 |  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |
| Reduced v/c Ratio       | 0.15 | 0.15 | 0.68 | 0.13 | 0.36 | 0.07 | 0.83 | 0.48 | 0.67 | 0.42 |  |
| Intersection Summary    |      |      |      |      |      |      |      |      |      |      |  |

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. #

## Lanes, Volumes, Timings 6: S.R. 867 & S. Landings Drive/Camelot Drive

|   | ٨     | -          | 7     | 4     | 4         | •     | <b>₽</b> | 1     | Ť           | 1      | L      | 1     |
|---|-------|------------|-------|-------|-----------|-------|----------|-------|-------------|--------|--------|-------|
| Lane Group                                  | EBL   | EBT        | EBR   | WBL   | WBT       | WBR   | NBU      | NBL   | NBT         | NBR    | SBU    | SBL   |
| Lane Configurations                         | 5     | 1+         |       | 5     | 1+        |       |          | A     | <b>*</b>    |        |        | 1     |
| Traffic Volume (vph)                        | 16    | 19         | 36    | 26    | 19        | 10    | 6        | 24    | 772         | 27     | 28     | 12    |
| Future Volume (vph)                         | 16    | 19         | 36    | 26    | 19        | 10    | 6        | 24    | 772         | 27     | 28     | 12    |
| Ideal Flow (vphpl)                          | 1900  | 1900       | 1900  | 1900  | 1900      | 1900  | 1900     | 1900  | 1900        | 1900   | 1900   | 1900  |
| Lane Util. Factor                           | 1.00  | 1.00       | 1.00  | 1.00  | 1.00      | 1.00  | 0.95     | 1.00  | 0.95        | 0.95   | 0.95   | 1.00  |
| Frt   |       | 0.902      |       |       | 0.948     |       |          |       | 0.995       |        |        |       |
| Flt Protected                               | 0.950 |            |       | 0.950 |           |       |          | 0.950 |             |        |        | 0.950 |
| Satd. Flow (prot)                           | 1770  | 1680       | 0     | 1770  | 1766      | 0     | 0        | 1770  | 3522        | 0      | 0      | 1770  |
| Flt Permitted                               | 0.736 |            |       | 0.717 |           |       |          | 0.089 |             |        |        | 0.285 |
| Satd. Flow (perm)                           | 1371  | 1680       | 0     | 1336  | 1766      | 0     | 0        | 166   | 3522        | 0      | 0      | 531   |
| Right Turn on Red                           | -     |            | Yes   |       |           | Yes   | -        |       |             | Yes    | -      |       |
| Satd. Flow (RTOR)                           |       | 40         |       |       | 11        |       |          |       | 7           |        |        |       |
| Link Speed (mph)                            |       | 30         |       |       | 30        |       |          |       | 45          |        |        |       |
| Link Distance (ft)                          |       | 392        |       |       | 691       |       |          |       | 328         |        |        |       |
| Travel Time (s)                             |       | 8.9        |       |       | 15.7      |       |          |       | 5.0         |        |        |       |
| Peak Hour Factor                            | 0.90  | 0.90       | 0.90  | 0.90  | 0.90      | 0.90  | 0.92     | 0.90  | 0.90        | 0.90   | 0.92   | 0.90  |
| Adj. Flow (vph)                             | 18    | 21         | 40    | 29    | 21        | 11    | 7        | 27    | 858         | 30     | 30     | 13    |
| Shared Lane Traffic (%)                     | 10    |            | 10    | 20    |           |       |          | _,    | 000         | 00     | 00     | 10    |
| Lane Group Flow (vph)                       | 18    | 61         | 0     | 29    | 32        | 0     | 0        | 34    | 888         | 0      | 0      | 43    |
| Enter Blocked Intersection                  | No    | No         | No    | No    | No        | No    | No       | No    | No          | No     | No     | No    |
| Lane Alignment                              | Left  | Left       | Right | Left  | Left      | Right | R NA     | Left  | Left        | Right  | R NA   | Left  |
| Median Width(ft)                            | Leit  | 12         | Right | Leit  | 12        | Night |          | Leit  | 12          | rtight |        | Leit  |
| Link Offset(ft)                             |       | 0          |       |       | 0         |       |          |       | 0           |        |        |       |
| Crosswalk Width(ft)                         |       | 16         |       |       | 16        |       |          |       | 16          |        |        |       |
| Two way Left Turn Lane                      |       | 10         |       |       | 10        |       |          |       | 10          |        |        |       |
| 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)                         | 1.00  | 1.00       | 9     | 1.00  | 1.00      | 9     | 9        | 1.00  | 1.00        | 9      | 9      | 1.00  |
| Number of Detectors                         | 1     | 2          | 3     | 13    | 2         | 9     | 1        | 1     | 2           | 9      | 1      | 1     |
| Detector Template                           | Left  | ∠<br>Thru  |       | Left  | Z<br>Thru |       | Left     | Left  | ∠<br>Thru   |        | Left   | Left  |
| Leading Detector (ft)                       | 20    | 100        |       | 20    | 100       |       | 20       | 20    | 100         |        | 20     | 20    |
| Trailing Detector (ft)                      | 20    | 001        |       | 20    | 001       |       | 20       | 20    | 001         |        | 20     | 20    |
| Detector 1 Position(ft)                     | 0     | 0          |       | 0     | 0         |       | 0        | 0     | 0           |        | 0      | 0     |
| Detector 1 Size(ft)                         | 20    | 6          |       | 20    | 6         |       | 20       | 20    | 6           |        | 20     | 20    |
| Detector 1 Type                             | CI+Ex | CI+Ex      |       | CI+Ex | Cl+Ex     |       | CI+Ex    | CI+Ex | CI+Ex       |        | CI+Ex  | CI+Ex |
| •   |       |            |       |       |           |       |          | OI+EX |             |        |        | OI+EX |
| Detector 1 Channel<br>Detector 1 Extend (s) | 0.0   | 0.0        |       | 0.0   | 0.0       |       | 0.0      | 0.0   | 0.0         |        | 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   |
| 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          |        |        |       |
| Detector 2 Size(ft)                         |       | 6<br>CL Ev |       |       | 6         |       |          |       | 6<br>CI- Ex |        |        |       |
| Detector 2 Type                             |       | Cl+Ex      |       |       | Cl+Ex     |       |          |       | Cl+Ex       |        |        |       |
| Detector 2 Channel                          |       | 0.0        |       |       | 0.0       |       |          |       | 0.0         |        |        |       |
| Detector 2 Extend (s)                       | D     | 0.0        |       | D.    | 0.0       |       |          |       | 0.0         |        |        |       |
| Turn Type                                   | Perm  | NA         |       | Perm  | NA        |       | custom   | pm+pt | NA          |        | custom | pm+pt |
| Protected Phases                            |       | 4          |       | •     | 8         |       | -        | 5     | 2           |        |        | 1     |
| Permitted Phases                            | 4     |            |       | 8     | ^         |       | 5        | 2     | -           |        | 1      | 6     |
| Detector Phase                              | 4     | 4          |       | 8     | 8         |       | 5        | 5     | 2           |        | 1      | 1     |
| Switch Phase                                |       |            |       |       |           |       |          |       |             |        |        |       |
| Minimum Initial (s)                         | 5.0   | 5.0        |       | 5.0   | 5.0       |       | 5.0      | 5.0   | 5.0         |        | 5.0    | 5.0   |

2021 Existing AM Peak Hour

| 01/ | 24 | /20 | 22 |
|-----|----|-----|----|
|-----|----|-----|----|

|                            |                         | 1     |
|----------------------------|-------------------------|-------|
|                            | +                       |       |
| Lane Group                 | SBT                     | SBR   |
| Lane Configurations        | <b>†</b> † <sub>2</sub> |       |
| Traffic Volume (vph)       | 1550                    | 34    |
| Future Volume (vph)        | 1550                    | 34    |
| Ideal Flow (vphpl)         | 1900                    | 1900  |
| Lane Util. Factor          | 0.95                    | 0.95  |
| Frt                        | 0.997                   |       |
| Flt Protected              |                         |       |
| Satd. Flow (prot)          | 3529                    | 0     |
| Flt Permitted              |                         |       |
| Satd. Flow (perm)          | 3529                    | 0     |
| Right Turn on Red          |                         | Yes   |
| Satd. Flow (RTOR)          | 4                       |       |
| Link Speed (mph)           | 45                      |       |
| Link Distance (ft)         | 386                     |       |
| Travel Time (s)            | 5.8                     |       |
| Peak Hour Factor           | 0.90                    | 0.90  |
| Adj. Flow (vph)            | 1722                    | 38    |
| Shared Lane Traffic (%)    |                         |       |
| Lane Group Flow (vph)      | 1760                    | 0     |
| Enter Blocked Intersection | No                      | No    |
| Lane Alignment             | Left                    | Right |
| Median Width(ft)           | 12                      | 3     |
| Link Offset(ft)            | 0                       |       |
| Crosswalk Width(ft)        | 16                      |       |
| Two way Left Turn Lane     |                         |       |
| Headway Factor             | 1.00                    | 1.00  |
| Turning Speed (mph)        |                         | 9     |
| Number of Detectors        | 2                       | -     |
| Detector Template          | Thru                    |       |
| Leading Detector (ft)      | 100                     |       |
| Trailing Detector (ft)     | 0                       |       |
| Detector 1 Position(ft)    | Ũ                       |       |
| Detector 1 Size(ft)        | 6                       |       |
| Detector 1 Type            | CI+Ex                   |       |
| Detector 1 Channel         | <b>. .</b> .            |       |
| Detector 1 Extend (s)      | 0.0                     |       |
| Detector 1 Queue (s)       | 0.0                     |       |
| Detector 1 Delay (s)       | 0.0                     |       |
| Detector 2 Position(ft)    | 94                      |       |
| Detector 2 Size(ft)        | 6                       |       |
| Detector 2 Type            | CI+Ex                   |       |
| Detector 2 Channel         |                         |       |
| Detector 2 Extend (s)      | 0.0                     |       |
| Turn Type                  | NA                      |       |
| Protected Phases           | 6                       |       |
| Permitted Phases           | U                       |       |
| Detector Phase             | 6                       |       |
| Switch Phase               | U                       |       |
| Minimum Initial (s)        | 5.0                     |       |
|                            | 0.0                     |       |

2021 Existing AM Peak Hour

#### Lanes, Volumes, Timings <u>6: S.R. 867 & S. Landings Drive/Camelot Drive</u>

| 01/24/2022 |
|------------|
|------------|

|   | ٨   |       | $\mathbf{r}$ | •     | 4          | •          | <b>₹</b> 1 | 1     | Ť     | 1   | L     | 6     |
|---|---|-------|--------------|-------|------------|------------|------------|-------|-------|-----|-------|-------|
| Lane Group  | EBL   | EBT   | EBR          | WBL   | WBT        | WBR        | NBU        | NBL   | NBT   | NBR | SBU   | SBL   |
| Minimum Split (s)   | 25.0  | 25.0  |              | 25.0  | 25.0       |            | 11.5       | 11.5  | 24.8  |     | 11.5  | 11.5  |
| Total Split (s)   | 17.2  | 17.2  |              | 17.2  | 17.2       |            | 13.5       | 13.5  | 44.2  |     | 13.5  | 13.5  |
| Total Split (%)   | 23.0%   | 23.0% |              | 23.0% | 23.0%      |            | 18.0%      | 18.0% | 59.0% |     | 18.0% | 18.0% |
| Maximum Green (s)   | 10.2  | 10.2  |              | 10.2  | 10.2       |            | 7.0        | 7.0   | 37.4  |     | 7.0   | 7.0   |
| Yellow Time (s)   | 4.0   | 4.0   |              | 4.0   | 4.0        |            | 4.0        | 4.0   | 4.8   |     | 4.0   | 4.0   |
| All-Red Time (s)  | 3.0   | 3.0   |              | 3.0   | 3.0        |            | 2.5        | 2.5   | 2.0   |     | 2.5   | 2.5   |
| Lost Time Adjust (s)  | 0.0   | 0.0   |              | 0.0   | 0.0        |            |            | 0.0   | 0.0   |     |       | 0.0   |
| Total Lost Time (s)   | 7.0   | 7.0   |              | 7.0   | 7.0        |            |            | 6.5   | 6.8   |     |       | 6.5   |
| Lead/Lag  |   |       |              |       |            |            | Lead       | Lead  | Lag   |     | Lead  | Lead  |
| 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       | None  | C-Max |     | None  | None  |
| Walk Time (s)   | 7.0   | 7.0   |              | 7.0   | 7.0        |            |            |       | 7.0   |     |       |       |
| Flash Dont Walk (s)   | 11.0  | 11.0  |              | 11.0  | 11.0       |            |            |       | 11.0  |     |       |       |
| Pedestrian Calls (#/hr)   | 0   | 0     |              | 0     | 0          |            |            |       | 0     |     |       |       |
| Act Effct Green (s)   | 7.2   | 7.2   |              | 7.2   | 7.2        |            |            | 52.7  | 50.0  |     |       | 54.2  |
| Actuated g/C Ratio  | 0.10  | 0.10  |              | 0.10  | 0.10       |            |            | 0.70  | 0.67  |     |       | 0.72  |
| v/c Ratio   | 0.14  | 0.31  |              | 0.23  | 0.18       |            |            | 0.14  | 0.38  |     |       | 0.09  |
| Control Delay   | 32.4  | 19.5  |              | 34.8  | 24.9       |            |            | 5.0   | 8.9   |     |       | 3.9   |
| Queue Delay   | 0.0   | 0.0   |              | 0.0   | 0.0        |            |            | 0.0   | 0.0   |     |       | 0.0   |
| Total Delay   | 32.4  | 19.5  |              | 34.8  | 24.9       |            |            | 5.0   | 8.9   |     |       | 3.9   |
| LOS   | С   | В     |              | С     | С          |            |            | А     | А     |     |       | А     |
| Approach Delay  |   | 22.5  |              |       | 29.6       |            |            |       | 8.8   |     |       |       |
| Approach LOS  |   | С     |              |       | С          |            |            |       | А     |     |       |       |
| Intersection Summary  |   |       |              |       |            |            |            |       |       |     |       |       |
| Area Type:  | Other   |       |              |       |            |            |            |       |       |     |       |       |
| Cycle Length: 74.9  |   |       |              |       |            |            |            |       |       |     |       |       |
| Actuated Cycle Length: 74   | 1.9   |       |              |       |            |            |            |       |       |     |       |       |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |   |       |              |       |            |            |            |       |       |     |       |       |
| Natural Cycle: 90   |   |       |              |       |            |            |            |       |       |     |       |       |
| Control Type: Actuated-Coordinated                                    |   |       |              |       |            |            |            |       |       |     |       |       |
| Maximum v/c Ratio: 0.71   |   |       |              |       |            |            |            |       |       |     |       |       |
|   | Intersection Signal Delay: 12.4 Intersection LOS: B |       |              |       |            |            |            |       |       |     |       |       |
| Intersection Capacity Utiliz  | zation 63.5%  |       |              | IC    | CU Level o | of Service | B          |       |       |     |       |       |
| Analysis Period (min) 15  |   |       |              |       |            |            |            |       |       |     |       |       |

Splits and Phases: 6: S.R. 867 & S. Landings Drive/Camelot Drive

| N <sub>Ø1</sub> |        |        |
|-----------------|--------|--------|
| 13.5 s          | 44.2s  | 17.2 s |
| N Ø5            | Ø6 (R) | ₹Ø8    |
| 13.5 s          | 44.2 s | 17.2s  |

|                         | Ļ     | ~   |
|-------------------------|-------|-----|
| Lane Group              | SBT   | SBR |
| Minimum Split (s)       | 24.8  |     |
| Total Split (s)         | 44.2  |     |
| Total Split (%)         | 59.0% |     |
| Maximum Green (s)       | 37.4  |     |
| Yellow Time (s)         | 4.8   |     |
| All-Red Time (s)        | 2.0   |     |
| Lost Time Adjust (s)    | 0.0   |     |
| Total Lost Time (s)     | 6.8   |     |
| Lead/Lag                | Lag   |     |
| Lead-Lag Optimize?      | Yes   |     |
| Vehicle Extension (s)   | 3.0   |     |
| Recall Mode             | C-Max |     |
| Walk Time (s)           | 7.0   |     |
| Flash Dont Walk (s)     | 11.0  |     |
| Pedestrian Calls (#/hr) | 0     |     |
| Act Effct Green (s)     | 52.6  |     |
| Actuated g/C Ratio      | 0.70  |     |
| v/c Ratio               | 0.71  |     |
| Control Delay           | 13.5  |     |
| Queue Delay             | 0.0   |     |
| Total Delay             | 13.5  |     |
| LOS                     | В     |     |
| Approach Delay          | 13.3  |     |
| Approach LOS            | В     |     |
| Intersection Summary    |       |     |

#### Queues 6: S.R. 867 & S. Landings Drive/Camelot Drive

|                         | ٨    | +    | 1    | -    | 1    | t    | 1    | ţ    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
| Lane Group Flow (vph)   | 18   | 61   | 29   | 32   | 34   | 888  | 43   | 1760 |
| v/c Ratio               | 0.14 | 0.31 | 0.23 | 0.18 | 0.14 | 0.38 | 0.09 | 0.71 |
| Control Delay           | 32.4 | 19.5 | 34.8 | 24.9 | 5.0  | 8.9  | 3.9  | 13.5 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 32.4 | 19.5 | 34.8 | 24.9 | 5.0  | 8.9  | 3.9  | 13.5 |
| Queue Length 50th (ft)  | 8    | 9    | 13   | 9    | 4    | 117  | 5    | 190  |
| Queue Length 95th (ft)  | 25   | 41   | 36   | 33   | 11   | 179  | 13   | #577 |
| Internal Link Dist (ft) |      | 312  |      | 611  |      | 248  |      | 306  |
| Turn Bay Length (ft)    |      |      |      |      |      |      |      |      |
| Base Capacity (vph)     | 186  | 263  | 181  | 249  | 267  | 2354 | 500  | 2479 |
| 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 | 0.23 | 0.16 | 0.13 | 0.13 | 0.38 | 0.09 | 0.71 |
|                         |      |      |      |      |      |      |      |      |

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Lanes, Volumes, Timings 6: S.R. 867 & S. Landings Drive/Camelot Drive

|   | ٨     |           | 7       | 1     | 4       | Ł       | <b>₹</b> 1 | 1     | Ť       | 1       | L      | 1     |
|---|-------|-----------|---------|-------|---------|---------|------------|-------|---------|---------|--------|-------|
| Lane Group                                      | EBL   | EBT       | EBR     | WBL   | WBT     | WBR     | NBU        | NBL   | NBT     | NBR     | SBU    | SBL   |
| Lane Configurations                             | 5     | eî 🕯      |         | 5     | eî,     |         |            | 24    | 41      |         |        | E.    |
| Traffic Volume (vph)                            | 31    | 18        | 44      | 47    | 51      | 27      | 14         | 50    | 1561    | 44      | 28     | 20    |
| Future Volume (vph)                             | 31    | 18        | 44      | 47    | 51      | 27      | 14         | 50    | 1561    | 44      | 28     | 20    |
| Ideal Flow (vphpl)                              | 1900  | 1900      | 1900    | 1900  | 1900    | 1900    | 1900       | 1900  | 1900    | 1900    | 1900   | 1900  |
| Lane Util. Factor                               | 1.00  | 1.00      | 1.00    | 1.00  | 1.00    | 1.00    | 0.95       | 1.00  | 0.95    | 0.95    | 0.95   | 1.00  |
| Frt   |       | 0.894     |         |       | 0.949   |         |            |       | 0.996   |         |        |       |
| Flt Protected                                   | 0.950 |           |         | 0.950 |         |         |            | 0.950 |         |         |        | 0.950 |
| Satd. Flow (prot)                               | 1787  | 1682      | 0       | 1787  | 1785    | 0       | 0          | 1783  | 3560    | 0       | 0      | 1777  |
| Flt Permitted                                   | 0.704 |           |         | 0.715 |         |         |            | 0.249 |         |         |        | 0.106 |
| Satd. Flow (perm)                               | 1324  | 1682      | 0       | 1345  | 1785    | 0       | 0          | 467   | 3560    | 0       | 0      | 198   |
| Right Turn on Red                               |       |           | Yes     |       |         | Yes     | -          |       |         | Yes     | -      |       |
| Satd. Flow (RTOR)                               |       | 46        |         |       | 15      |         |            |       | 3       |         |        |       |
| Link Speed (mph)                                |       | 30        |         |       | 30      |         |            |       | 45      |         |        |       |
| Link Distance (ft)                              |       | 392       |         |       | 691     |         |            |       | 328     |         |        |       |
| Travel Time (s)                                 |       | 8.9       |         |       | 15.7    |         |            |       | 5.0     |         |        |       |
| Peak Hour Factor                                | 0.95  | 0.95      | 0.95    | 0.95  | 0.95    | 0.95    | 0.92       | 0.95  | 0.95    | 0.95    | 0.92   | 0.95  |
| Heavy Vehicles (%)                              | 1%    | 1%        | 1%      | 1%    | 1%      | 1%      | 2%         | 1%    | 1%      | 1%      | 2%     | 1%    |
| Adj. Flow (vph)                                 | 33    | 19        | 46      | 49    | 54      | 28      | 15         | 53    | 1643    | 46      | 30     | 21    |
| Shared Lane Traffic (%)                         | 00    | 10        | 10      | 10    | 01      | 20      | 10         | 00    | 1010    | 10      | 00     | 21    |
| Lane Group Flow (vph)                           | 33    | 65        | 0       | 49    | 82      | 0       | 0          | 68    | 1689    | 0       | 0      | 51    |
| Enter Blocked Intersection                      | No    | No        | No      | No    | No      | No      | No         | No    | No      | No      | No     | No    |
| Lane Alignment                                  | Left  | Left      | Right   | Left  | Left    | Right   | RNA        | Left  | Left    | Right   | R NA   | Left  |
| Median Width(ft)                                | Lon   | 12        | rtigitt | Lon   | 12      | rtigitt | 111/1      | Lon   | 12      | rtigrit |        | Lon   |
| Link Offset(ft)                                 |       | 0         |         |       | 0       |         |            |       | 0       |         |        |       |
| Crosswalk Width(ft)                             |       | 16        |         |       | 16      |         |            |       | 16      |         |        |       |
| Two way Left Turn Lane                          |       | 10        |         |       | 10      |         |            |       | 10      |         |        |       |
| 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)                             | 1.00  | 1.00      | 9       | 1.00  | 1.00    | 9       | 9          | 1.00  | 1.00    | 9       | 9      | 1.00  |
| Number of Detectors                             | 1     | 2         | 5       | 1     | 2       | 3       | 1          | 1     | 2       | 5       | 1      | 13    |
| Detector Template                               | Left  | Thru      |         | Left  | Thru    |         | Left       | Left  | Thru    |         | Left   | Left  |
| Leading Detector (ft)                           | 20    | 100       |         | 20    | 100     |         | 20         | 20    | 100     |         | 20     | 20    |
| Trailing Detector (ft)                          | 0     | 0         |         | 20    | 0       |         | 20         | 20    | 0       |         | 20     | 20    |
| Detector 1 Position(ft)                         | 0     | 0         |         | 0     | 0       |         | 0          | 0     | 0       |         | 0      | 0     |
| Detector 1 Size(ft)                             | 20    | 6         |         | 20    | 6       |         | 20         | 20    | 6       |         | 20     | 20    |
| Detector 1 Type                                 | CI+Ex | CI+Ex     |         | CI+Ex | CI+Ex   |         | CI+Ex      | CI+Ex | CI+Ex   |         | CI+Ex  | CI+Ex |
| Detector 1 Channel                              | CI+EX |           |         |       |         |         | CI+EX      |       |         |         |        | CI+EX |
|   | 0.0   | 0.0       |         | 0.0   | 0.0     |         | 0.0        | 0.0   | 0.0     |         | 0.0    | 0.0   |
| Detector 1 Extend (s)<br>Detector 1 Queue (s)   | 0.0   | 0.0       |         | 0.0   | 0.0     |         | 0.0        | 0.0   | 0.0     |         | 0.0    | 0.0   |
| ( )   | 0.0   | 0.0       |         | 0.0   | 0.0     |         | 0.0        | 0.0   | 0.0     |         | 0.0    | 0.0   |
| Detector 1 Delay (s)<br>Detector 2 Position(ft) | 0.0   | 0.0<br>94 |         | 0.0   | 94      |         | 0.0        | 0.0   | 94      |         | 0.0    | 0.0   |
|   |       | 94<br>6   |         |       | 94<br>6 |         |            |       | 94<br>6 |         |        |       |
| Detector 2 Size(ft)                             |       |           |         |       |         |         |            |       |         |         |        |       |
| Detector 2 Type                                 |       | Cl+Ex     |         |       | Cl+Ex   |         |            |       | Cl+Ex   |         |        |       |
| Detector 2 Channel                              |       | 0.0       |         |       | 0.0     |         |            |       | 0.0     |         |        |       |
| Detector 2 Extend (s)                           | D     | 0.0       |         | Dev   | 0.0     |         | aug.1      |       | 0.0     |         | a      |       |
| Turn Type                                       | Perm  | NA        |         | Perm  | NA      |         | custom     | pm+pt | NA      |         | custom | pm+pt |
| Protected Phases                                |       | 4         |         | ^     | 8       |         | -          | 5     | 2       |         | _      | 1     |
| Permitted Phases                                | 4     |           |         | 8     |         |         | 5          | 2     |         |         | 1      | 6     |
| Detector Phase                                  | 4     | 4         |         | 8     | 8       |         | 5          | 5     | 2       |         | 1      | 1     |
| Switch Phase                                    |       |           |         |       |         |         |            |       |         |         |        |       |

2021 Existing PM Peak Hour

| <u></u>   | Ļ          | ~     |
|---|------------|-------|
| Lane Group  | SBT        | SBR   |
| Lane  | <b>†</b> ‡ |       |
| Traffic Volume (vph)                                | 968        | 32    |
| Future Volume (vph)                                 | 968        | 32    |
| Ideal Flow (vphpl)                                  | 1900       | 1900  |
| Lane Util. Factor                                   | 0.95       | 0.95  |
| Frt   | 0.995      | 0.00  |
| Flt Protected                                       | 0.000      |       |
| Satd. Flow (prot)                                   | 3556       | 0     |
| Flt Permitted                                       | 0000       | U     |
| Satd. Flow (perm)                                   | 3556       | 0     |
| Right Turn on Red                                   |            | Yes   |
| Satd. Flow (RTOR)                                   | 3          | 162   |
| Link Speed (mph)                                    | 45         |       |
| Link Distance (ft)                                  | 386        |       |
| Travel Time (s)                                     | 5.8        |       |
| Peak Hour Factor                                    | 0.95       | 0.95  |
| Heavy Vehicles (%)                                  | 0.95       | 0.95  |
|   | 1019       | 34    |
| Adj. Flow (vph)                                     | 1019       | 34    |
| Shared Lane Traffic (%)                             | 1053       | 0     |
| Lane Group Flow (vph)<br>Enter Blocked Intersection |            |       |
|   | No         | No    |
| Lane Alignment                                      | Left       | Right |
| Median Width(ft)                                    | 12         |       |
| Link Offset(ft)                                     | 0          |       |
| Crosswalk Width(ft)                                 | 16         |       |
| Two way Left Turn Lane                              | 4.00       | 4.00  |
| Headway Factor                                      | 1.00       | 1.00  |
| Turning Speed (mph)                                 | 2          | 9     |
| Number of Detectors                                 | 2          |       |
| Detector Template                                   | Thru       |       |
| Leading Detector (ft)                               | 100        |       |
| Trailing Detector (ft)                              | 0          |       |
| Detector 1 Position(ft)                             | 0          |       |
| Detector 1 Size(ft)                                 | 6          |       |
| Detector 1 Type                                     | Cl+Ex      |       |
| Detector 1 Channel                                  |            |       |
| Detector 1 Extend (s)                               | 0.0        |       |
| Detector 1 Queue (s)                                | 0.0        |       |
| Detector 1 Delay (s)                                | 0.0        |       |
| Detector 2 Position(ft)                             | 94         |       |
| Detector 2 Size(ft)                                 | 6          |       |
| Detector 2 Type                                     | Cl+Ex      |       |
| Detector 2 Channel                                  |            |       |
| Detector 2 Extend (s)                               | 0.0        |       |
| Turn Type   | NA         |       |
| Protected Phases                                    | 6          |       |
| Permitted Phases                                    |            |       |
| Detector Phase                                      | 6          |       |
| Switch Phase  | -          |       |
|   |            |       |

2021 Existing PM Peak Hour

#### Lanes, Volumes, Timings 6: S.R. 867 & S. Landings Drive/Camelot Drive

| 01/24/2022 |
|------------|
|------------|

|   | ٨           |       | $\mathbf{r}$ | •     | -           | ∢          | <b>₹</b> 1 | 1     | Ť     | 1   | L     | 1     |
|---|-------------|-------|--------------|-------|-------------|------------|------------|-------|-------|-----|-------|-------|
| Lane Group  | EBL         | EBT   | EBR          | WBL   | WBT         | WBR        | NBU        | NBL   | NBT   | NBR | SBU   | SBL   |
| Minimum Initial (s)   | 5.0         | 5.0   |              | 5.0   | 5.0         |            | 5.0        | 5.0   | 5.0   |     | 5.0   | 5.0   |
| Minimum Split (s)   | 25.0        | 25.0  |              | 25.0  | 25.0        |            | 11.5       | 11.5  | 24.8  |     | 11.5  | 11.5  |
| Total Split (s)   | 36.0        | 36.0  |              | 36.0  | 36.0        |            | 27.0       | 27.0  | 87.0  |     | 27.0  | 27.0  |
| Total Split (%)   | 24.0%       | 24.0% |              | 24.0% | 24.0%       |            | 18.0%      | 18.0% | 58.0% |     | 18.0% | 18.0% |
| Maximum Green (s)   | 29.0        | 29.0  |              | 29.0  | 29.0        |            | 20.5       | 20.5  | 80.2  |     | 20.5  | 20.5  |
| Yellow Time (s)   | 4.0         | 4.0   |              | 4.0   | 4.0         |            | 4.0        | 4.0   | 4.8   |     | 4.0   | 4.0   |
| All-Red Time (s)  | 3.0         | 3.0   |              | 3.0   | 3.0         |            | 2.5        | 2.5   | 2.0   |     | 2.5   | 2.5   |
| Lost Time Adjust (s)  | 0.0         | 0.0   |              | 0.0   | 0.0         |            |            | 0.0   | 0.0   |     |       | 0.0   |
| Total Lost Time (s)   | 7.0         | 7.0   |              | 7.0   | 7.0         |            |            | 6.5   | 6.8   |     |       | 6.5   |
| Lead/Lag  |             |       |              |       |             |            | Lead       | Lead  | Lag   |     | Lead  | Lead  |
| 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       | None  | C-Max |     | None  | None  |
| Walk Time (s)   | 7.0         | 7.0   |              | 7.0   | 7.0         |            |            |       | 7.0   |     |       |       |
| Flash Dont Walk (s)   | 11.0        | 11.0  |              | 11.0  | 11.0        |            |            |       | 11.0  |     |       |       |
| Pedestrian Calls (#/hr)   | 0           | 0     |              | 0     | 0           |            |            |       | 0     |     |       |       |
| Act Effct Green (s)   | 11.0        | 11.0  |              | 11.0  | 11.0        |            |            | 120.0 | 114.3 |     |       | 120.5 |
| Actuated g/C Ratio  | 0.07        | 0.07  |              | 0.07  | 0.07        |            |            | 0.80  | 0.76  |     |       | 0.80  |
| v/c Ratio   | 0.34        | 0.39  |              | 0.50  | 0.57        |            |            | 0.16  | 0.62  |     |       | 0.22  |
| Control Delay   | 74.0        | 32.0  |              | 82.7  | 69.0        |            |            | 3.4   | 10.4  |     |       | 4.9   |
| Queue Delay   | 0.0         | 0.0   |              | 0.0   | 0.0         |            |            | 0.0   | 0.0   |     |       | 0.0   |
| Total Delay   | 74.0        | 32.0  |              | 82.7  | 69.0        |            |            | 3.4   | 10.4  |     |       | 4.9   |
| LOS   | E           | С     |              | F     | E           |            |            | А     | В     |     |       | A     |
| Approach Delay  |             | 46.2  |              |       | 74.1        |            |            |       | 10.1  |     |       |       |
| Approach LOS  |             | D     |              |       | E           |            |            |       | В     |     |       |       |
| Intersection Summary  |             |       |              |       |             |            |            |       |       |     |       |       |
| Area Type:  | Other       |       |              |       |             |            |            |       |       |     |       |       |
| Cycle Length: 150   |             |       |              |       |             |            |            |       |       |     |       |       |
| Actuated Cycle Length: 150  |             |       |              |       |             |            |            |       |       |     |       |       |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |             |       |              |       |             |            |            |       |       |     |       |       |
| Natural Cycle: 90   |             |       |              |       |             |            |            |       |       |     |       |       |
| Control Type: Actuated-Coordinated                                    |             |       |              |       |             |            |            |       |       |     |       |       |
| Maximum v/c Ratio: 0.62   |             |       |              |       |             |            |            |       |       |     |       |       |
|   |             |       |              |       | ntersectior |            |            |       |       |     |       |       |
| Intersection Capacity Utiliz  | ation 74.0% |       |              | 10    | CU Level o  | of Service | e D        |       |       |     |       |       |
| Analysis Period (min) 15  |             |       |              |       |             |            |            |       |       |     |       |       |

Splits and Phases: 6: S.R. 867 & S. Landings Drive/Camelot Drive

| Ø1   | ↓ 1 Ø2 (R) | <u></u> 04 |
|------|------------|------------|
| 27 s | 37 s       | 36.s       |
| N Ø5 | Ø6 (R)     | ₹_Ø8       |
| 27 s | 37 s       | 36 s       |

|                                 | Ļ           | 4   |
|---------------------------------|-------------|-----|
| Lane Group                      | SBT         | SBR |
| Minimum Initial (s)             | 5.0         |     |
| Minimum Split (s)               | 24.8        |     |
| Total Split (s)                 | 87.0        |     |
| Total Split (%)                 | 58.0%       |     |
| Maximum Green (s)               | 80.2        |     |
| Yellow Time (s)                 | 4.8         |     |
| All-Red Time (s)                | 2.0         |     |
| Lost Time Adjust (s)            | 0.0         |     |
| Total Lost Time (s)             | 6.8         |     |
| Lead/Lag                        | Lag         |     |
| Lead-Lag Optimize?              | Yes         |     |
| Vehicle Extension (s)           | 3.0         |     |
| Recall Mode                     | C-Max       |     |
| Walk Time (s)                   | 7.0         |     |
| Flash Dont Walk (s)             | 11.0        |     |
| Pedestrian Calls (#/hr)         | 0           |     |
| Act Effct Green (s)             | 114.6       |     |
| Actuated g/C Ratio<br>v/c Ratio | 0.76        |     |
|                                 | 0.39<br>7.1 |     |
| Control Delay<br>Queue Delay    | 0.0         |     |
| Total Delay                     | 7.1         |     |
| LOS                             | 7.1<br>A    |     |
| Approach Delay                  | 7.0         |     |
| Approach LOS                    | A           |     |
|                                 | ~           |     |
| Intersection Summary            |             |     |

### Queues <u>6:</u> S.R. 867 & S. Landings Drive/Camelot Drive

|                         | ٠    |      | 1    |      | 1    | Ť    | \$   | Ļ    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
| Lane Group Flow (vph)   | 33   | 65   | 49   | 82   | 68   | 1689 | 51   | 1053 |
| v/c Ratio               | 0.34 | 0.39 | 0.50 | 0.57 | 0.16 | 0.62 | 0.22 | 0.39 |
| Control Delay           | 74.0 | 32.0 | 82.7 | 69.0 | 3.4  | 10.4 | 4.9  | 7.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 74.0 | 32.0 | 82.7 | 69.0 | 3.4  | 10.4 | 4.9  | 7.1  |
| Queue Length 50th (ft)  | 31   | 18   | 47   | 64   | 9    | 369  | 7    | 173  |
| Queue Length 95th (ft)  | 67   | 66   | 91   | 120  | 21   | 532  | 17   | 244  |
| Internal Link Dist (ft) |      | 312  |      | 611  |      | 248  |      | 306  |
| Turn Bay Length (ft)    |      |      |      |      |      |      |      |      |
| Base Capacity (vph)     | 255  | 362  | 260  | 357  | 570  | 2713 | 381  | 2717 |
| 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 | 0.18 | 0.19 | 0.23 | 0.12 | 0.62 | 0.13 | 0.39 |
| Intersection Summary    |      |      |      |      |      |      |      |      |