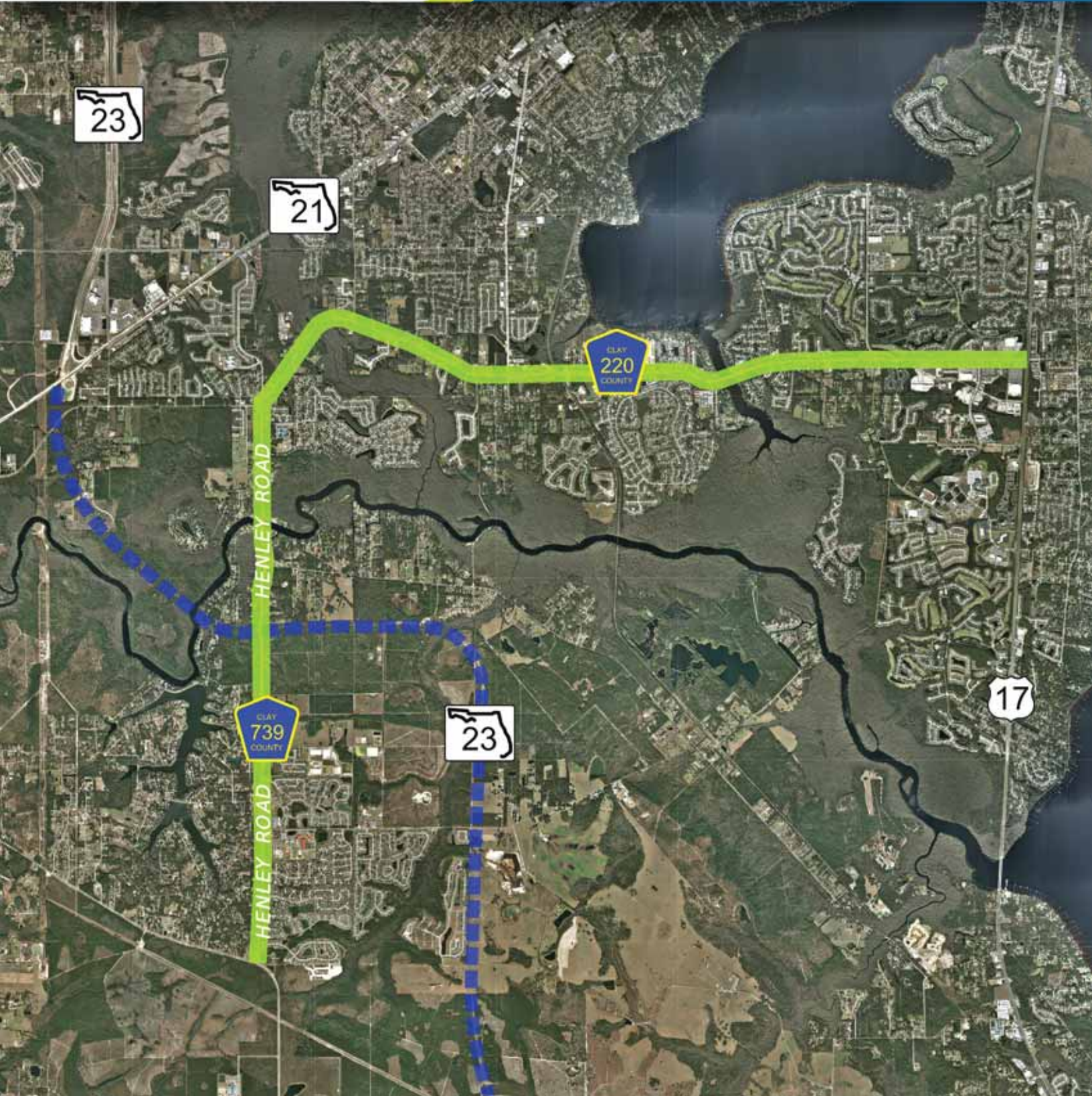


**North Florida**  
Transportation Planning Organization  
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# Henley Road and CR 220 Traffic Study Clay County June 2019





# CR 220 AND HENLEY ROAD CLAY COUNTY TRAFFIC STUDY

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## I. EXECUTIVE SUMMARY

Clay County has experienced continuous, sustained growth for the past several years. The County's population was 140,814 in 2000, 190,865 in 2010, and 203,967 in 2015. With this increase, traffic congestion is also increasing. One area impacted by this ongoing growth is the CR 220 and Henley Road corridors and adjacent roadways.

To address traffic and safety-related impacts in this area, the North Florida TPO tasked England-Thims & Miller, Inc. (ETM) with determining potential/reasonable improvements. The study area for this project is Henley Road from CR 218 to CR 220 and CR 220 from Henley Road to US 17 (a total distance of approximately 11.3 miles). This study identifies operational and safety improvements, including access-management and intersection-configuration modifications, and provides recommendations on ITS applications. Specific focus areas include crash histories, the needs of pedestrians/cyclists, existing vehicle queues, congestion areas, etc. Existing conditions (2018) and projected conditions (2040) were used to identify roadway segments and intersections where travel times, delays and congestion are expected to significantly increase.

Potential traffic-flow improvements were identified and analyzed. Planned local-roadway projects and any proposed enhancements within the study limits were considered and recommendations were developed. To address the anticipated traffic impacts generated by this area's continued growth, a proactive plan is suggested. Numerous options to improve traffic flow within the study area were considered and/or identified, as follows:

1. Henley Road at CR 220 – Clay County has a proposed project that will address capacity and safety issues at this intersection with traditional intersection improvements. Similarly, the Florida Department of Transportation has proposed a quadrant intersection design for the Henley Road and CR 220 intersection. A quadrant intersection includes a dedicated one-way road (from CR 220 to Henley Road) that diverts eastbound/westbound vehicles that want to turn left onto Henley Road. These vehicles are prohibited from turning left at the existing signalized intersection. This road would be constructed behind the gas station on the southwest corner of Henley Road. The diverted traffic would then turn left or right onto Henley Road (depending on the motorist's origin and destination). The purpose of the quadrant intersection would be to eliminate the CR 220 eastbound/westbound left-turns at the Henley Road signal. Both designs would significantly improve the intersections' operation and would continue to work through 2040.
2. CR 220 between Henley Road and Knight Boxx Road is currently under design to be widened to a four-lane divided roadway. Clay County's 2018-2019 Capital Improvements Plan has \$3,663,289 budgeted for this improvement.
3. CR 220 and Knight Boxx Road – an additional southbound left-turn lane is recommended. The estimated engineering and construction costs associated with the southbound improvements are \$212,443.
4. Recommend widening the four-lane segment of CR 220 between West Lakeshore Drive and US 17 to a six-lane divided roadway by 2030. Based on the 40' median, it is anticipated that CR 220 can be widened to the inside. The estimated engineering and construction costs associated with these improvements are \$8,707,077.



5. Recommend widening the four-lane segment of CR 220 between Swimming Pen Drive/Harmony Hall Road and West Lakeshore Drive to a six-lane divided roadway by 2030. Based on the 40' median, it is anticipated that CR 220 can be widened to the inside. The estimated engineering and construction costs associated with the improvements are \$2,156,038.
6. Recommend widening the four-lane segment of CR 220 between College Drive and Swimming Pen Drive/Harmony Hall Road to a six-lane divided roadway by 2030. Based on the 40' median, it is anticipated that CR 220 can be widened to the inside. The estimated engineering and construction costs associated with the improvements are \$6,882,737.
7. CR 220 and College Drive/Plantation Drive – if the six-lane divided roadway is extended west to this intersection, recommend terminating the westbound outside lane (as a right-turn lane drop) and construct a third southbound left-turn bay. The estimated engineering and construction costs associated with the improvements are \$984,627.
8. A traffic signal is recommended at Lakeshore Drive West/Indian River Drive and CR 220. A southbound left-turn bay is also recommended. The estimated engineering and construction costs associated with these improvements are \$435,388.
9. A traffic signal is recommended at Old Hard Road and CR 220. Since this intersection is approximately 475' east of Lakeshore Drive West/Indian River Drive (another proposed signal), it is recommended these signals be interconnected so they are coordinated. The estimated engineering and construction costs associated with these improvements are \$200,440.
10. Lakeshore Drive/Canova Road and CR 220 – a northbound left-turn bay is recommended. The estimated engineering and construction costs associated with the improvements are \$279,461.
11. Several potential improvements to the sidewalk network in this area seem reasonable, including constructing new sidewalks to eliminate existing gaps and ensuring all sidewalk ramps are ADA-compliant. Two sidewalk links are missing within the study corridor. Between Henley Road and Knight Boxx Road on both sides of CR 220, sidewalk is already planned with the widening improvements (noted above). Another sidewalk gap is located between Lakeshore Drive and US 17 on the north side of CR 220.
12. The only designated bike lanes that exist within the study area are located on both sides of CR 220 between Knight Boxx Road and Brookstone Drive. Extending the bike lanes on CR 220 between Henley Road and Knight Boxx Road will occur with the planned widening. Consideration should be given to continuing the bike lanes on CR 220 east of Brookstone Drive, as well as on Henley Road when future roadway improvements are implemented.
13. As a general note, it is recommended that when signal-reconstruction projects occur throughout this corridor, back-plates should be provided with all new signal heads, and four-section, flashing-yellow-arrow signal heads should replace any existing five-section cluster signal heads to service protected/permitted left-turns.

14. The following ITS improvements are also recommended:

- a. Provide a single-mode fiber connection along Baxley Road from the traffic signal cabinet at Blanding Boulevard to the traffic signal cabinet at CR 220.
- b. Provide a single-mode fiber connection along CR 220 from the traffic signal cabinet at Baxley Road to the traffic signal cabinet at Henley Road.
- c. Provide a single-mode fiber connection along Knight Boxx Road from the traffic signal cabinet at Blanding Boulevard to the traffic signal cabinet at CR 220.
- d. Provide a fiber connection point with the existing fiber at CR 220 and Sleepy Hollow Road and extend eastward along CR 220 tying in the traffic signals at Paul Armstrong Park, Heritage Farms Boulevard and Harmony Hall Road/Swimming Pen Drive.
- e. Replace the existing multi-mode fiber along CR 220 from US 17 to Lakeshore Drive/Canova Road with single-mode fiber. It is anticipated that the conduit is in good condition and will not need to be replaced.
- f. Provide a single-mode fiber connection along Henley Road from the traffic signal cabinet at CR 220 to the traffic signal cabinets at Russell Road, Sandridge Road and CR 218.
- g. Pan-Tilt-Zoom (PTZ) cameras are recommended at the following intersections:
  - i. CR 218 at Henley Road
  - ii. Sandridge Road at Henley Road
  - iii. CR 209 (Russell Road) at Henley Road
  - iv. Henley Road at CR 220
  - v. Knight Boxx Road at CR 220
  - vi. College Drive at CR 220
  - vii. Paul Armstrong Park at CR 220
  - viii. Heritage Farms Boulevard at CR 220
  - ix. Harmony Hall Road at CR 220
  - x. Canova Road/Lakeshore Drive at CR 220

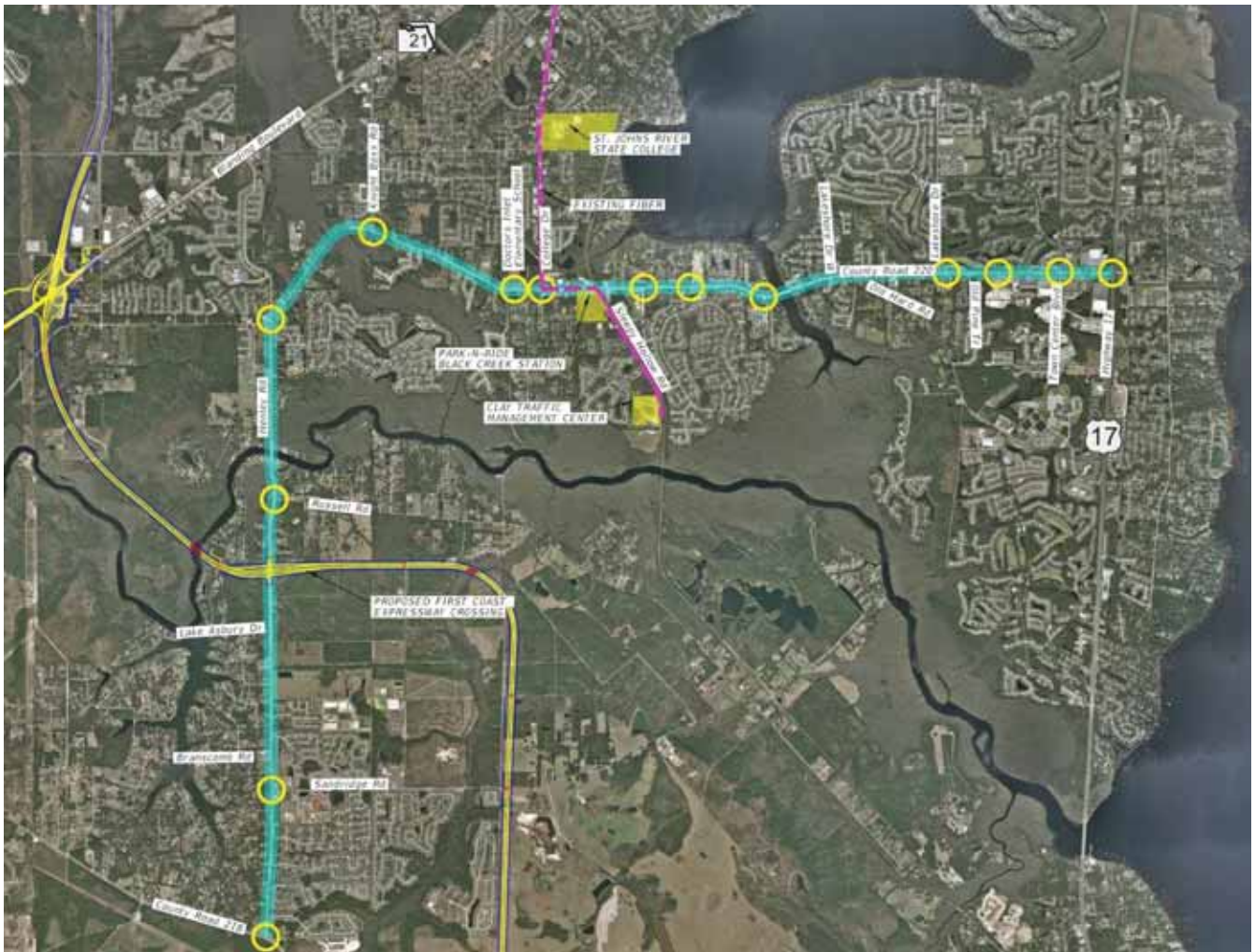
The estimated engineering and construction costs associated with these ITS improvements are \$1,722,435.

**To summarize, several high-benefit improvements should be considered to upgrade traffic and safety-related conditions in this area. Many improvements will be required to ensure acceptable LOS results are achieved and maintained in the future.**

## I. INTRODUCTION

Clay County has experienced significant population growth over the past 20 years. The County's unique location and natural resources indicate this growth trend will continue. Traffic congestion will remain a challenge for the region's roadways including the CR 220 and Henley Road corridors. With the addition of the First Coast Expressway and the proposed connection to Henley Road, significant growth in this area is anticipated.

In response to Clay County's concerns, the North Florida TPO asked England-Thims & Miller, Inc. (ETM) to identify potential/reasonable traffic- and safety-related improvements. For this traffic study, the project limits are Henley Road (from CR 218 to CR 220) and CR 220 (from Henley Road to US 17). The study's purpose is to identify operational/safety improvements and to provide recommendations for ITS-application improvements. Specific focus areas include crash histories, needs of pedestrians/cyclists, existing vehicle queues, congestion areas, etc.



**Figure 1 - Project Limits (with circled signalized intersections)**



Existing conditions (2018) and projected conditions (2040) were used to identify roadway segments and intersections where travel times, delays and congestion are expected to significantly increase. Potential traffic-flow improvements were identified and analyzed. Planned local-roadway and the First Coast Expressway improvements were considered. To address the anticipated traffic impacts generated by this area's continued growth, a proactive plan is recommended.

#### **A. Background**

ETM analyzed potential traffic improvements to the roadway network within the study area and identified specific capacity and safety enhancements that should maintain acceptable level-of-service (LOS) results for future (2040) traffic volumes.

#### **B. Study Objective**

ETM analyzed existing traffic conditions, considered alternative improvements to the roads and intersections within the study area, and provided specific recommendations for various analyses. The purpose of this study is to provide a record of the existing traffic conditions, projected/future conditions and how potential improvements to the roadway network will impact travel within the study area. Additionally, the study provides recommendations on ITS applications and features to be considered for near-term and long-term implementation.

## **II. DATA COLLECTION**

**A. Aerial Photography** – Aerial Photography was used as a basis for plotting various data needed to complete engineering analyses, roadway alternatives and design studies, and the preliminary plans of conceptual design.

**B. Base Maps** – A MicroStation CADD database that includes existing roadway characteristics was manipulated and formatted to ensure compatibility with aerial photography used for location/corridor maps and alternative plans.

**C. Traffic Data** – Eight-hour turning-movement counts were collected in November 2018 at the following locations (refer to **Appendix L** for additional details):

1. CR 218 at Henley Road
2. Sandridge Road at Henley Road
3. CR 209 (Russell Road) at Henley Road
4. Henley Road at CR 220
5. Knight Boxx Road at CR 220
6. Doctors Inlet Elementary School at CR 220
7. College Drive at CR 220
8. Paul Armstrong Park at CR 220
9. Heritage Farms Boulevard at CR 220
10. Harmony Hall Road at CR 220
11. Canova Road/Lakeshore Drive at CR 220

Previous turning-movement counts were obtained for the Lakeshore Drive West and CR 220 intersection and the Old Hard Road and CR 220 intersection (dated August 2018).

A previous study was completed in 2015 and included the three eastern signals on CR 220 (at East-West Parkway, at Town Center Boulevard and at US 17).

### III. DESCRIPTION OF EXISTING ROADWAYS

- A. Henley Road between CR 218 and CR 220 is predominantly a five-lane urban minor collector roadway with a center two-way left-turn lane and curb and gutter. Small segments of raised median exist near Russell Road. Northbound right-turn bays are present at Sandridge Road, at the Winn Dixie shopping center (just north of Sandridge Road), and at CR 220. No southbound right-turn bays exist on Henley Road within the project limits. This roadway segment has a posted speed limit of 45 mph.
- B. CR 220 between Henley Road and approximately 1,200' west of Knight Boxx Road is predominantly a two-lane undivided rural major collector roadway. Dedicated southbound left-turn bays exist at Chief Ridaught Trail and at Henley Road. This roadway segment has a posted speed limit of 45 mph.
- C. CR 220 between 1,200' west of Knight Boxx Road and just east of College Drive is predominantly a four-lane, divided major collector roadway with raised medians. Dedicated left-turn bays are present at most side streets and some driveways. Eastbound dual-left turn bays and a dedicated westbound right-turn bay exist at College Drive. This roadway segment has a posted speed limit of 45 mph.
- D. CR 220 between just east of College Drive and just west of East-West Parkway is predominantly a four-lane, divided major collector roadway with at-grade grassed medians. The median width in this segment is much wider (approximately 40' wide in many places). Dedicated left-turn bays are present at most side streets and some driveways. Small tapered right-turn bays exist on CR 220 approaching Harmony Hall Road/ Swimming Pen Drive. A dedicated westbound right-turn bay exists on CR 220 at Lakeshore Drive. Dedicated eastbound right-turn bays exist on CR 220 at Old Pine Trail and at the East-West Parkway. This roadway segment has a posted speed limit of 45 mph.
- E. CR 220 from just west of East-West Parkway and US 17 continues as a four-lane, divided major collector roadway with at-grade grassed medians. Left- and right-turn bays are present at the various side streets and some driveways. This roadway segment has a posted speed limit of 35 mph.

The existing conditions diagrams are provided in **Appendix A**.

### IV. ANALYSIS OF EXISTING TRAFFIC CONDITIONS

#### A. Roadway Safety

Crash data was collected from *Signal Four Analytics* within the study area for a three-year period from January 2015 to December 2017. A total of 676 crashes were reported within the study area, as follows:

- 302 Rear-end
- 141 Other
- 83 Left-Turn
- 51 Off-Road
- 49 Sideswipe
- 31 Angle
- 10 Right-Turn
- 6 Head-On
- 3 Bicycle/Pedestrian

Additional crash-statistic information:

- There were 213 crashes in 2015, 209 crashes in 2016, and 254 crashes in 2017.
- Three crashes (0.4 percent) resulted in three fatalities and 177 crashes (26 percent) resulted in 274 injuries.
- There were 93 wet-pavement crashes (14 percent) and 84 nighttime crashes (12 percent).
- The total property damage for all crashes was \$3,154,808.

The three fatal crashes reported in the three-year crash history are detailed below:

**Friday, June 24, 2016 at 11:50 a.m.:** A westbound motorcyclist on CR 220 just east of Harmony Hall Road was traveling at approximately 70 mph when the operator lost control and ran off the road. The motorcycle overturned and the operator was thrown from the motorcycle. The collision occurred on dry pavement during daylight conditions (Crash Report No. 85339561).

**Sunday, September 6, 2017 at 10:30 a.m.:** A northbound vehicle on Old Hard Road stopped at the stop sign and then proceeded into the intersection attempting to turn left onto westbound CR 220 when it was struck by an eastbound vehicle. The collision occurred on wet pavement during rainy daylight conditions (Crash Report No. 85552599).

**Monday, September 11, 2017 at 9:58 p.m.:** A westbound vehicle on CR 220 turned southbound onto Old Pine Trail and then drove into the pond on the west side of Old Pine Trail. The collision occurred on dry pavement under dark (but lighted) conditions (Crash Report No. 83823378).

Several locations were identified as having significant crash trends, as follows:

The signalized intersection of CR 220 and Henley Road resulted in 53 rear-end collisions (27 in the westbound direction). There are no backplates on any of the signal heads at this location.

The unsignalized intersection of CR 220 and Joe Johns Road resulted in 10 rear-end collisions (6 in the northbound direction, 4 in the southbound direction). There are no dedicated turn bays on CR 220 at this intersection.

The signalized intersection of CR 220 and Knight Boxx Road resulted in 33 rear-end collisions (13 in the southbound direction) and 17 left-turn collisions (14 of these involved eastbound left-turning vehicles). Backplates only exist on the westbound signals at this location.

Detailed crash summaries and collision diagrams are located in **Appendix C** and **Appendix D**, respectively.

## **B. Sidewalks and Bike Lanes**

Improvements to the sidewalk network within the study area will improve pedestrian access. These options include connecting existing segments and adding crosswalks at key intersections. Below is a list of the missing sidewalk links:

- The north side of CR 220 from US 17 to Lakeshore Drive, a distance of approximately 1.22 miles



- Both sides of CR 220 from just east of the bridge over Little Black Creek to Henley Road, a distance of approximately 0.87 miles

On CR 220, bike lanes only exist between Brookstone Drive and Knight Boxx Road. No bike lanes exist on the two-lane segment of CR 220.

On Henley Road, a very small section of marked bike lanes exists on/near the bridge over Black Creek. No other bike lanes were observed on Henley Road.

An exhibit showing the missing sidewalk gaps is included in **Appendix F**.

### C. Traffic Operational Analysis (Existing Year Results)

An operational analysis of existing conditions was conducted using Synchro/SimTraffic analysis software. Synchro software was used to model the roadway network and provide a detailed analysis of the signalized and non-signalized intersection operations. The software considers the effects of signal spacing and signal coordination, including actuated and semi-actuated signal operations, and incorporates traffic volumes, signal timing and vehicle detection. The model output includes intersection approach delays, volume-to-capacity ratios, estimated queue lengths, and level-of-service (LOS) results. SimTraffic uses the Synchro model to simulate system-wide traffic operations and produces a visual model of the operating roadway network. This software was used to form a complete and detailed analysis of the system operations.

Intersection turning-movement counts were collected to accurately reflect the traffic flow at the intersections within the study area. The existing roadway network (with 2018 traffic volumes) was analyzed and the LOS results for the various intersections were determined. The analyses at the signalized intersections were based on existing traffic signal timing obtained from Clay County.

See Table 1 for the LOS and Delay results. Please refer to **Appendix H** for the supporting traffic-analysis results.

**Table 1 – Signalized Intersections Synchro Results**

Synchro Results				
Intersection	2018 with Existing Signal Timings			
	AM		PM	
	LOS	Delay	LOS	Delay
CR 218 at Henley Road	C	21.1	A	8.9
Sandridge Road at Henley Road	B	11.8	B	12.3
CR 209 (Russell Road) at Henley Road	B	13.5	A	8.6
Henley Road at CR 220	D	40.6	D	53.8
Knight Boxx Road at CR 220	C	20.1	B	17.1
Doctors Inlet Elementary School at CR 220	A	7.9	A	1.2
College Drive at CR 220	C	31.7	C	28.6
Paul Armstrong Park at CR 220	A	7.4	A	8.6
Heritage Farms Boulevard at CR 220	B	12.9	B	12.7
Swimming Pen Dr/Harmony Hall Rd at CR 220	B	15.6	B	10.3
Canova Road/Lakeshore Drive at CR 220	D	36.1	C	34.8

The analyses of existing conditions did not reveal any intersection failures. However, there were many individual movements that experienced unacceptable delays. These intersections are discussed below:

The signalized intersection of CR 218 and Henley Road during the AM peak hour experienced LOS E results for the southbound left-turn movement. It appears this can be improved with revising the signal timings.

The signalized intersection of CR 220 and Henley Road during the AM peak hour experienced LOS E results for the southbound thru, northbound left-turn, and eastbound left-turn movements. The eastbound left-turn movement routinely experiences cycle failures and an average vehicle delay of 78 seconds. During the PM peak hour, these movements (eastbound left-turn, northbound left-turn, southbound thru) experienced failing (LOS F) results.

At the unsignalized intersection of Lakeshore Drive West/Indian River Drive and CR 220, nine angle and two left-turn collisions occurred between 2016 and 2017. The Manual on Uniform Traffic Control Devices (MUTCD) provides requirements and guidance for determining if signalization is the best method of traffic control. Chapter 4C of the 2009 edition (revised May 2012) of the MUTCD was used for this study. The collected turning-movement count data is summarized in Table 2. Because the posted speed limit on CR 220 is 45 mph, this intersection qualifies for a reduction of required approach volumes (from 100 percent to 70 percent). As a result, the minimum required volume for CR 220 is 420 vehicles per hour (vph) and the corresponding minimum required volume for Lakeshore Drive is 105 vph (for Warrant 1, Condition A, Minimum Vehicular Volume). For Condition B (Interruption of Continuous Traffic), the minimum requirement is 630 vph for CR 220 and 53 vph for Lakeshore Drive West. A review of this data shows that the required minimum volumes are met for all eight hours for Condition B. As a result, Warrant 1B is satisfied.

**Table 2, WARRANT 1 (Eight-Hour Vehicular Volume) – Existing Volumes**

Time Period	NUMBER OF VEHICLES		IS HOURLY WARRANT SATISFIED?		
	CR 220	Lakeshore Drive West Southbound	Condition A	Condition B	Combination of A & B
6:00 - 7:00 AM	1,682	56	CR 220	<b>*YES*</b>	N/A
7:00 - 8:00 AM	2,214	70	CR 220	<b>*YES*</b>	N/A
8:00 - 9:00 AM	2,121	76	CR 220	<b>*YES*</b>	N/A
10:00 - 11:00 AM	1,810	59	CR 220	<b>*YES*</b>	N/A
11:00 AM - 12:00 PM	1,872	54	CR 220	<b>*YES*</b>	N/A
2:00 - 3:00 PM	2,440	68	CR 220	<b>*YES*</b>	N/A
4:00 - 5:00 PM	2,961	54	CR 220	<b>*YES*</b>	N/A
5:00 - 6:00 PM	3,133	63	CR 220	<b>*YES*</b>	N/A
<b>NUMBER OF HOURS MEETING WARRANT</b>			<b>0</b>	<b>8</b>	N/A
<b>IS WARRANT SATISFIED?</b>			<b>NO</b>	<b>YES</b>	N/A

At the unsignalized intersection of Old Hard Road and CR 220, eight angle and three left-turn collisions occurred between 2015 and 2017. Again, the Manual on Uniform Traffic Control Devices (MUTCD) provides requirements and guidance for determining if signalization is the best method of traffic control. Chapter 4C of the 2009 edition (revised May 2012) of the MUTCD was used for this study. The collected turning-movement count data is summarized in Table 3. Because the posted speed limit on CR 220 is 45 mph, this intersection qualifies for a reduction of the required approach volumes (from 100 percent to 70 percent). As a result, the minimum required volume for CR 220 is 420 vehicles per hour (vph) and the corresponding minimum required volume for Old Hard Road is 105 vph (for Warrant 1, Condition A, Minimum Vehicular Volume). For Condition B (Interruption of Continuous Traffic), the minimum requirement is 630 vph for CR 220 and 53 vph for Old Hard Road. A review of this data shows that the required minimum volumes are met for seven hours for Condition B. The combinations of Conditions A and Conditions B were also reviewed with three of the eight hours satisfied. Given that only eight-hours of turning movement counts were collected, it is possible that with additional hours collected, Condition B will be satisfied.

**Table 3, WARRANT 1 (Eight-Hour Vehicular Volume) – Existing Volumes**

Time Period	NUMBER OF VEHICLES		IS HOURLY WARRANT SATISFIED?		
	CR 220	Old Hard Road	Condition A	Condition B	Combination of A & B
6:00 - 7:00 AM	1,688	55	CR 220	<b>*YES*</b>	Condition B
7:00 - 8:00 AM	2,130	134	<b>*YES*</b>	<b>*YES*</b>	<b>*YES*</b>
8:00 - 9:00 AM	2,099	70	CR 220	<b>*YES*</b>	Condition B
9:00 - 10:00 AM	1,690	43	CR 220	CR 220	Condition B
2:00 - 3:00 PM	2,627	108	<b>*YES*</b>	<b>*YES*</b>	<b>*YES*</b>
3:00 - 4:00 PM	2,915	75	CR 220	<b>*YES*</b>	Condition B
4:00 - 5:00 PM	3,098	90	CR 220	<b>*YES*</b>	<b>*YES*</b>
5:00 - 6:00 PM	2,444	78	CR 220	<b>*YES*</b>	Condition B
<b>NUMBER OF HOURS MEETING WARRANT</b>			<b>2</b>	<b>7</b>	<b>3</b>
<b>IS WARRANT SATISFIED?</b>			<b>NO</b>	<b>NO</b>	<b>NO</b>

Warrant 2 (Four-hour Vehicular Volume) was also examined. The MUTCD requires the use of Figure 4C-2 at this location. The lower threshold for the minor-street approach is 60 vehicles per hour (vph) when the major-street volume exceeds 800 vph. A review of this data shows that the required minimum volumes are met for 6 hours. As a result, Warrant 2 is satisfied.

The signalized intersection of Lakeshore Drive/Canova Road and CR 220 during the 2018 AM peak hour experienced LOS E and 74.8 seconds of delay for the northbound movements. During the 2018 PM peak hour experienced LOS F and 95 seconds of delay for the northbound movements. The southbound left-turn and eastbound left-turn additionally result in a LOS E.



#### D. Underserved Populations

The study area was reviewed to locate areas of higher underserved populations, either under Title VI or Environmental Justice Populations. The United States Environmental Protection Agency (EPA) uses low-income and minority populations as the indicators for Environmental Justice. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Several areas within the study corridor range between the 60<sup>th</sup> and 80<sup>th</sup> percentiles of the demographic index (Average of Percent Minority and Percent Low Income per Census Block Group). The highest area (80<sup>th</sup> percentile) is located to the southeast of CR 220 and Sleepy Hollow Road intersection. Areas in the 70<sup>th</sup> percentile are located to the west of Sleepy Hollow Road on the south side of CR 220. Areas in the 60<sup>th</sup> percentile are located to the west and north of the intersection of Henley Road and CR 220. These areas are shown in the Underserved Populations map (see **Appendix E**).

#### E. Public Transportation

In March, JTA began providing transit service in Clay County (called Clay Community Transportation) along two transit routes (Red and Blue Lines, see **Appendix G**). This new service replaces part of the Clay County Council on Aging's previous transit routes that were recently discontinued.

Service is provided Monday through Friday. The typical fare is \$1, with a reduced price (50 cents) for senior citizens (60 and older) or children under the age of 6.

Below are the locations the two lines serve:

##### **RED LINE:**

Clay County Library  
Orange Park Library  
Orange Park Mall  
Orange Park Medical Center  
Orange Park Senior Center  
St. Vincent's Medical Center

##### **BLUE LINE:**

Clay County Courthouse  
Clay County Health Department  
Kindred Hospital North Florida  
Naval Air Station Jacksonville  
Orange Park Library  
Orange Park Mall  
Orange Park Medical Center  
Orange Park Senior Center  
St. Johns River State College

The Blue Line connects Penney Farms, Green Cove Springs and Orange Park, traveling along SR 16, US 17, CR 220, CR 224/College Drive, SR 21/Blanding Boulevard, SR 224/Kingsley Avenue, and Wells Road. It also travels to NAS Jacksonville.

The Red Line connects the Middleburg and Orange Park areas, traveling along SR 21/Blanding Boulevard, SR 224/Kingsley Avenue, US 17/Park Avenue and Wells Road.

JTA also operates an express/commuter route (JTA Route 201, Clay Regional Express) that serves Clay County and Jacksonville. It links the Black Creek Park 'N' Ride, located on CR 220, with downtown Jacksonville. In Clay County, this route travels along US 17/Park Avenue, CR 220, CR 224/College Drive, and SR 224/Kingsley Avenue.

Ride Solutions (out of Putnam County) operates two routes that stop in Clay County, traveling along US 17. One route (the Orange Park Commuter Route) travels to/from the Orange Park area. The other route (Greyhound Palatka-Jacksonville) operates in coordination with Greyhound and travels to/from downtown Jacksonville.

## **V. ANALYSIS OF PROJECTED TRAFFIC DEMAND (2040 DESIGN YEAR)**

### **A. Background**

This section provides the methodology used for evaluating the transportation impacts of the vehicular traffic entering and exiting the roadway network with the study area. The recommended improvements are based on the 2040 design-year traffic volumes.

### **B. Travel Demand Forecasting**

#### **1. Planned and Programmed Transportation Projects**

The First Coast Expressway (FCE, SR 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns Counties. The second segment of the FCE project involves a new roadway in Clay County that starts near Blanding Boulevard (SR 21) in Middleburg, runs south and then east over Henley Road, continues through Green Cove Springs, and ends near the Shands Bridge (at the St. Johns River). This project includes a new, elevated bridge over Black Creek and an interchange on Henley Road (approximately 0.5 miles south of Russell Road). The right-of-way acquisition for this segment has been completed and construction began in March 2019. The expected project completion is 2025.

CR 220 between Shamrock Drive (approximately 900' west of Henley Road) and Knight Boxx Road is proposed to be widened from a two-lane undivided roadway to a four-lane divided roadway. The project includes the CR 220 bridge over Little Black Creek. The proposed project will widen CR 220 by constructing two additional travel lanes, bicycle lanes and sidewalks. A center two-way left-turn lane will be constructed between Henley Road and Chief Ridaught Trail. A raised median will be constructed between Chief Ridaught Trail and Knight Boxx Road. This project is expected to start in 2021.

Clay County Capital Improvements Plan for 2018-2019 has \$3,663,289 budgeted to widen CR 220 between Henley Road and Knight Boxx Road. The widening also has intersection improvements at Henley Road and CR 220. In January 2019, the Clay County Board of Commissioners approved a quadrant intersection design at the CR 220/Henley Road intersection. Early concept plans eliminate eastbound and westbound left-turns on CR 220 and will reroute this traffic to a by-pass road located in the southwest quadrant of the intersection.

## **2. Planned Development**

Although most properties along CR 220 within the study area have previously been developed, several undeveloped parcels are located along Henley Road (especially on both sides of the road between Russell Road and Lake Asbury Drive). Planned development outside the study area was not considered; however, future traffic growth was included to address these additional development areas.

## **3. Future Projections**

A comparative analysis of historical and projected growth rates was completed based on FDOT LOS Tool AADT, NERPM Model AADT, and Bureau of Economic Business & Research Population Growth Rates for Clay County with the following results:

- FDOT LOS Tool AADT growth rate on SR 21 from 2016 to 2040 – 1.4 percent/year
- NERPM-AB AADT growth rate on CR 220 from 2010 to 2040 – 2.1 percent/year (before the construction of the First Coast Expressway)
- NERPM-AB AADT growth rate on CR 220 from 2025 to 2040 – 1.3 percent/year (after the completion of the First Coast Expressway)
- BEBR Clay County Population Growth from 2018 to 2040 – 1.4 percent/year

Growth rates were then averaged to generate a 1.6 percent annual increase and was used as a baseline growth rate.

Intersections were analyzed for growth between 2020 and 2040 on an individual intersection basis. Growth rates (1.6 percent annually) were applied to the counted 2018 volumes. The resulting calculated turning-movement volumes are located in **Appendix B**.

### **C. No Build Condition/Need for Improvements**

With the continuing/anticipated growth in the region, the associated traffic volumes (including motorized and non-motorized users) will continue to increase within the study area over the next several years. For this reason, congestion and safety concerns should be addressed for all roadway segments and intersections. Although no signalized intersection currently experiences failing LOS results, unacceptable delays exist for some individual movements and additional congestion problems are expected as traffic volumes continue to increase.

### **D. Traffic Operational Analysis (Design Year Results)**

As with the existing conditions, an operational analysis of future (2040) conditions was conducted using Synchro/SimTraffic analysis software. A minimum growth rate of 1.6 percent annually was used to estimate future volumes within the study area.

The future roadway network, with projected traffic volumes, was analyzed and the LOS results for the various system components were determined. The analyses at the signalized intersections were based on optimized traffic signal timing.

The analyses of future (2040) conditions did not reveal any intersection failures (with recommended improvements in place). See Table 4 for the LOS and Delay results. For more detailed traffic-analysis results, refer to **Appendix I**.

**Table 4 – Signalized Intersections Synchro Results**

Synchro Results								
Intersection	2040 without Improvements				2040 with Improvements			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
CR 218 at Henley Road	C	22.4	B	16.8	C	22.4	B	16.5
Sandridge Road at Henley Road	B	13.0	B	15.1	B	13	B	15.1
CR 209 (Russell Road) at Henley Road	B	19.2	B	14.2	B	19.2	B	14.2
Henley Road at CR 220	E	59.3	F	82.6	D	37.3	C	30.2
Knight Boxx Road at CR 220	D	41.4	D	46.9	D	37.3	C	28.5
Doctors Inlet Elementary School at CR 220	B	18.4	C	21.1	B	18.4	C	21.1
College Drive at CR 220	F	147.3	F	108.7	D	54.9	D	52.4
Paul Armstrong Park at CR 220	B	18.4	C	32.5	B	14.1	B	13.9
Heritage Farms Boulevard at CR 220	C	21.6	D	45.7	C	23.0	C	27.5
Swimming Pen Dr/Harmony Hall Rd at CR 220	C	34.6	C	30.9	C	27.7	C	31.4
Canova Road/Lakeshore Drive at CR 220	E	72.0	F	110.1	D	41.1	D	41.2

## VI. ITS APPLICATIONS ANALYSIS

### A. Existing ITS Infrastructure

Existing fiber optic cable is located along College Drive from Blanding Boulevard to CR 220. It continues along CR 220 from College Drive to Sleepy Hollow Road and then along Sleepy Hollow Road to Clay County’s Traffic Management Center (TMC).

The following signals have multimodal fiber optic cable:

- CR 220 and Town Center Boulevard
- CR 220 and East West Parkway
- CR 220 and Lakeshore Drive/Canova Road

The following signals have radio communications:

- CR 218 at Henley Road
- Sandridge Road at Henley Road
- CR 209 (Russell Road) at Henley Road
- Henley Road at CR 220
- Knight Boxx Road at CR 220

### B. Proposed ITS Infrastructure

Communications is a critical component of all ITS systems. Placing ITS infrastructure throughout the study corridors would provide the following benefits:



- Communication redundancy (i.e., a fiber loop) with the County’s TMC. The County has lost communication in the past due to fiber cuts by utility contractors.
- Signal timing coordination to increase each corridor’s efficiency. Although signal coordination can be implemented without the controllers being online, this requires GPS devices at each location to ensure the controller clocks stay synchronized.
- Adequate bandwidth to allow CCTV camera installations.
- Real-time alerts and monitoring capabilities from the County’s TMC.

Clay County is looking to expand their network and expects to include fiber optic cable as their communication preference. Additionally, Pan-Tilt-Zoom (PTZ) cameras are recommended at the signalized intersections.

## VII. RECOMMENDATIONS

Numerous options to improve traffic flow within the study area were considered and/or identified, as follows:

1. Henley Road at CR 220 – This signalized intersection currently experiences congestion issues during the peak hours. Specifically, there are movements that are approaching failing results during the morning peak period, and there are movements that experience failing results during the evening peak period. In addition, 54 rear-end collisions have occurred at this intersection during the last three years. A “signal ahead” warning sign should be installed for westbound CR 220 traffic (as 32 of the 54 rear-end crashes involved westbound vehicles). It should be noted that Clay County has a proposed project that will address capacity and safety issues at this intersection with traditional intersection improvements. With the County’s proposed improvements in place, traffic projections indicate this intersection will experience LOS D operations during the 2040 AM peak hour and LOS C operations during the 2040 PM peak hour. Similarly, the Florida Department of Transportation has proposed a quadrant intersection design for the Henley Road and CR 220 intersection. A quadrant intersection includes a dedicated one-way road (from CR 220 to Henley Road) that diverts eastbound/westbound vehicles that want to turn left onto Henley Road. These vehicles are prohibited from turning left at the existing signalized intersection. This road would be constructed behind the gas station on the southwest corner of Henley Road. The diverted traffic would then turn left or right onto Henley Road (depending on the motorist’s origin and destination). The purpose of the quadrant intersection would be to eliminate the CR 220 eastbound/westbound left-turns at the Henley Road signal. Traffic projections indicate the proposed CR 220/Henley Road intersection will improve so that LOS B operations will result during the 2040 AM and PM peak hours. The two quadrant intersections (one on Henley Road south of CR 220 and one on CR 220 west of Henley Road) will also be signalized and should experience LOS A operations during the 2040 AM and PM peak hours.
2. CR 220 between Henley Road and Knight Boxx Road – Thirty (30) rear-end collisions occurred during the last three years on this two-lane undivided roadway segment. The Clay County Roadway System Capacity Analysis has rated this section of CR 220 as

“critical” as it has a 99 percent volume-to-capacity ratio. This section of CR 220 is currently under design to be widened to a four-lane divided roadway. The rear-end crash problem is expected to significantly decrease when CR 220 is widened in this area because dedicated left-turn bays will be constructed at most side streets and some driveways. Clay County’s 2018-2019 Capital Improvements Plan has \$3,663,289 budgeted for this improvement.

3. CR 220 and Knight Boxx Road – Fourteen (14) eastbound left-turn collisions occurred at this signalized intersection during the last three years. A protected-only left-turn movement is recommended for the eastbound left-turn movement. Fourteen (14) southbound rear-end collisions and a total of 34 intersection rear-end collisions have occurred during this three-year period. Backplates are currently installed on the westbound signal heads only. A “signal ahead” warning sign is recommended on Knight Boxx Road (approaching CR 220). This intersection currently operates at LOS C during the AM peak period and LOS B during the PM peak period. Without any improvements, traffic projections indicate this intersection will experience LOS D operations during the 2040 AM and PM peak hours. To improve this intersection’s operations, an additional southbound left-turn lane should be considered. This additional lane should not require the signal to be rebuilt. However, the signal should be evaluated to determine if it would allow for backplates to be installed for all movements. With this improvement, this intersection should experience LOS D operations during the 2040 AM peak hour and LOS C operations during the 2040 PM peak hour. When this intersection is designed, the possibility of adding a second eastbound left-turn bay should also be reviewed. Based upon preliminary reviews, this improvement may not fit within the existing right-of-way. The Concept Diagram can be found in **Appendix J**.

The estimated engineering and construction costs associated with the southbound improvements is \$212,443. Cost estimates were based on FDOT’s Historical Costs from 03/01/18 to 02/28/19. If available, Area 5 cost data was used; if unavailable, statewide cost data was used. The appropriate pay items and estimated quantities were used to generate this opinion of probable costs. The cost estimates are located in **Appendix K**.

4. The signalized intersection of CR 220 and College Drive/Plantation Drive – Thirty-one (31) rear-ends have occurred at this intersection within the last three years. Retroreflective tape should be added to the existing signal backplates. This intersection currently operates at LOS C during the AM and PM peak periods. Traffic projections indicate this intersection will experience failure during the 2040 AM and PM peak periods without additional improvements. It is recommended that the six-lane divided roadway be constructed to this intersection, the westbound outside lane would become a right-turn lane drop and a third southbound left-turn bay could be constructed. With these improvements, the intersection is anticipated to operate at a LOS D during the AM and PM peak periods. The Concept Diagram can be found in **Appendix J**.

The estimated engineering and construction costs associated with the improvements is \$984,627. Cost estimates were based on FDOT’s Historical Costs from 03/01/18 to 02/28/19. The cost estimates are located in **Appendix K**.

5. The four-lane divided roadway on CR 220 between College Drive and Swimming Pen Drive/Harmony Hall Road in 2017 was at 74 percent volume-to-capacity ratio and has a maximum service volume (MSV) of 3,390 according to the Clay County Roadway System Capacity Analysis. Using a growth rate of 1.6 percent with the counted turning movement volumes, this segment will exceed the MSV by 2025, which is after the First Coast Expressway (FCE) is constructed. Due to variable impacts from the FCE, a new traffic study should be prepared after the FCE construction is completed to better estimate when this section will exceed the MSV. This section is recommended to be widened to a six-lane divided roadway by 2040. Based on the 50' median, it is anticipated that CR 220 can be widened to the inside.

The estimated engineering and construction costs associated with the improvements is \$6,882,737. Cost estimates were based on FDOT's Cost Per Mile Models from August 2018 update. The cost estimates are located in **Appendix K**.

6. The four-lane divided roadway on CR 220 between Swimming Pen Drive/Harmony Hall Road and West Lakeshore Drive in 2017 was at 69 percent volume-to-capacity ratio and has a maximum service volume (MSV) of 3,390 according to the Clay County Roadway System Capacity Analysis. Using a growth rate of 1.6 percent with the counted turning movement volumes, this segment will exceed the MSV by 2028, which is after the First Coast Expressway (FCE) is constructed. Due to variable impacts from the FCE, a new traffic study should be prepared after the FCE construction is completed to better estimate when this section will exceed the MSV. This section is recommended to be widened to a six-lane divided roadway by 2040. Based on the 50' median, it is anticipated that CR 220 can be widened to the inside.

The estimated engineering and construction costs associated with the improvements is \$2,156,038. Cost estimates were based on FDOT's Cost Per Mile Models from August 2018 update. The cost estimates are located in **Appendix K**.

7. The four-lane divided roadway on CR 220 between West Lakeshore Drive and US 17 in 2017 was at 59 percent volume-to-capacity ratio and has a maximum service volume (MSV) of 5,080 according to the Clay County Roadway System Capacity Analysis. Considering the other four-lane sections of CR 220 have a MSV of 3,390 and this number corresponds to a six-lane divided section in the FDOT's Generalized Level of Service tables, this was considered an error. Using the MSV of 3,390, the volume-to-capacity ratio was 88 percent in 2017. Using a growth rate of 1.6 percent with the counted turning movement volumes, this segment will exceed the MSV by 2029, which is after the First Coast Expressway (FCE) is constructed. Due to variable impacts from the FCE, a new traffic study should be prepared after the FCE construction is completed to better estimate when this section will exceed the MSV. This section is recommended to be widened to a six-lane divided roadway by 2040. Based on the 50' median, it is anticipated that CR 220 can be widened to the inside.

The estimated engineering and construction costs associated with the improvements is \$8,707,077. Cost estimates were based on FDOT's Cost Per Mile Models from August 2018 update. The cost estimates are located in **Appendix K**.

8. A traffic signal is recommended at Lakeshore Drive West/Indian River Drive and CR 220. It is recommended that the six-lane divided roadway be constructed through this intersection and a southbound left-turn bay be constructed. With these improvements, the intersection is anticipated to operate at a LOS D during the AM and PM peak periods. The Concept Diagram can be found in **Appendix J**.

The estimated engineering and construction costs associated with the improvements is \$435,388. Cost estimates were based on FDOT's Historical Costs from 03/01/18 to 02/28/19. The cost estimates are located in **Appendix K**.

9. A traffic signal is recommended at Lakeshore Drive West and Old Hard Road. Since this intersection is approximately 475 feet away from Lakeshore Drive West (another proposed signal), it is recommended these signals be interconnected to provide coordinated operation. If this intersection were closed instead of signalized, a significant increase in cut-through traffic on Little River Drive (a residential road) to access Lakeshore Drive West signal to avoid making a U-Turn on CR 220 can be expected. The Concept Diagram can be found in **Appendix J**.

The estimated engineering and construction costs associated with the improvements is \$200,440. Cost estimates were based on FDOT's Historical Costs from 03/01/18 to 02/28/19. The cost estimates are located in **Appendix K**.

10. The signalized intersection of Lakeshore Drive/Canova Road and CR 220 – Seventeen (17) rear-ends have occurred at this intersection within the last three years. This intersection currently operates at LOS D during the AM peak period and LOS C during the PM peak period. Traffic projections indicate this intersection will fail in operation during the 2040 PM peak period without additional improvements. It is recommended that the six-lane divided roadway be constructed through this intersection and a northbound left-turn bay be constructed. With these improvements, the intersection is anticipated to operate at a LOS D during the AM and PM peak periods. The Concept Diagram can be found in **Appendix J**.

The estimated engineering and construction costs associated with the improvements is \$279,461. Cost estimates were based on FDOT's Historical Costs from 03/01/18 to 02/28/19. The cost estimates are located in **Appendix K**.

11. Several potential improvements to the sidewalk network in this area seem reasonable, including constructing new sidewalks to eliminate existing gaps and ensuring all sidewalk ramps are ADA-compliant. Two sidewalk links are missing within the study corridor. Between Henley Road and Knight Boxx Road on both sides of CR 220, sidewalk is already planned with the proposed widening improvements. The second sidewalk gap is located between Lakeshore Drive and US 17 on the northside of CR 220. An exhibit showing the missing sidewalk gaps is included as **Appendix K**.

12. The only designated bike lanes that exist within the study area are located on both sides of CR 220 east of Knight Boxx Road. Extending the bike lanes is planned on CR 220 between Henley Road and Knight Boxx Road when the proposed widening occurs. Consideration should be given to continuing the bike lanes on Henley Road whenever additional/future roadway improvements are implemented.



13. As a general note, it is recommended that when signal-reconstruction projects occur throughout this corridor, back-plates should be provided with all new signal heads and four-section, flashing-yellow-arrow signal heads should replace any existing five-section cluster signal heads to service protected/permitted left-turns.
14. The following ITS improvements are recommended:
  - a. Provide a single-mode fiber connection along Baxley Road from the traffic signal cabinet at Blanding to the traffic signal cabinet at CR 220.
  - b. Provide a single-mode fiber connection along CR 220 from the traffic signal cabinet at Baxley Road to the traffic signal cabinet at Henley Road.
  - c. Provide a single-mode fiber connection along Knight Boxx Road from the traffic signal cabinet at Blanding Boulevard to the traffic signal cabinet at CR 220.
  - d. Provide a fiber connection point with the existing fiber at CR 220 and Sleepy Hollow Road, extend eastward along CR220 to the traffic signals at Paul Armstrong Park, Heritage Farms Boulevard and Harmony Hall Road/Swimming Pen Drive.
  - e. Replace the existing multi-mode fiber along CR 220 from US 17 to Lakeshore Drive/Canova Road with single-mode fiber. It is anticipated that the conduit is in good condition and will not need to be replaced.
  - f. Provide a single-mode fiber connection along Henley Road from the traffic signal at CR 220 to the traffic signal cabinets at Russell Road, Sandridge Road and CR 218.
  - g. Pan-Tilt-Zoom (PTZ) cameras are recommended at the following intersections:
    - i. CR 218 at Henley Road
    - ii. Sandridge Road at Henley Road
    - iii. CR 209 (Russell Road) at Henley Road
    - iv. Henley Road at CR 220
    - v. Knight Boxx Road at CR 220
    - vi. College Drive at CR 220
    - vii. Paul Armstrong Park at CR 220
    - viii. Heritage Farms Boulevard at CR 220
    - ix. Harmony Hall Road/Swimming Pen Drive at CR 220
    - x. Canova Road/Lakeshore Drive at CR 220

The estimated engineering and construction costs associated with the improvements is \$1,722,435. Cost estimates were based on FDOT's Historical Costs from 03/01/18 to 02/28/19. The cost estimates are located in **Appendix K**.

To summarize, several high-benefit improvements should be considered to upgrade traffic and safety-related conditions in this area. Many of these improvements will be required to ensure acceptable LOS results are achieved and maintained in the future.

# **APPENDIX**

Appendix A: Existing Condition Diagrams

Appendix B: 2018 and 2040 Peak Hour Turning Movement Volumes

Appendix C: Crash Summaries

Appendix D: Collision Diagrams

Appendix E: Underserved Populations Maps

Appendix F: Sidewalk Gaps Exhibit

Appendix G: Clay Community Transportation Maps

Appendix H: Existing Synchro Analysis Results

Appendix I: 2040 Synchro Analysis Results

Appendix J: Concept Diagrams

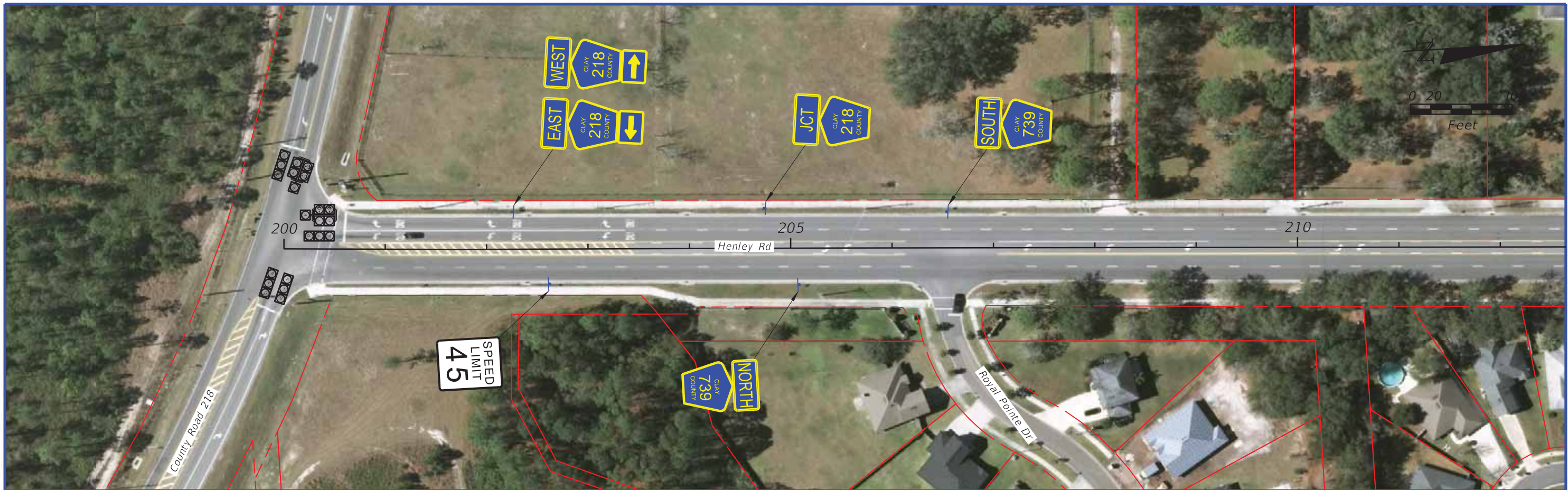
Appendix K: Improvements Cost Estimates

Appendix L: Turning Movement Counts

## **Appendix A:**

### Existing Condition Diagrams





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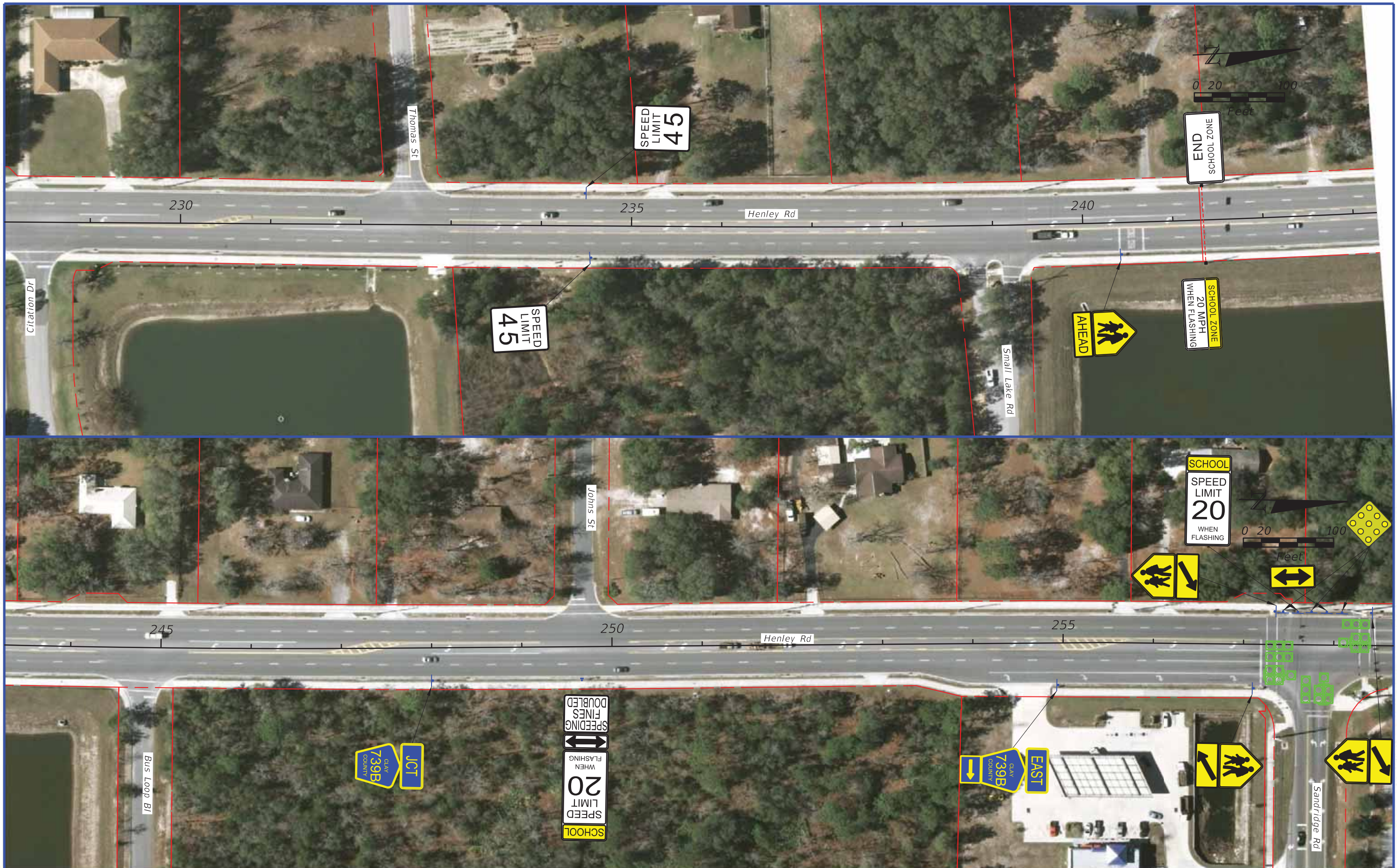


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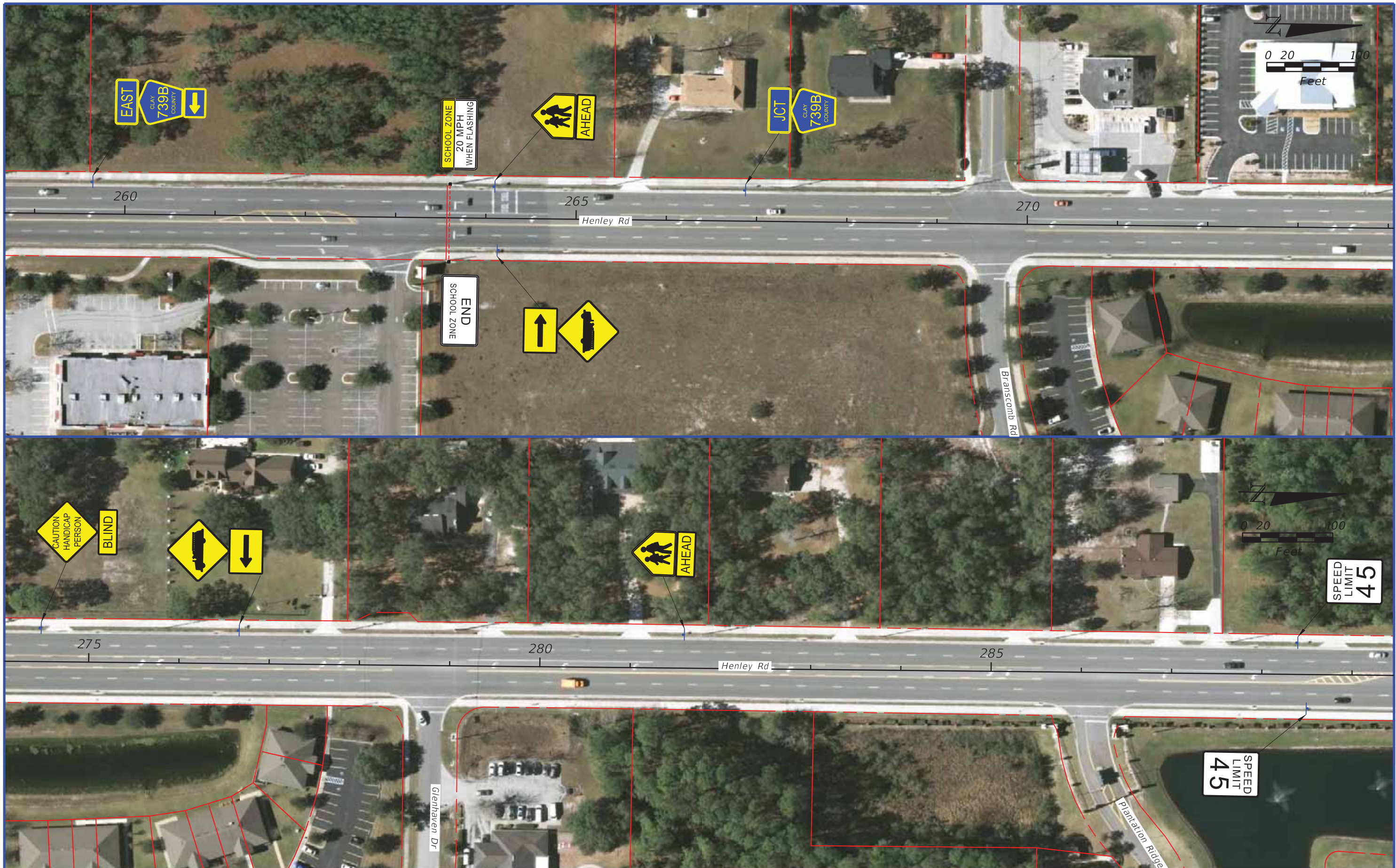
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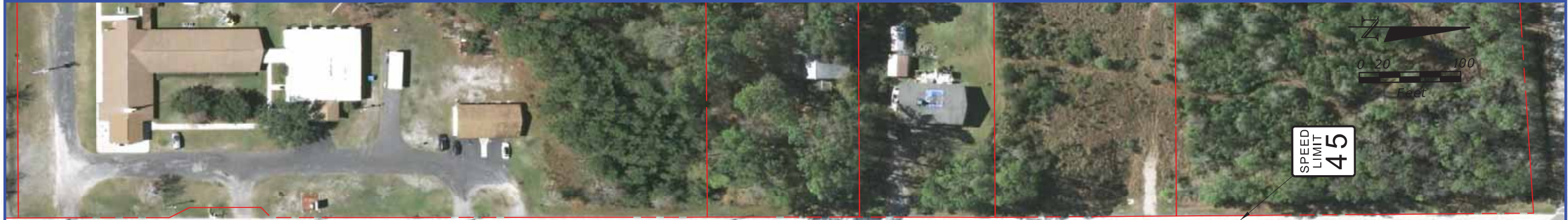
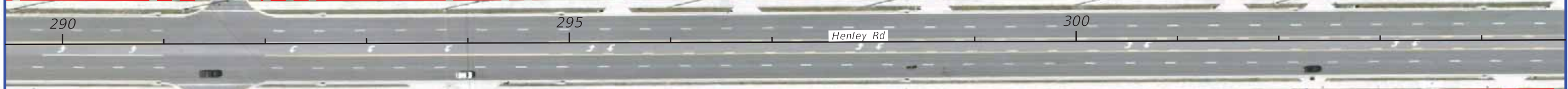
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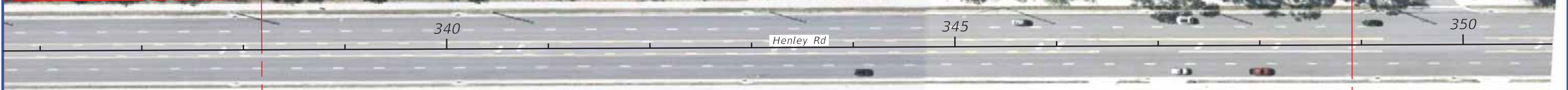


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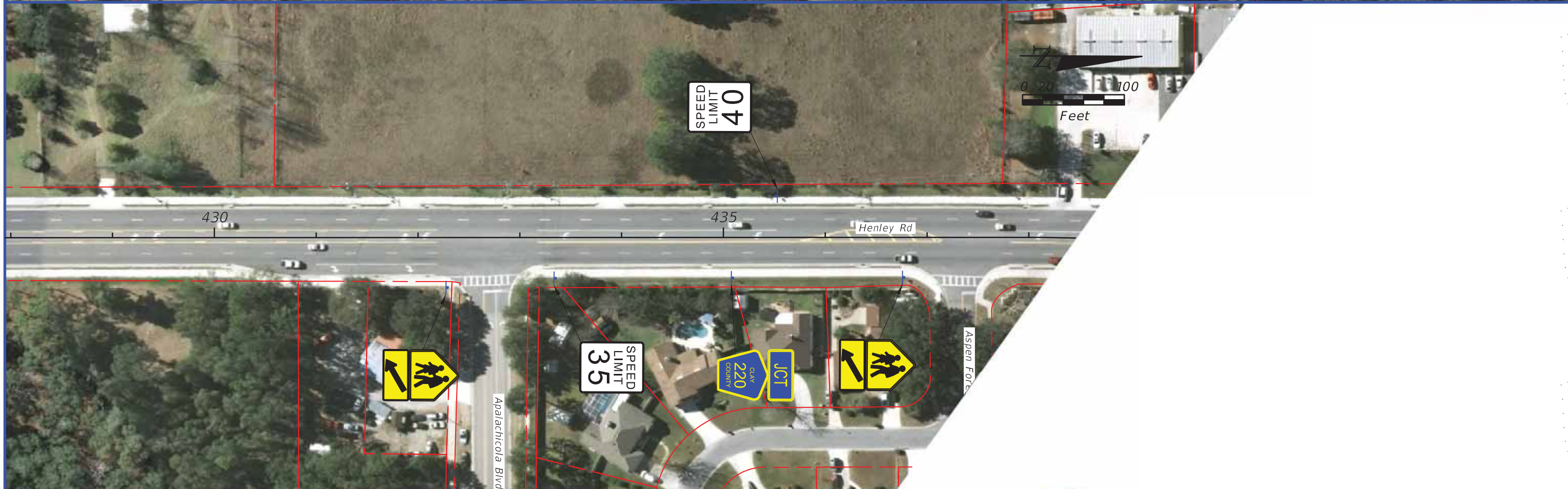
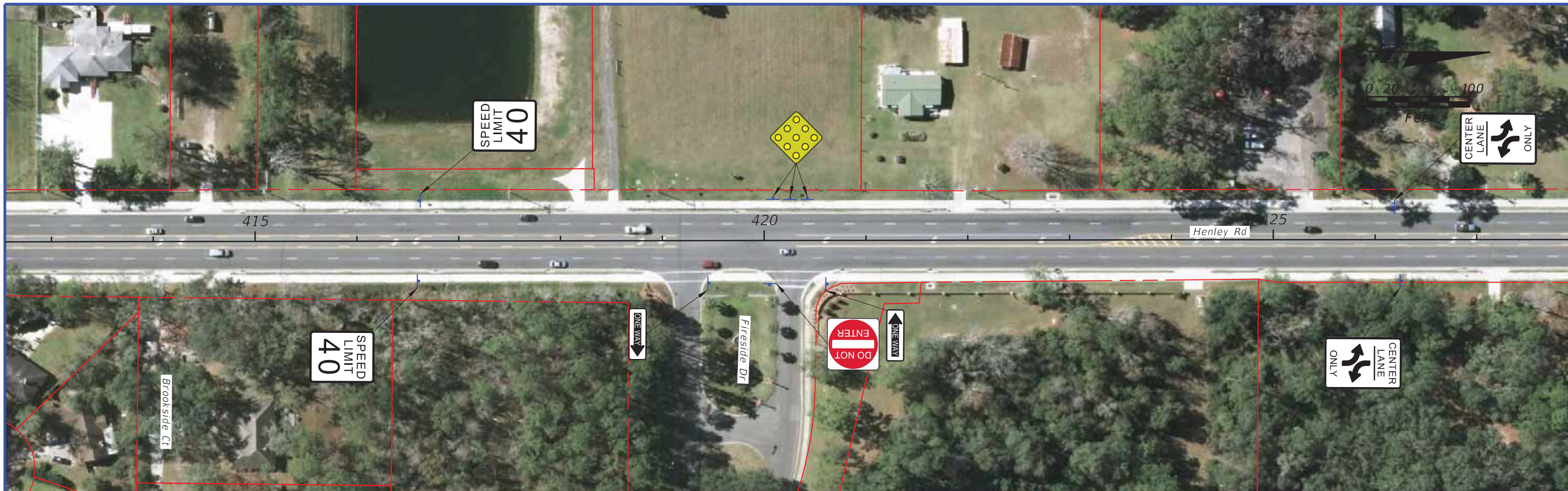
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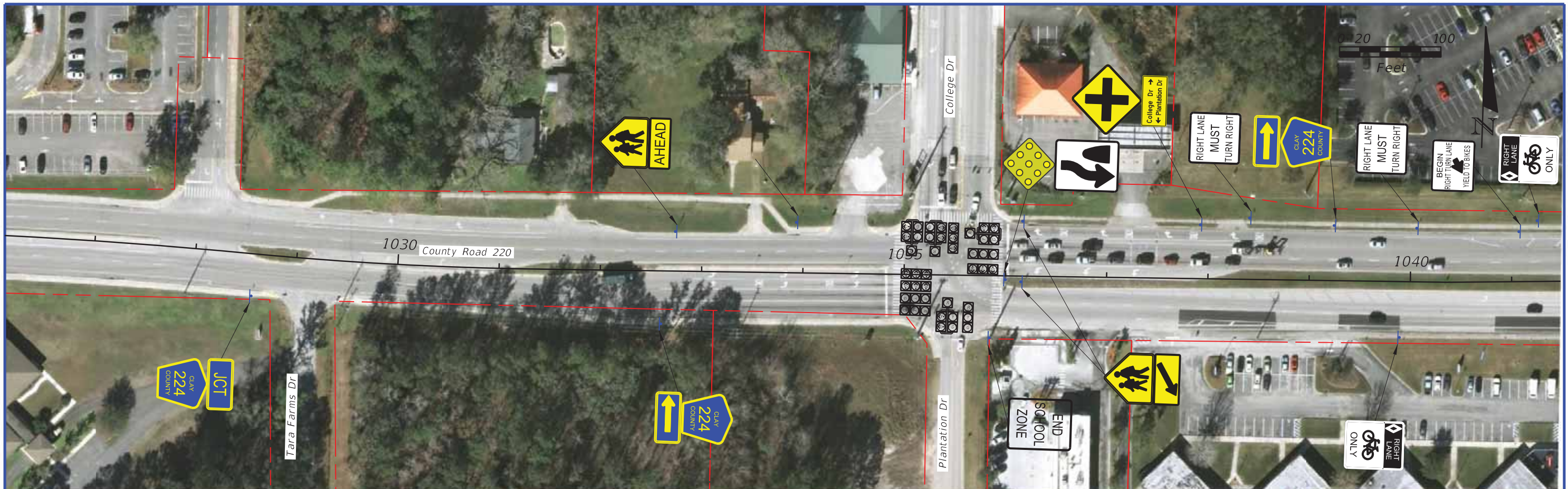
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12





TRAFFIC SIGN

RIGHT-OF-WAY

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thimo & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 CA - 00002584 LC - 0000316  
 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

**North Florida TPO**  
 Transportation Planning Organization  
 PLAN • FUND • MOBILIZE

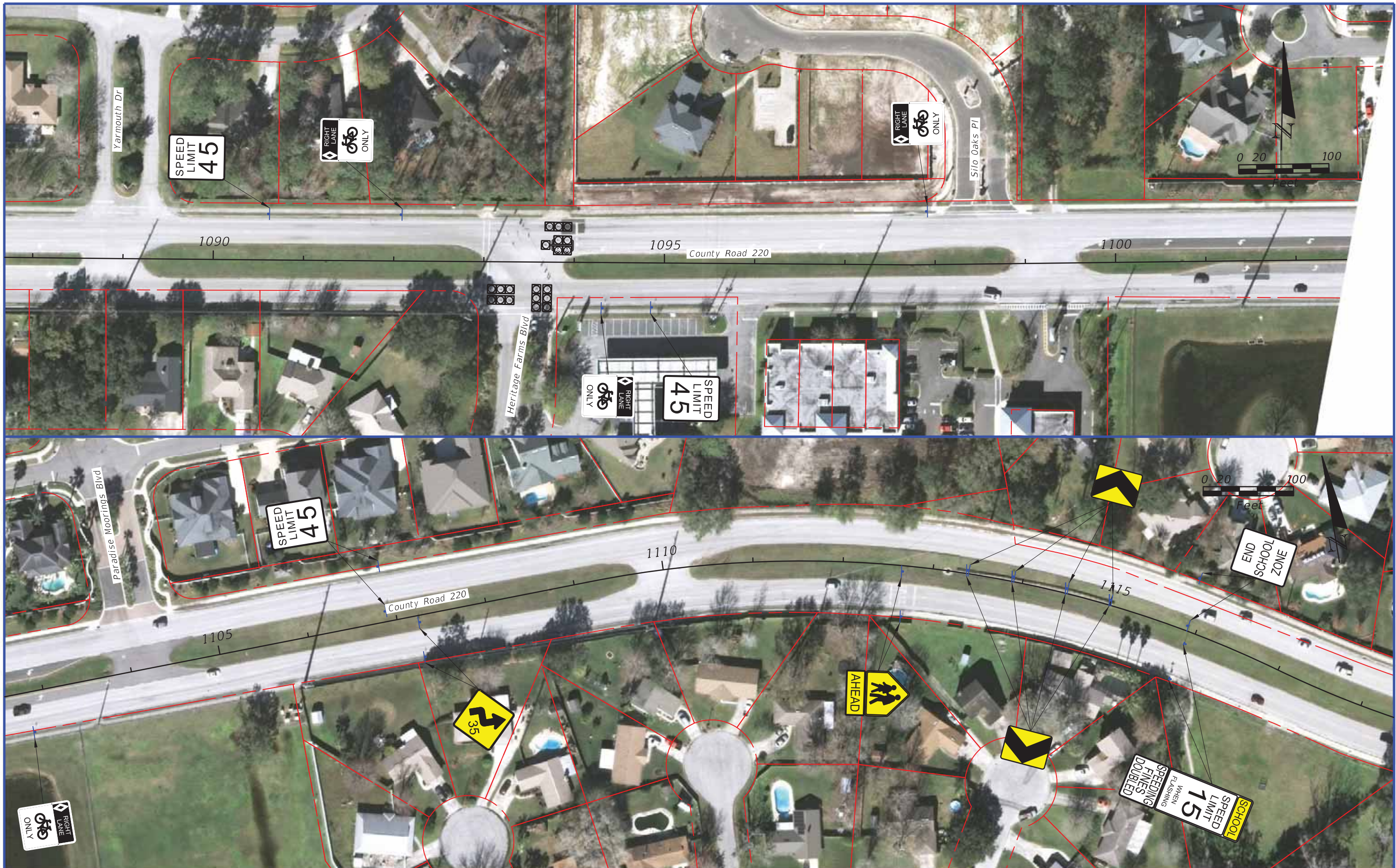
CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 13









TRAFFIC SIGN

RIGHT-OF-WAY

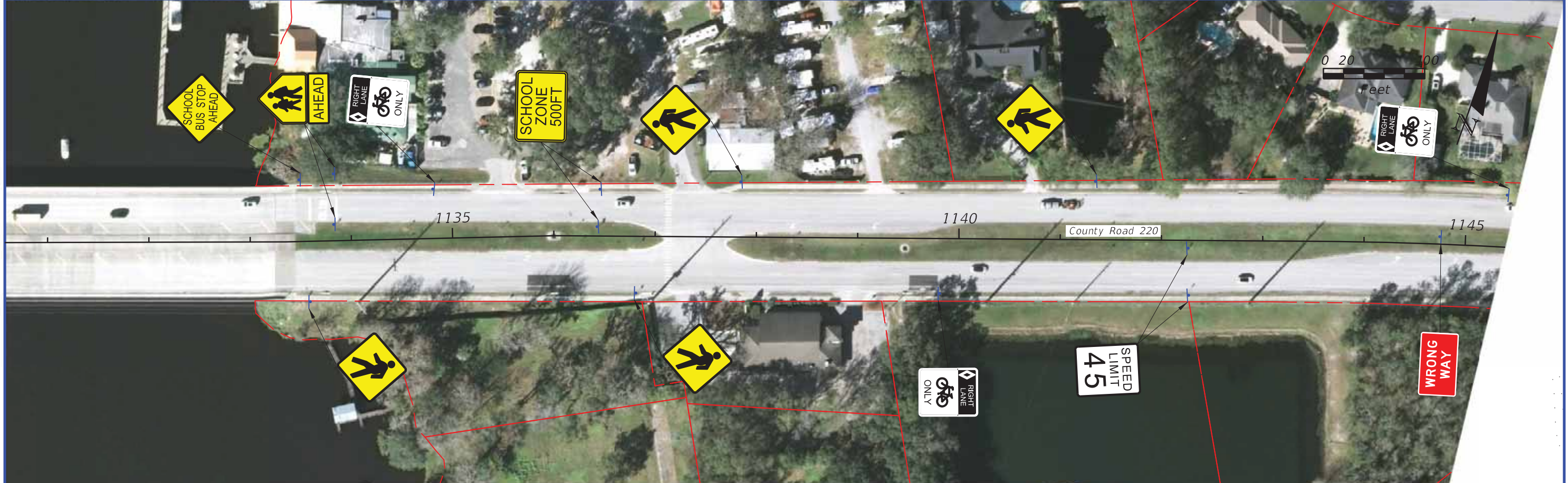
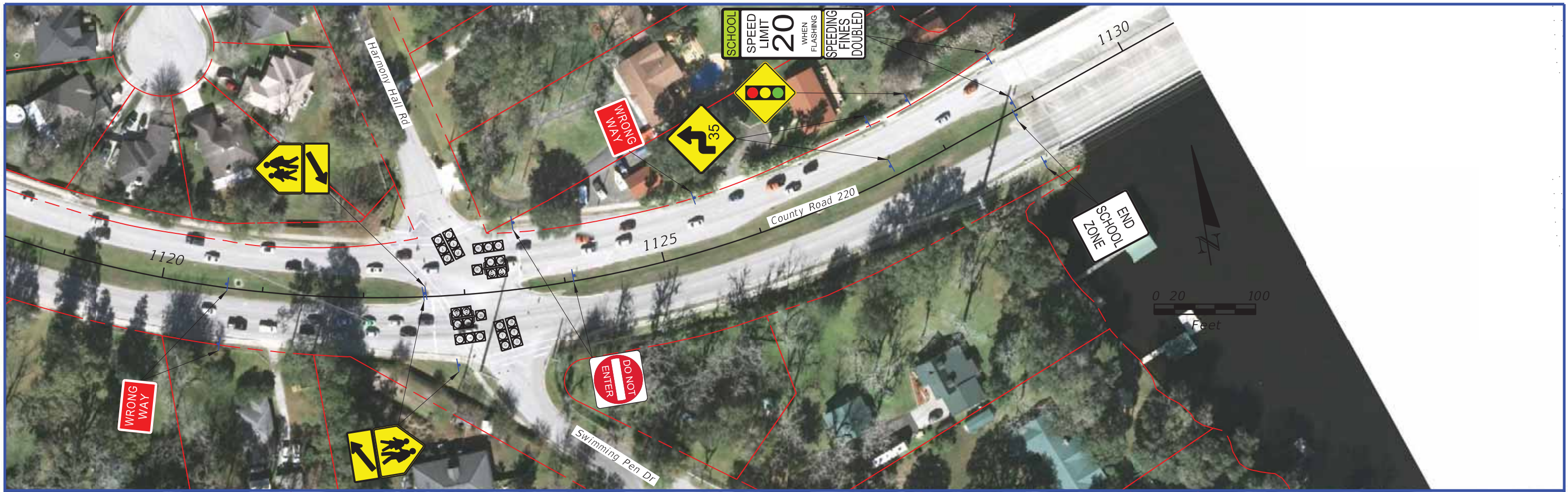
**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thimo & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 CA - 00002584 LC - 0000316  
 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

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CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 15





TRAFFIC SIGN      RIGHT-OF-WAY

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 England-Thimo & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32256  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 CA - 00002584 LC - 0000316  
 Lic. No. NUMBER 53938

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CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 16





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 Lic. No. NUMBER 53938

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CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 17





TRAFFIC SIGN

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 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

England-Thimo & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 CA - 00002584 LC - 00003116

**North Florida TPO**  
 Transportation Planning Organization  
 PLAN • FUND • MOBILIZE

**CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM**

SHEET NO.  
 18





TRAFFIC SIGN

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England-Thimo & Miller, Inc.  
14775 Old St. Augustine Road  
Jacksonville, FL 32256  
TEL: (904) 642-8990  
FAX: (904) 646-9485  
CA - 00002584 LC - 0000316

MARK S. MANWELL, P.E.

Lic. No. NUMBER 53938



PLAN • FUND • MOBILIZE

LeBlanca

CR 220 AND HENLEY ROAD  
TRAFFIC STUDY  
CONDITION DIAGRAM

SHEET NO.

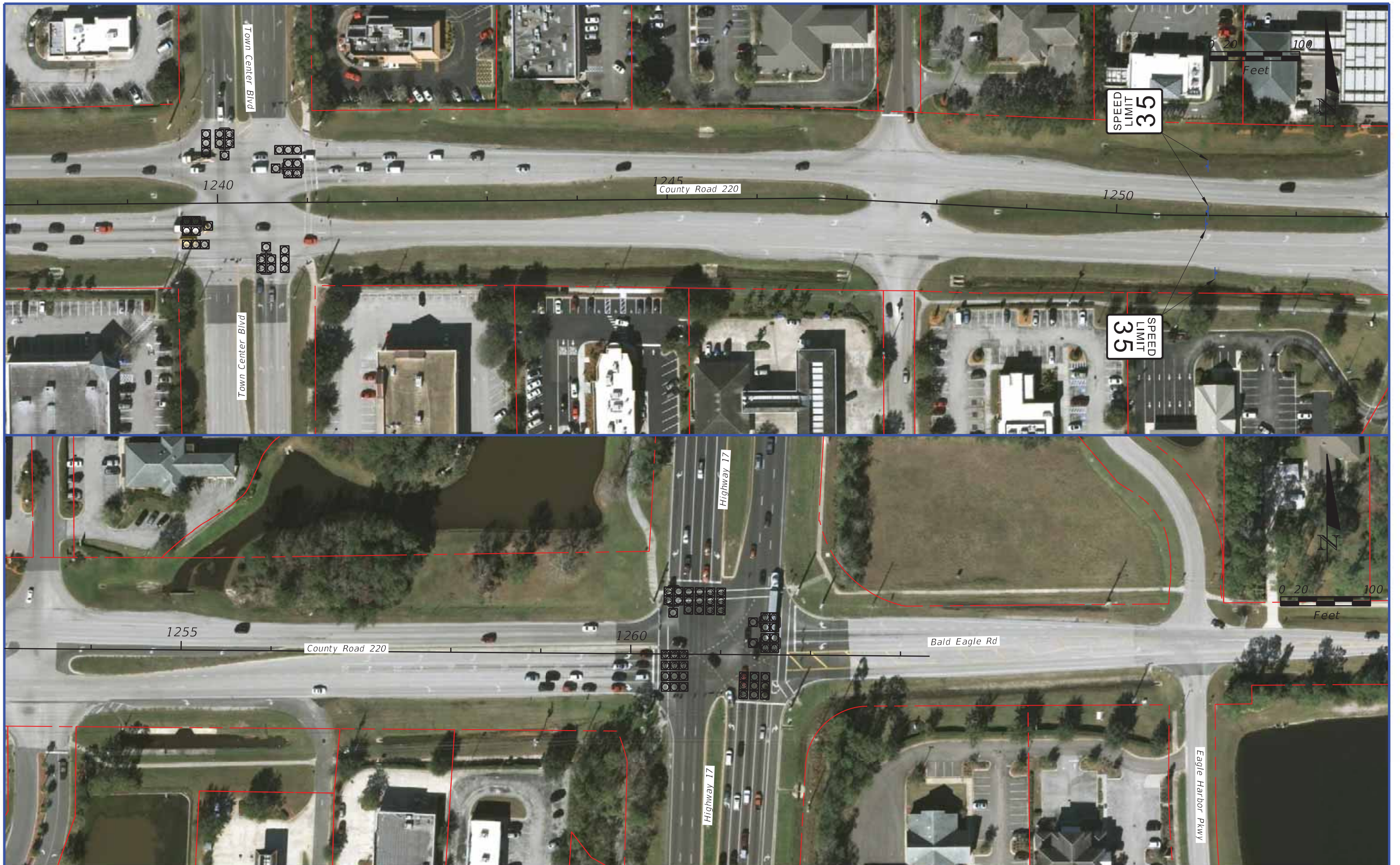
19

4/12/2019

5:42:55 PM

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TRAFFIC SIGN

RIGHT-OF-WAY

**ETM**  
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 MARK S. MANWELL, P.E.  
 Lic. No. NUMBER 53938

**North Florida TPO**  
 Transportation Planning Organization  
 PLAN • FUND • MOBILIZE

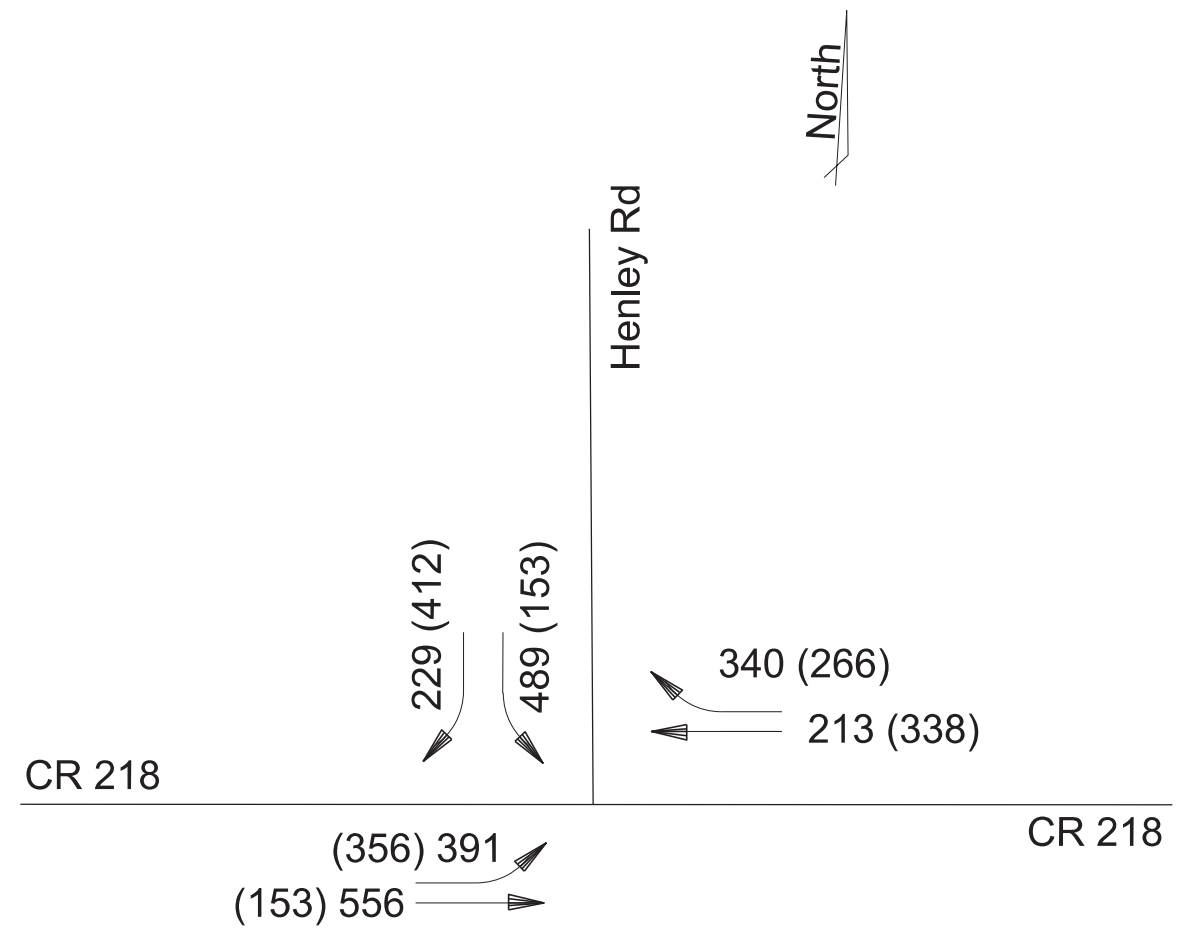
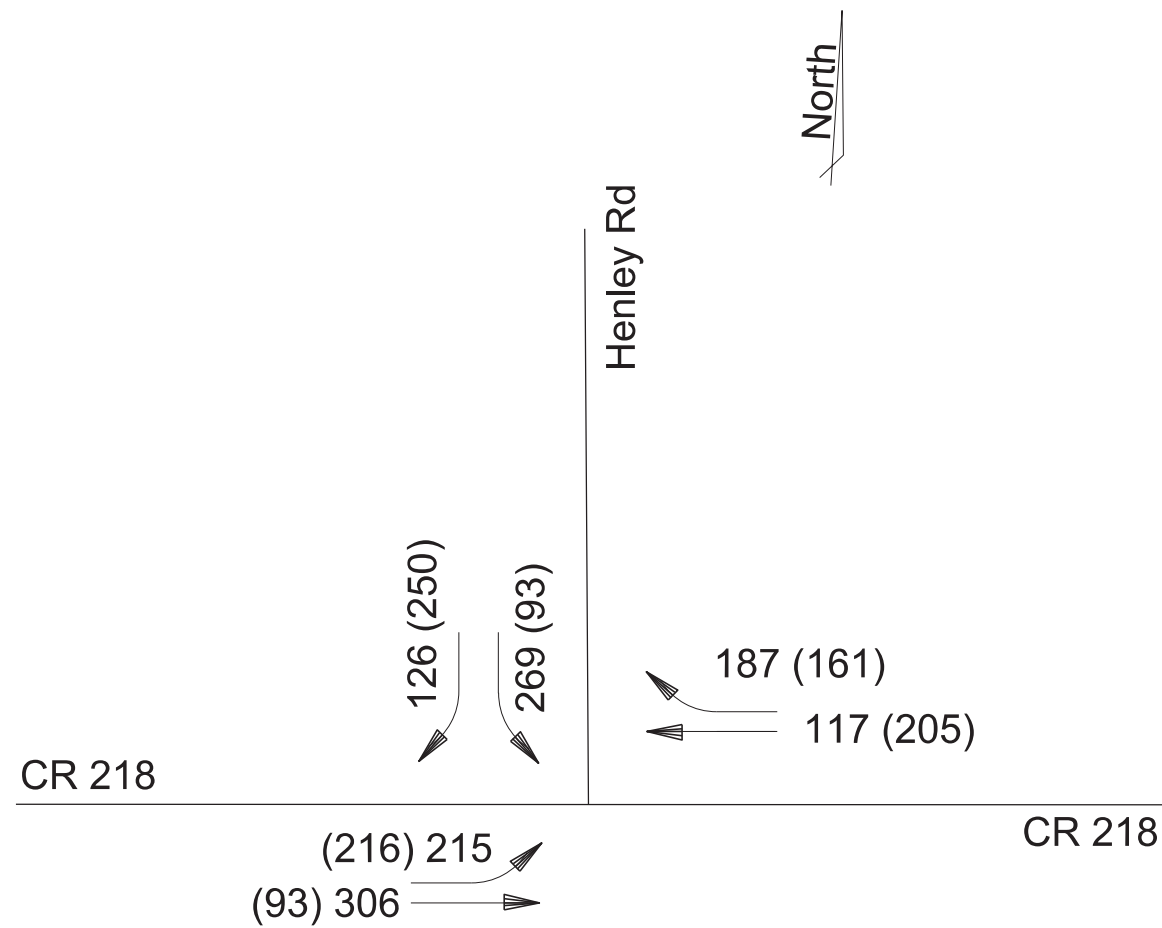
CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 20



**Appendix B:**  
2018 and 2040 Peak Hour  
Turning Movement Volumes





### MODEL GROWTH RATE VOLUMES

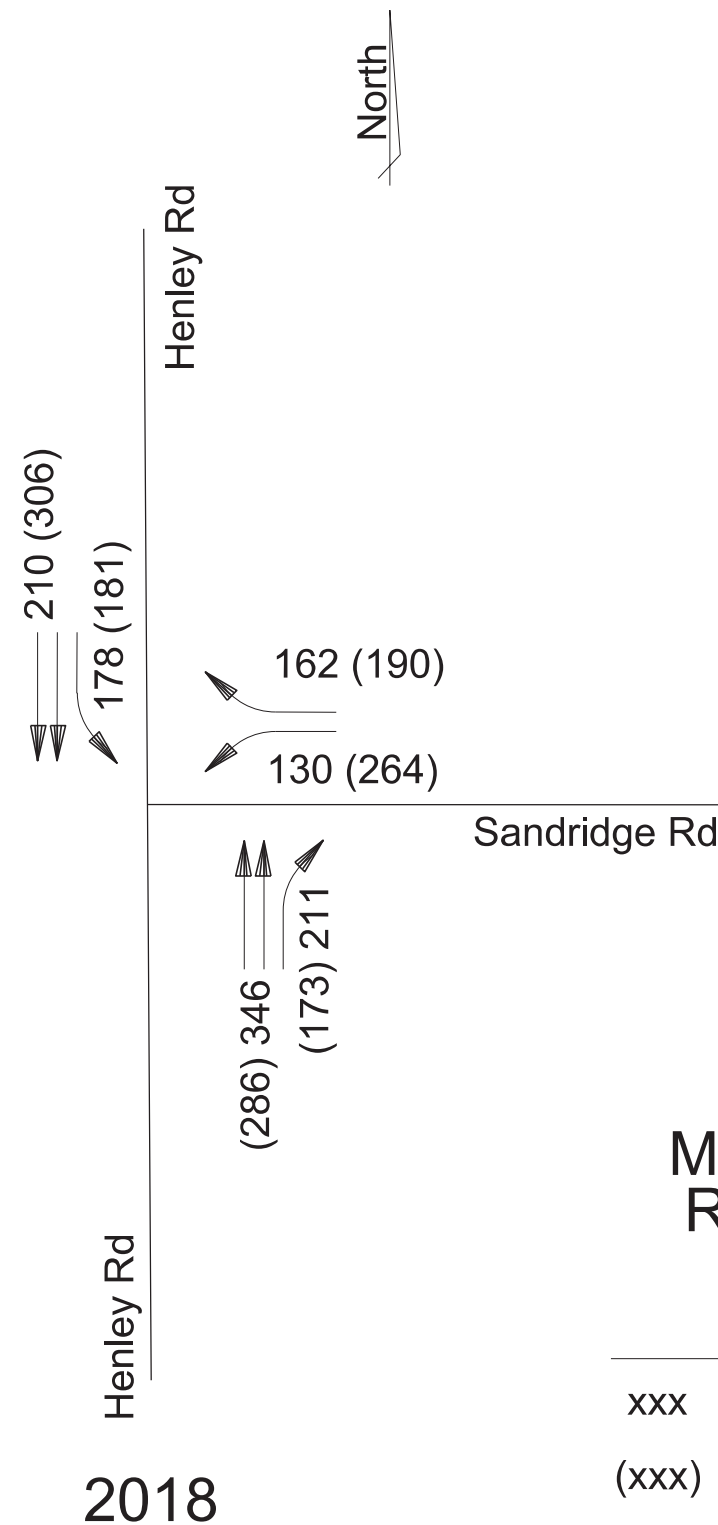
#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic

2018

2040

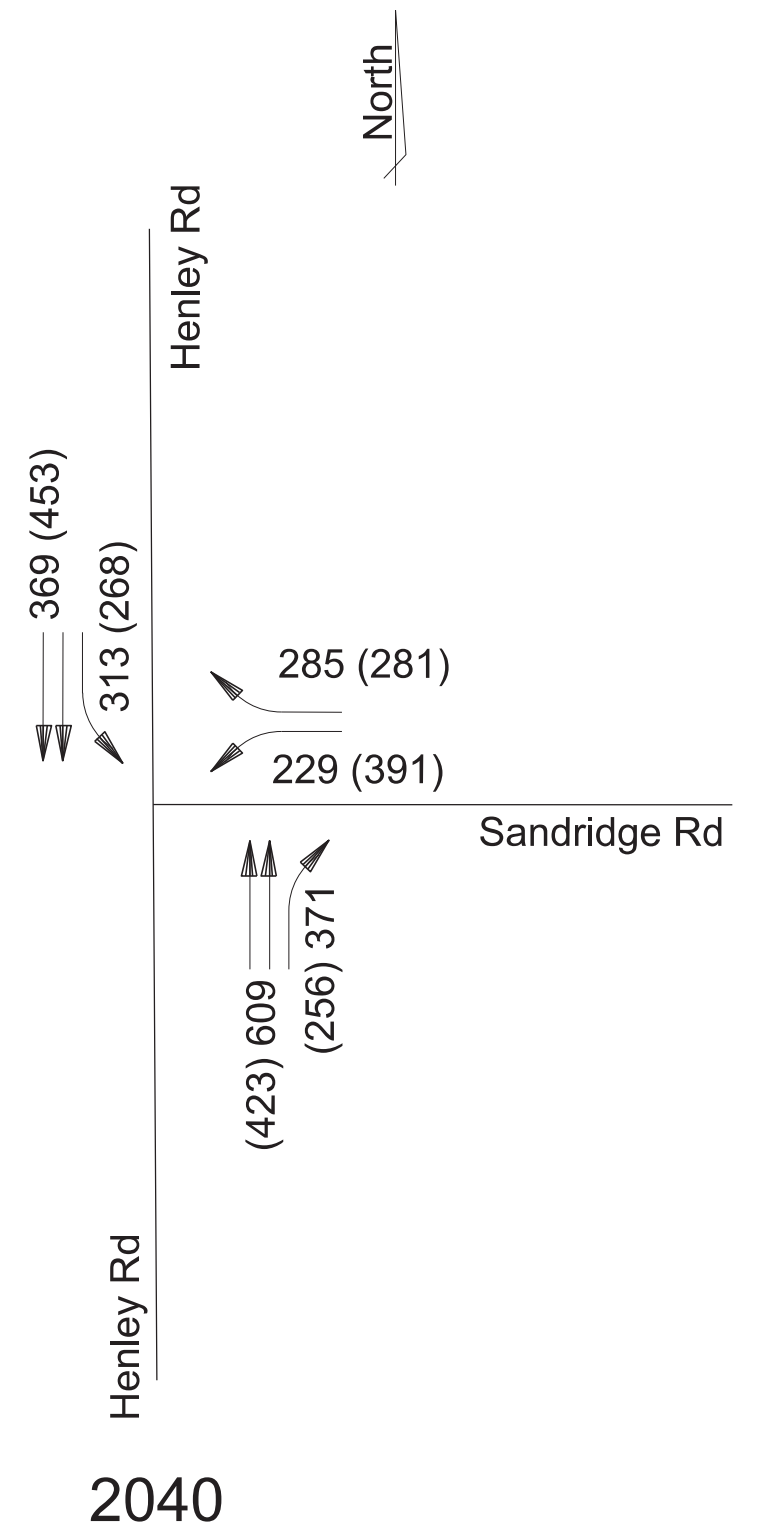




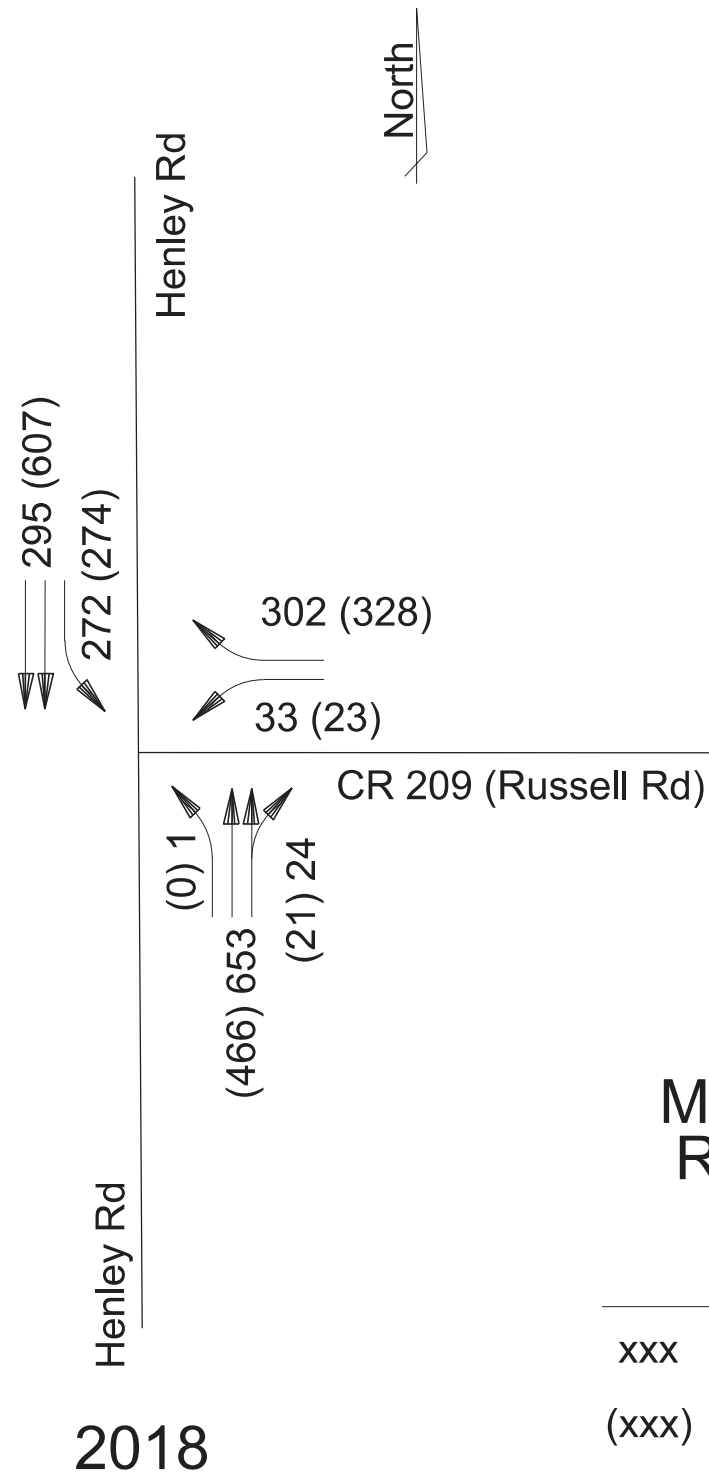
### MODEL GROWTH RATE VOLUMES

Legend

xxx	AM Peak Hour Traffic
(xxx)	PM Peak Hour Traffic



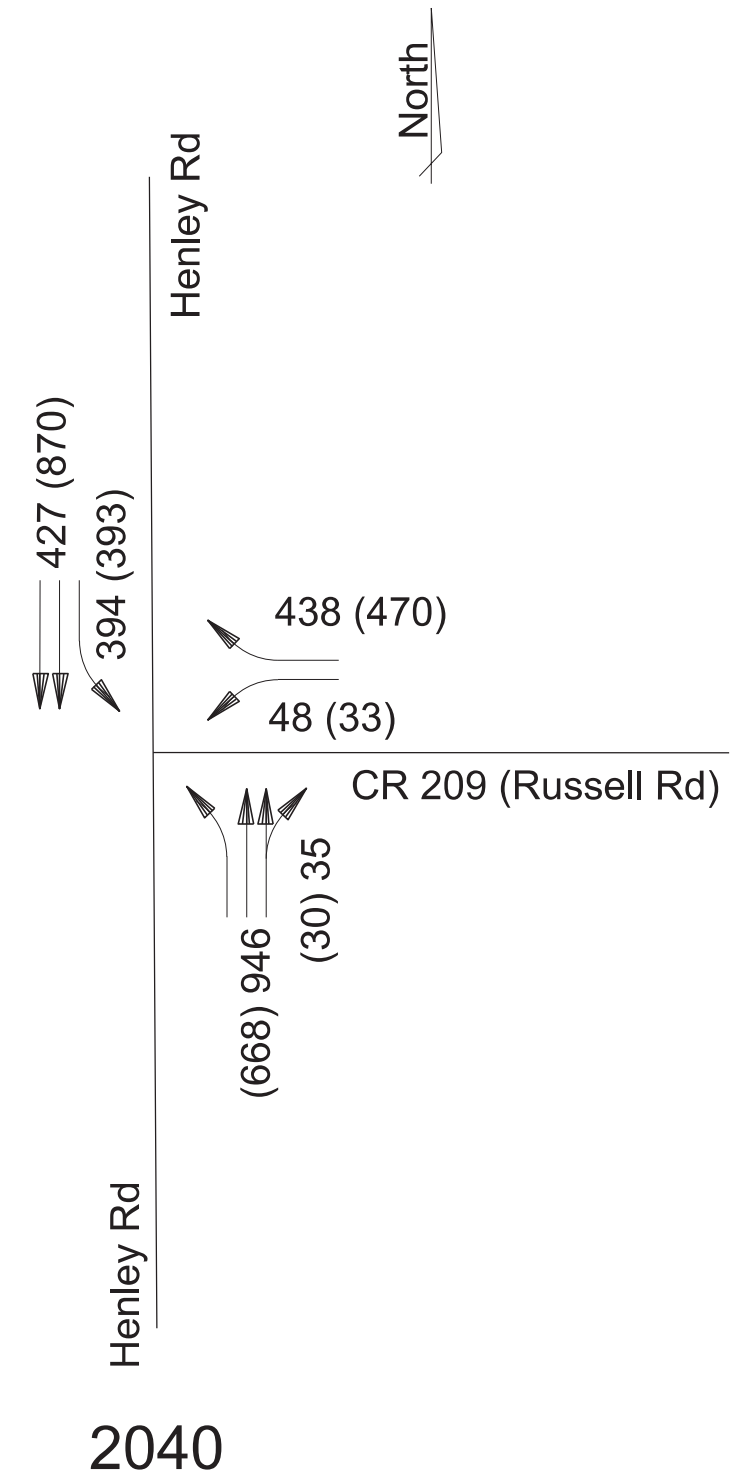




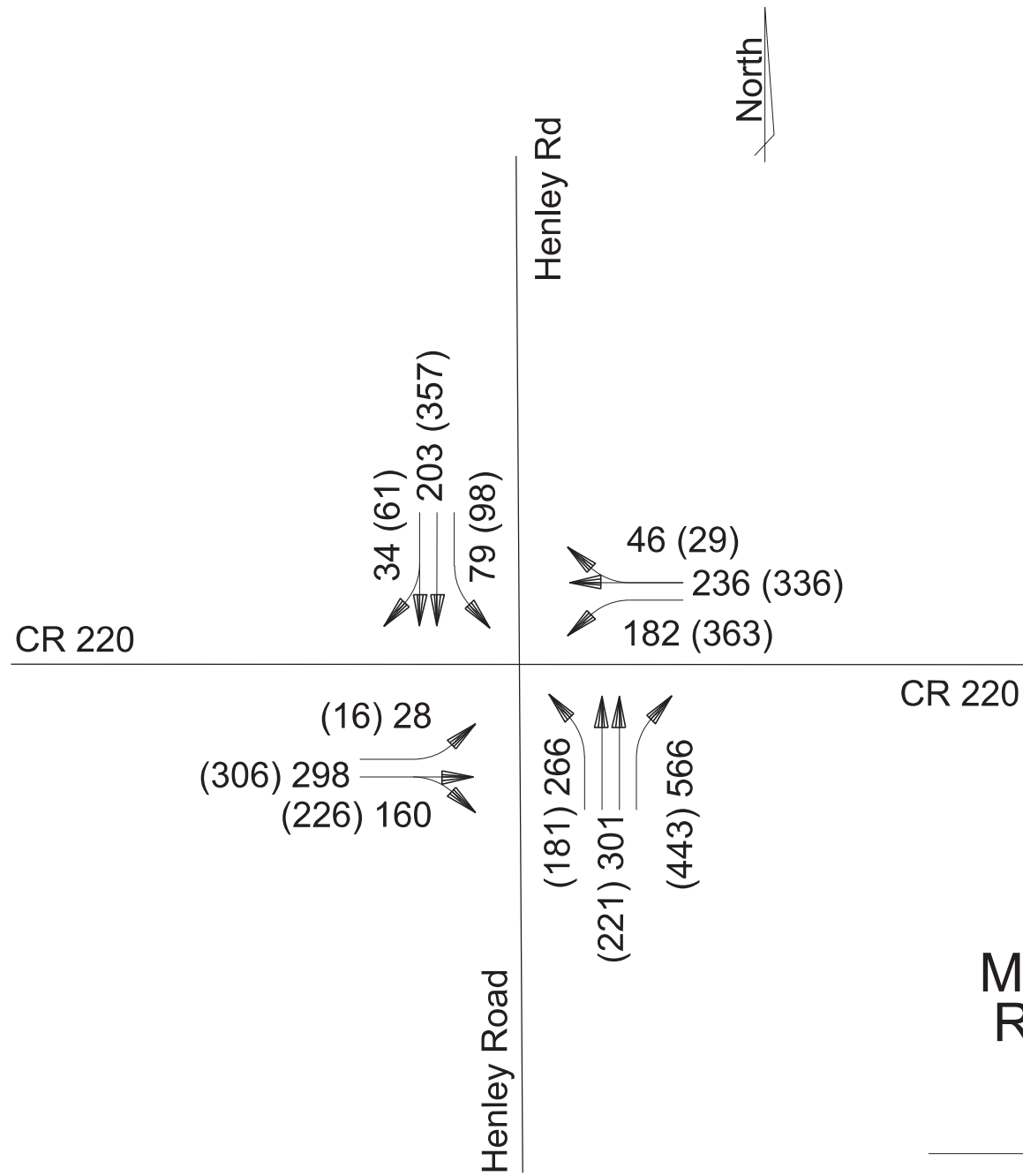
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Legend

xxx	AM Peak Hour Traffic
(xxx)	PM Peak Hour Traffic





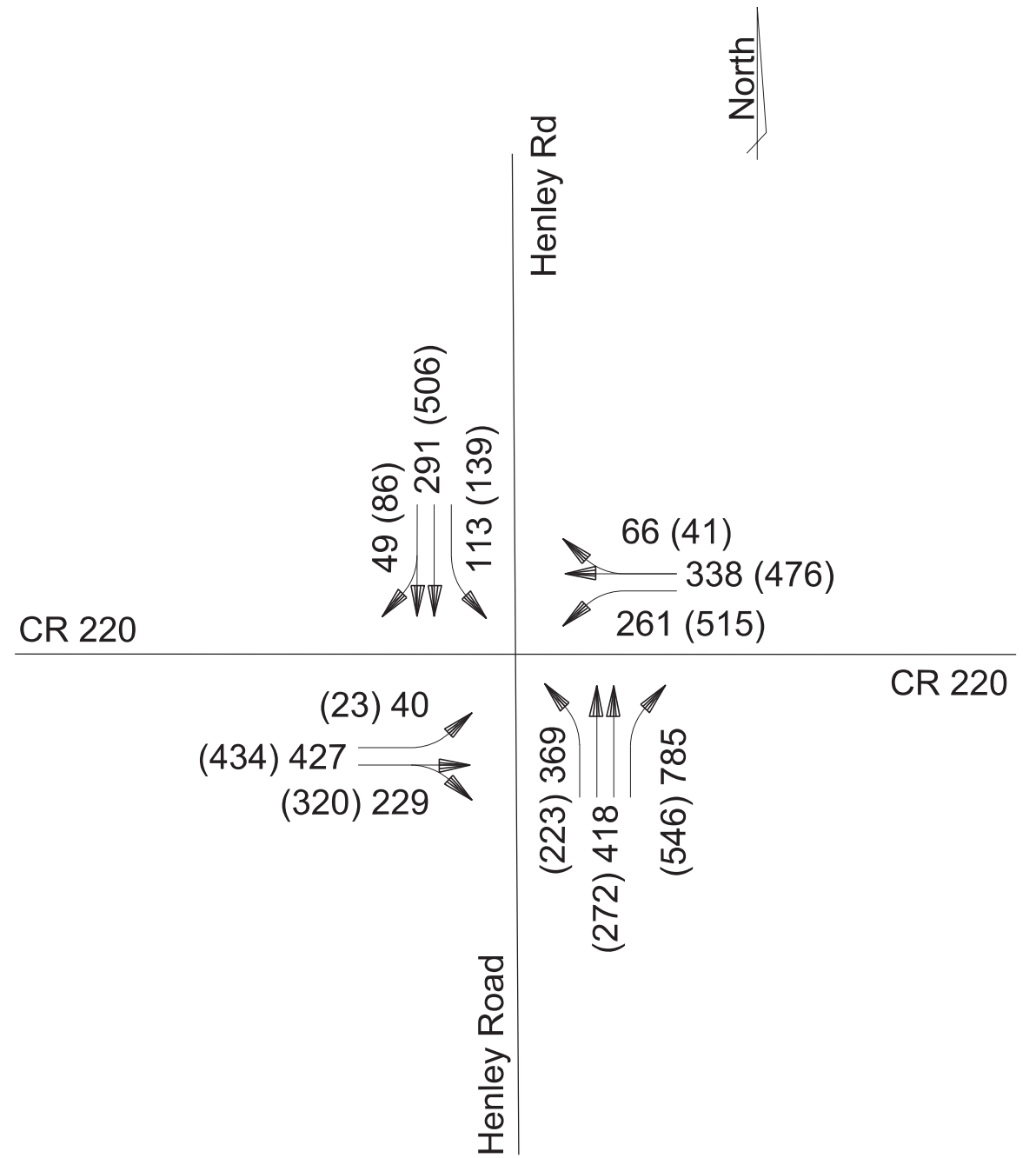


2018

### MODEL GROWTH RATE VOLUMES

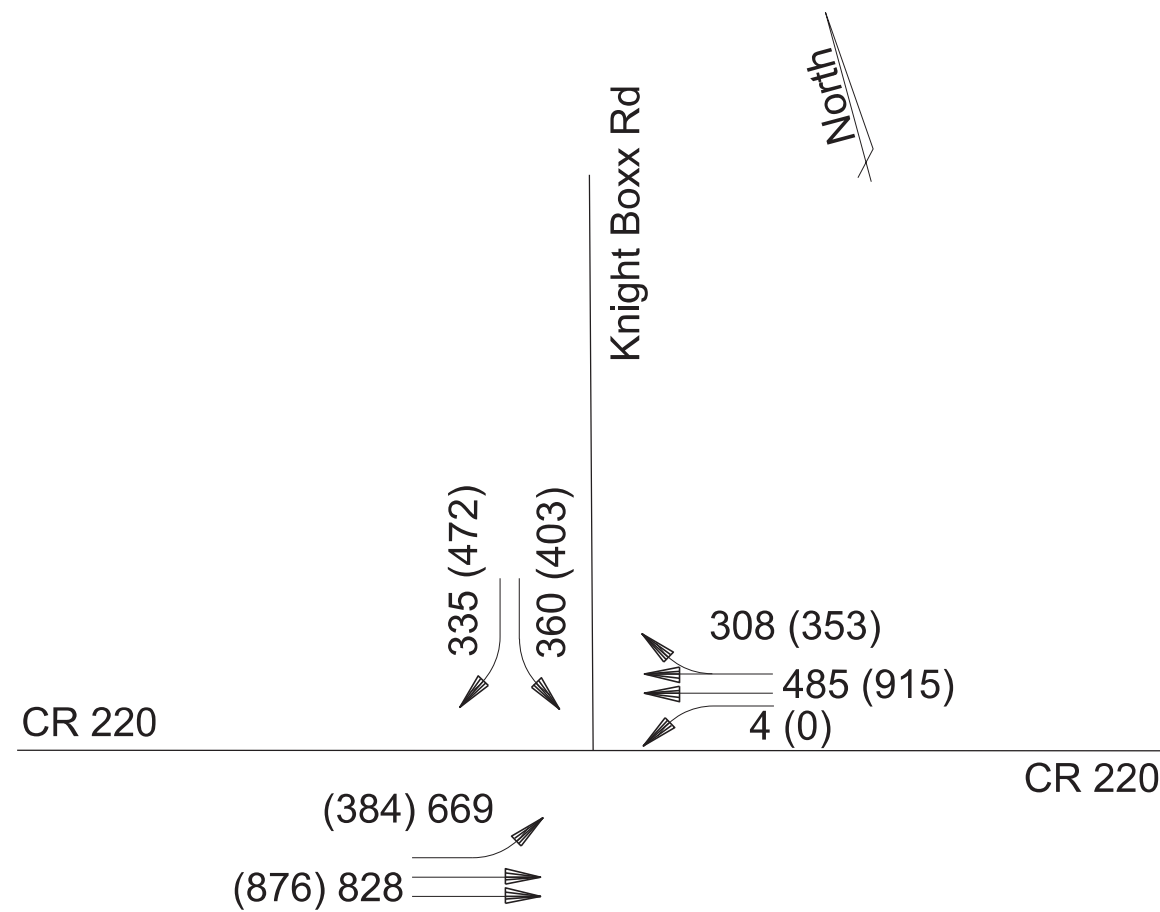
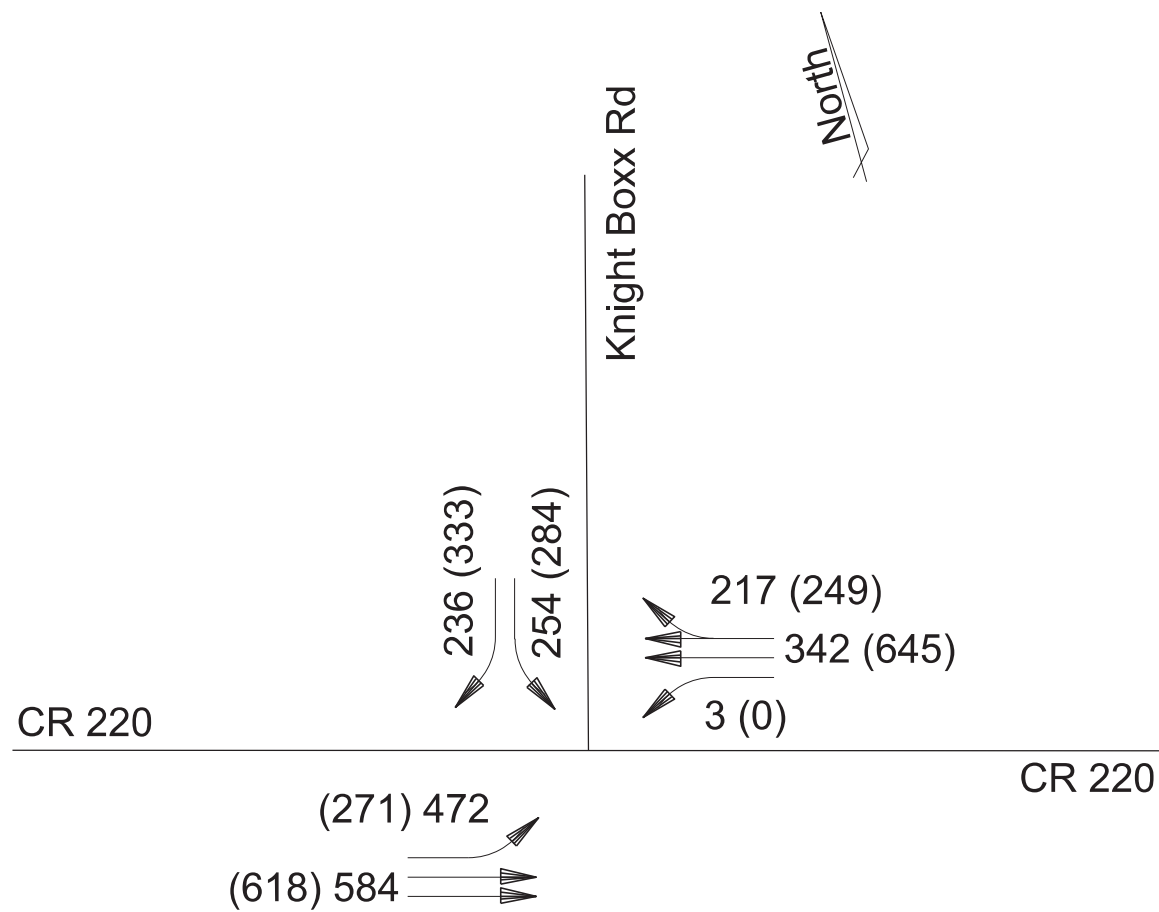
Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic



2040





### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic

2018

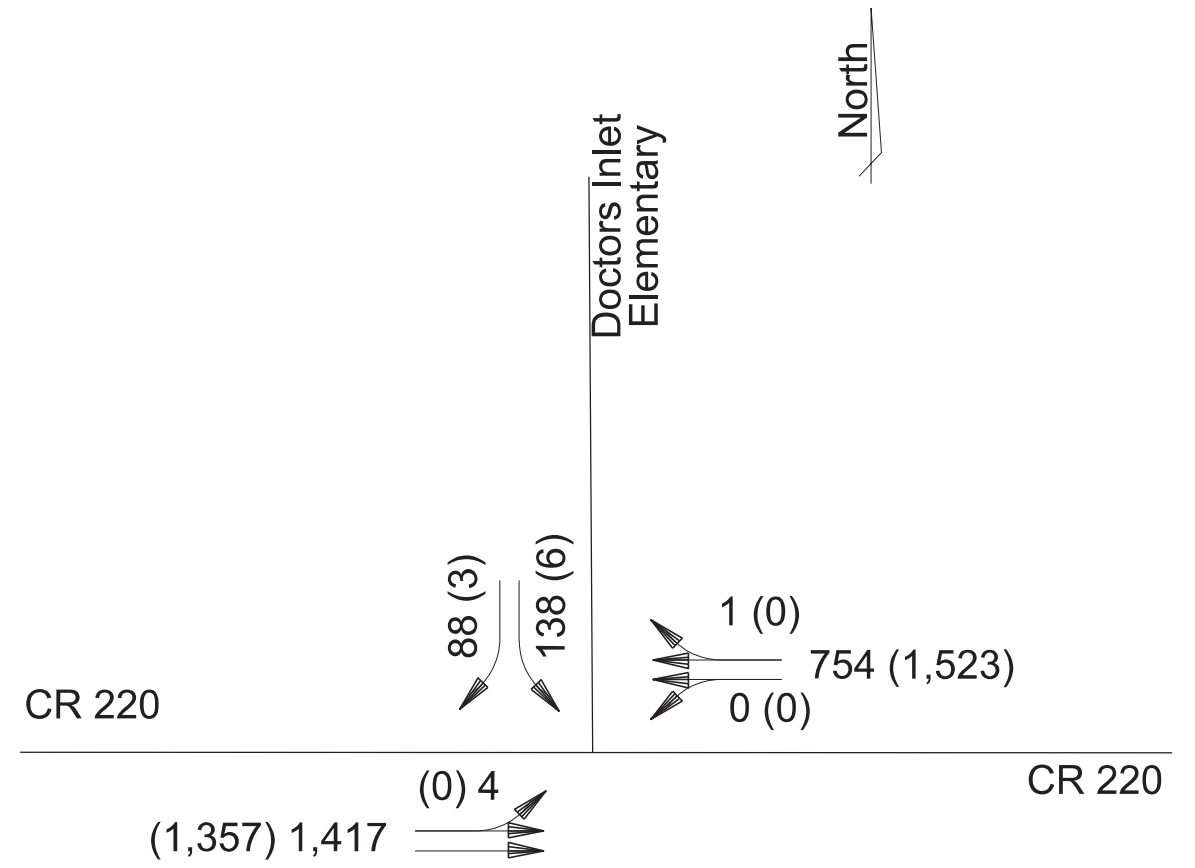
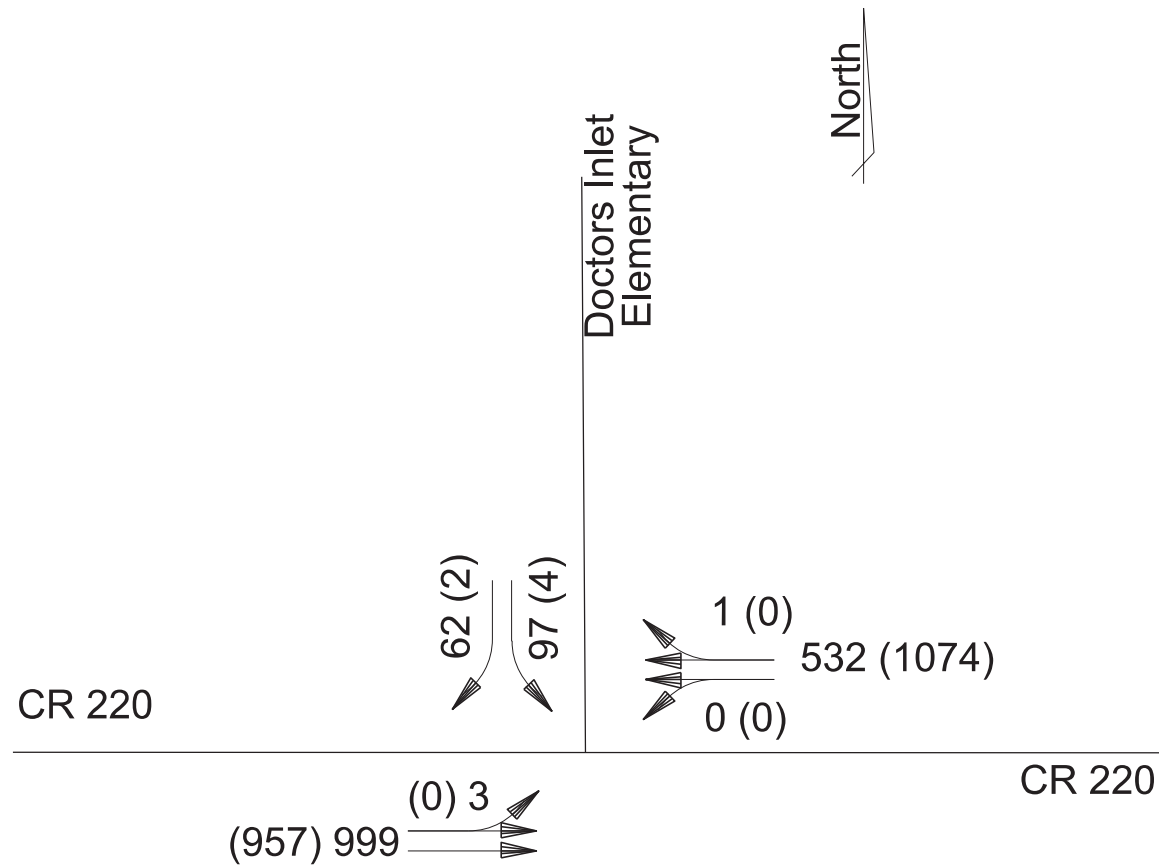
2040



**England-Thims & Miller, Inc.**  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Georgia Engineer Firm Licence No. PEF004782

## Turning Movement Volumes Knight Boxx Rd & CR 220 CR 220/Henley Road Corridor Study





### MODEL GROWTH RATE VOLUMES

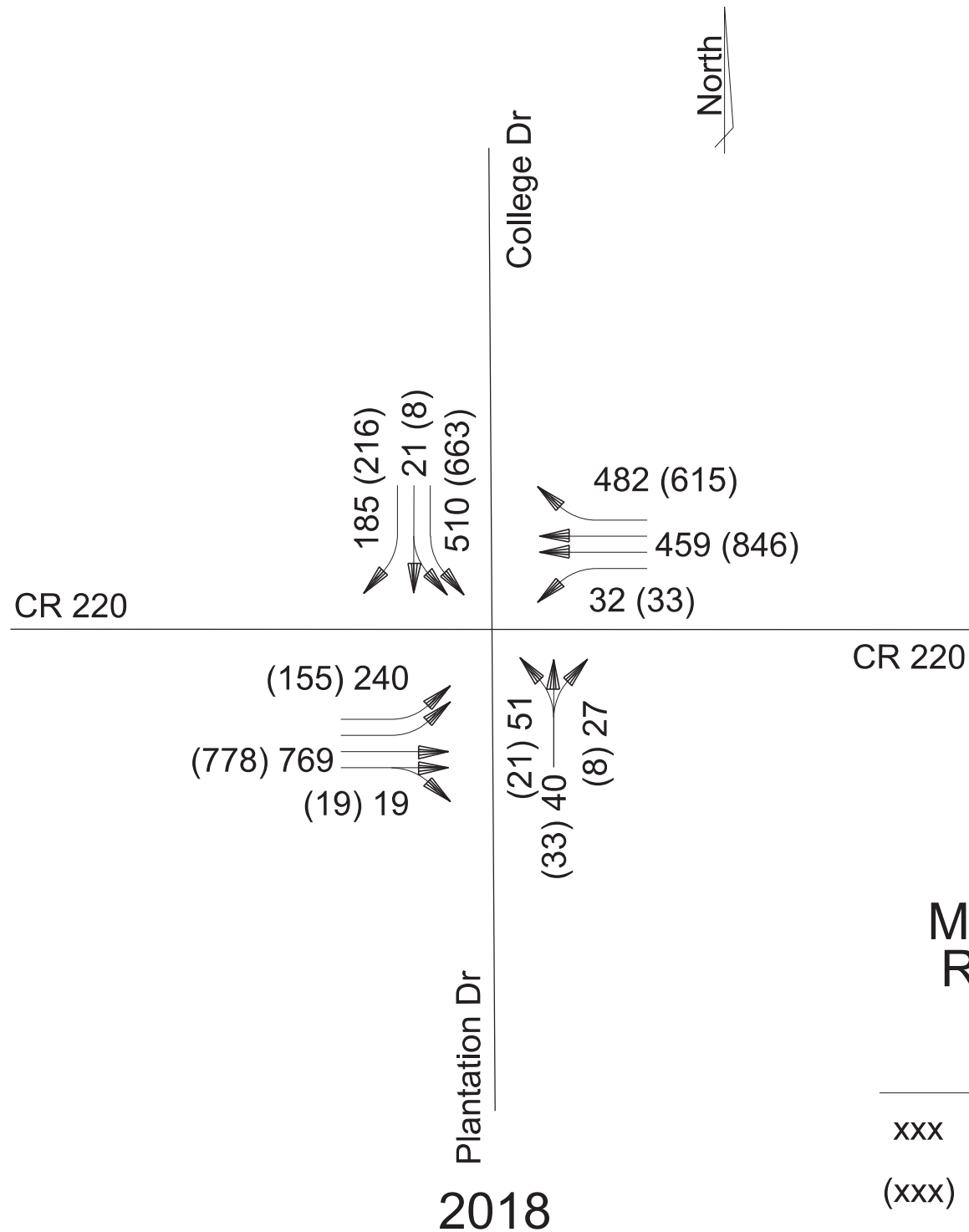
#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic

2018

2040

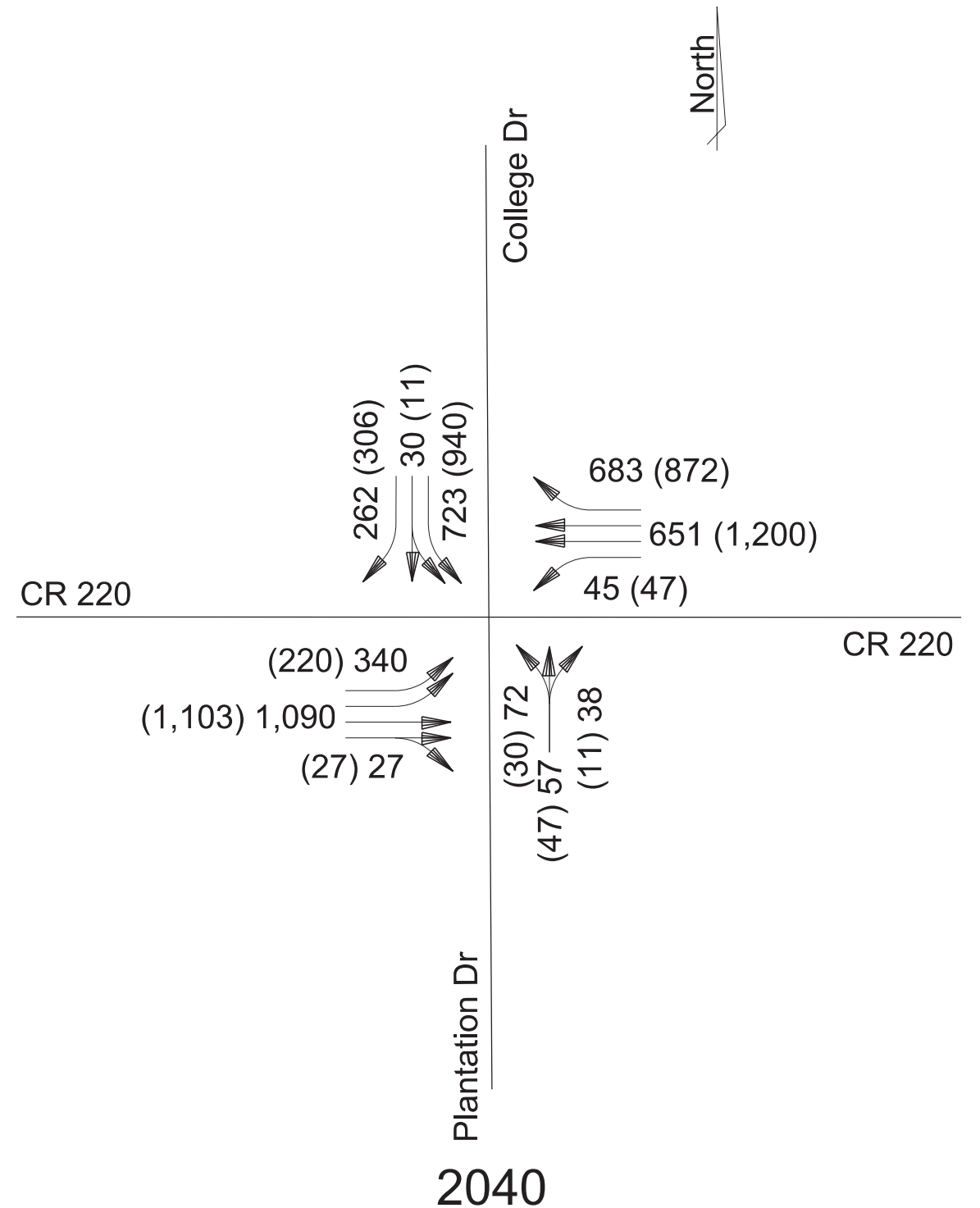




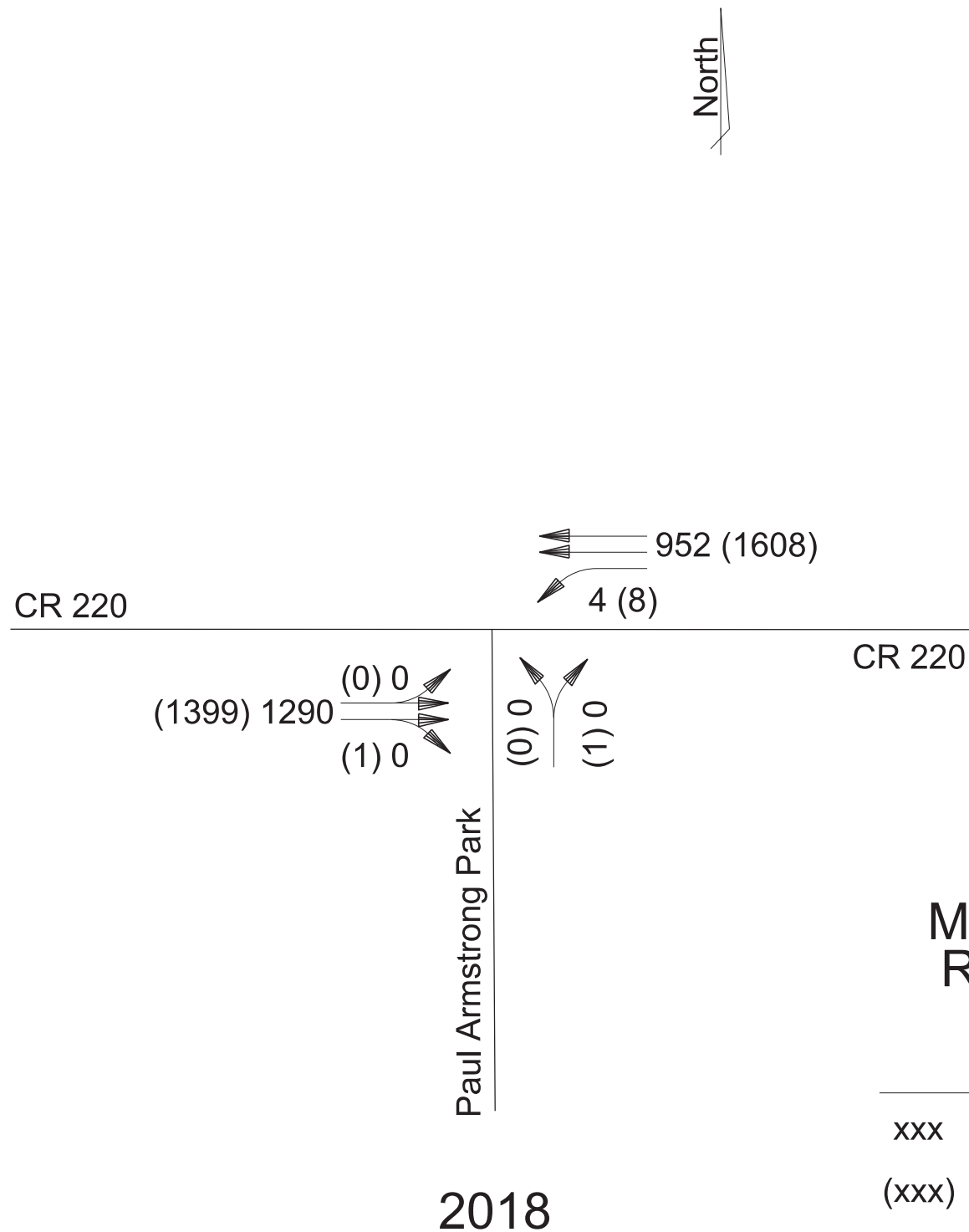
### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic



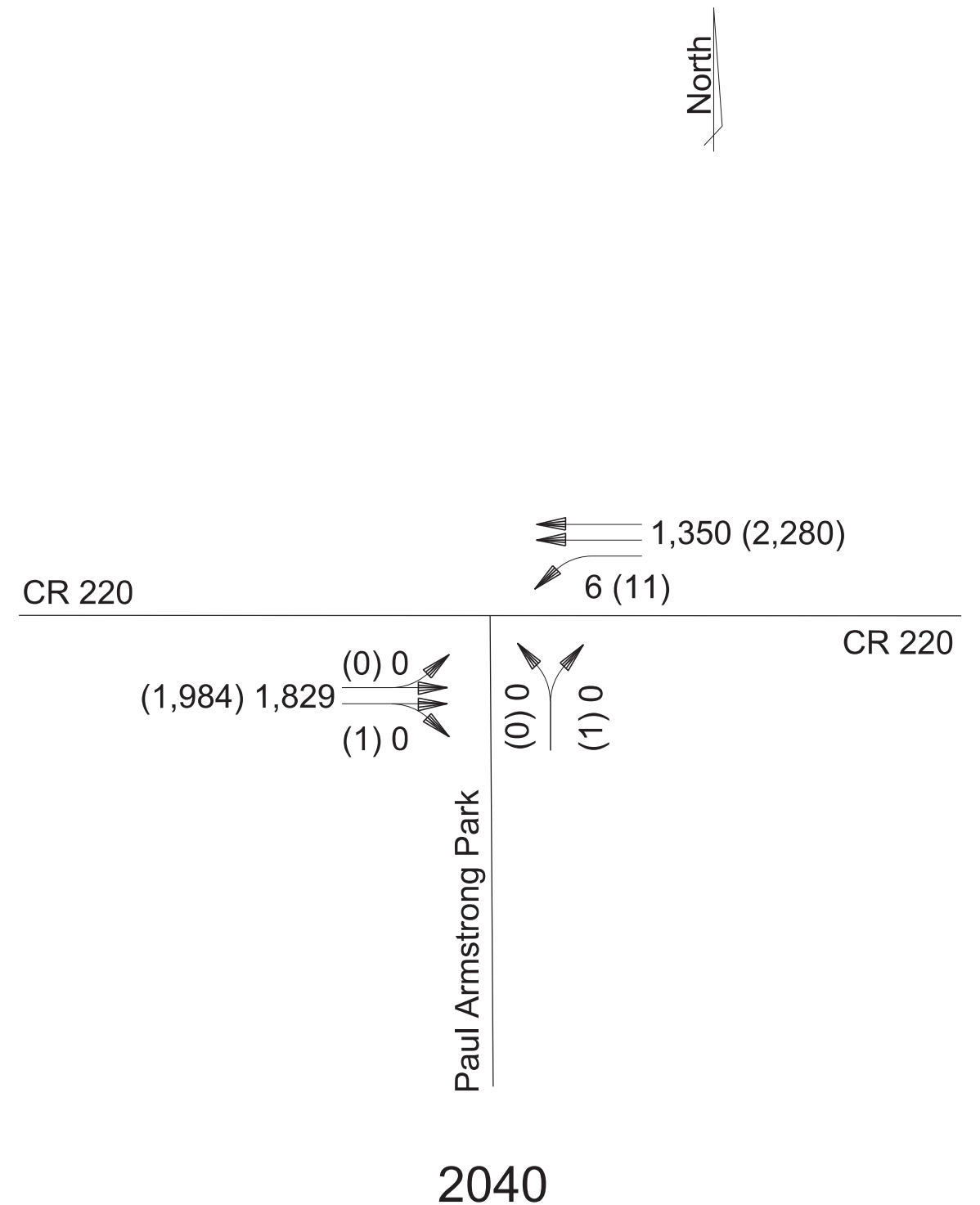




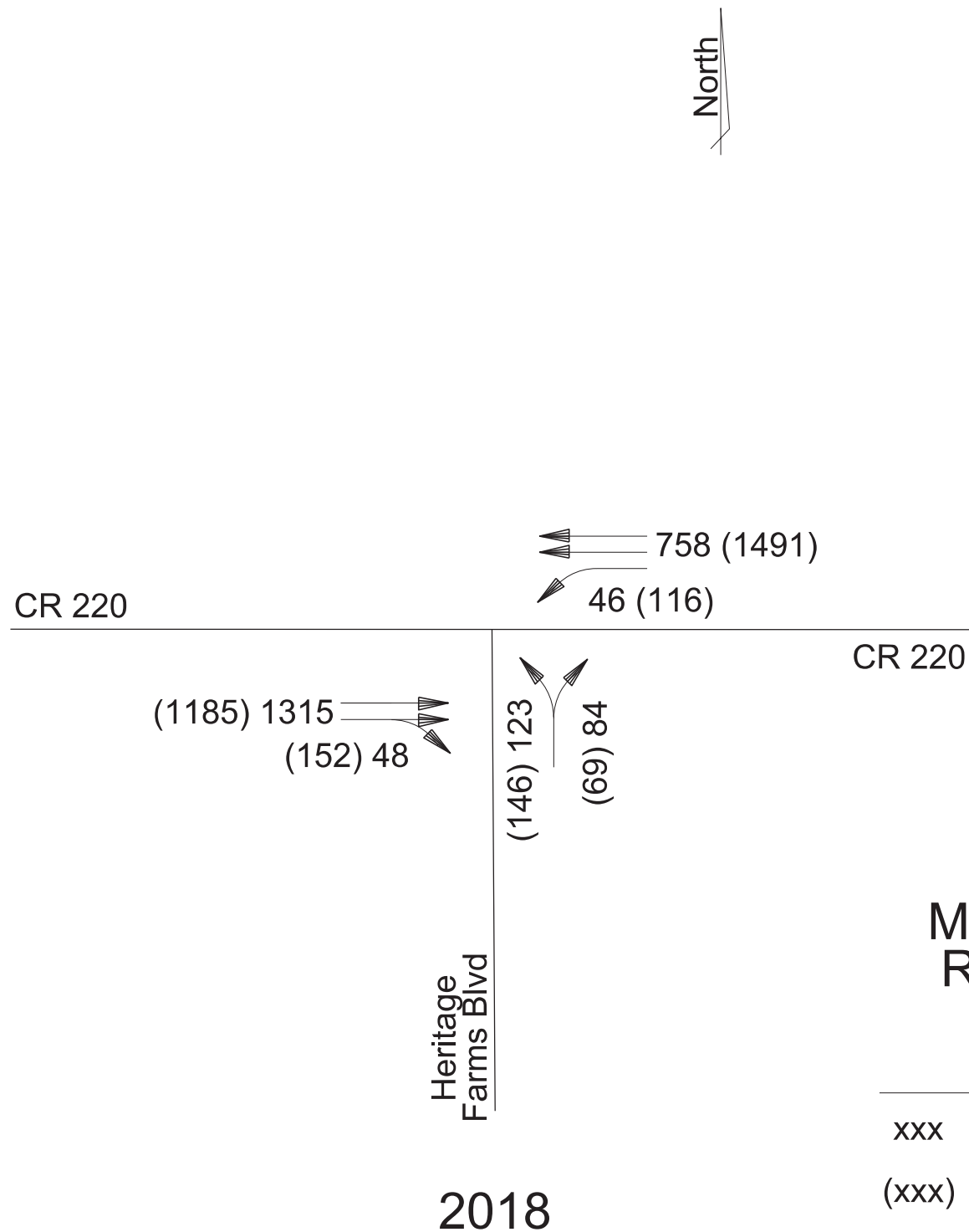
### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic



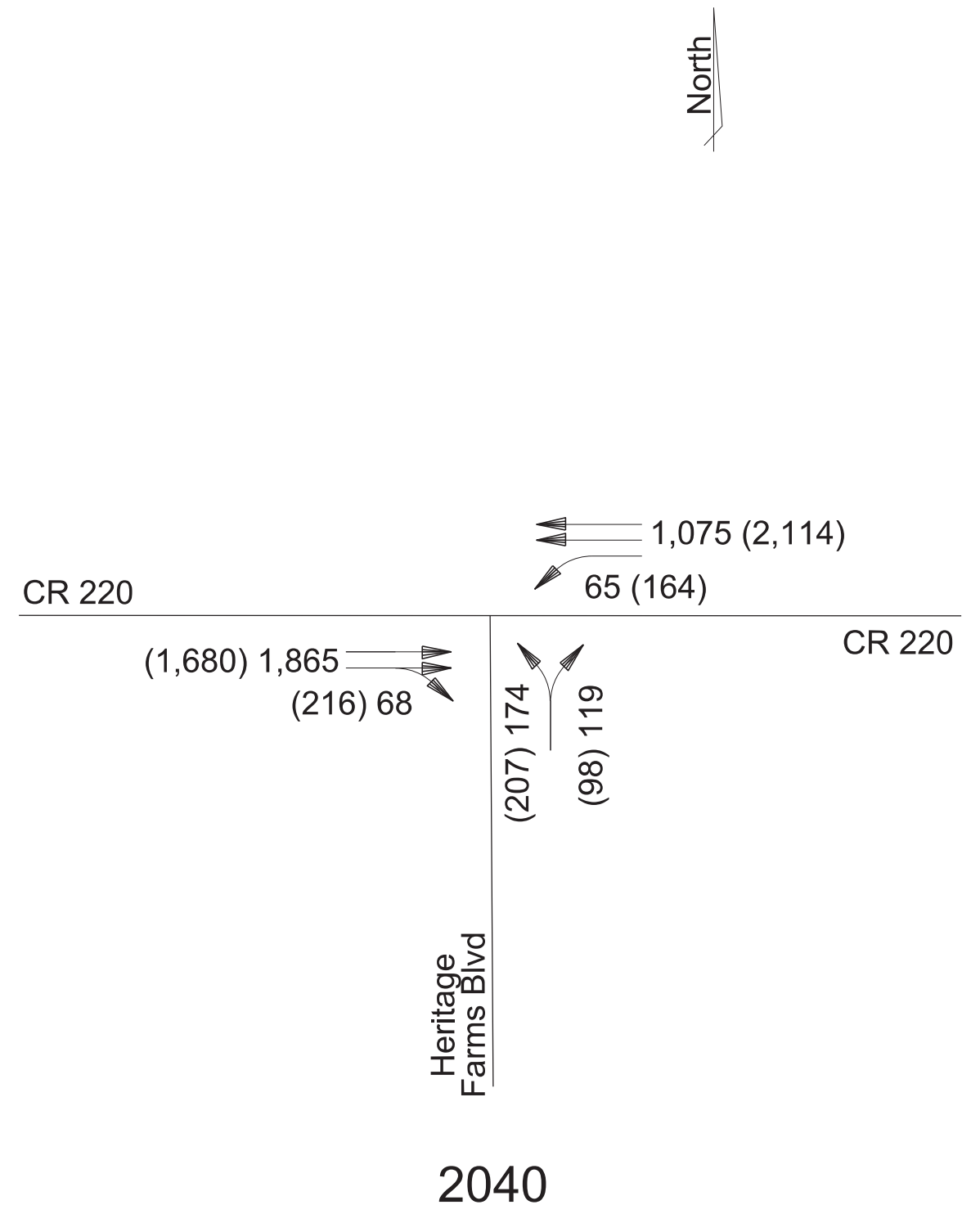




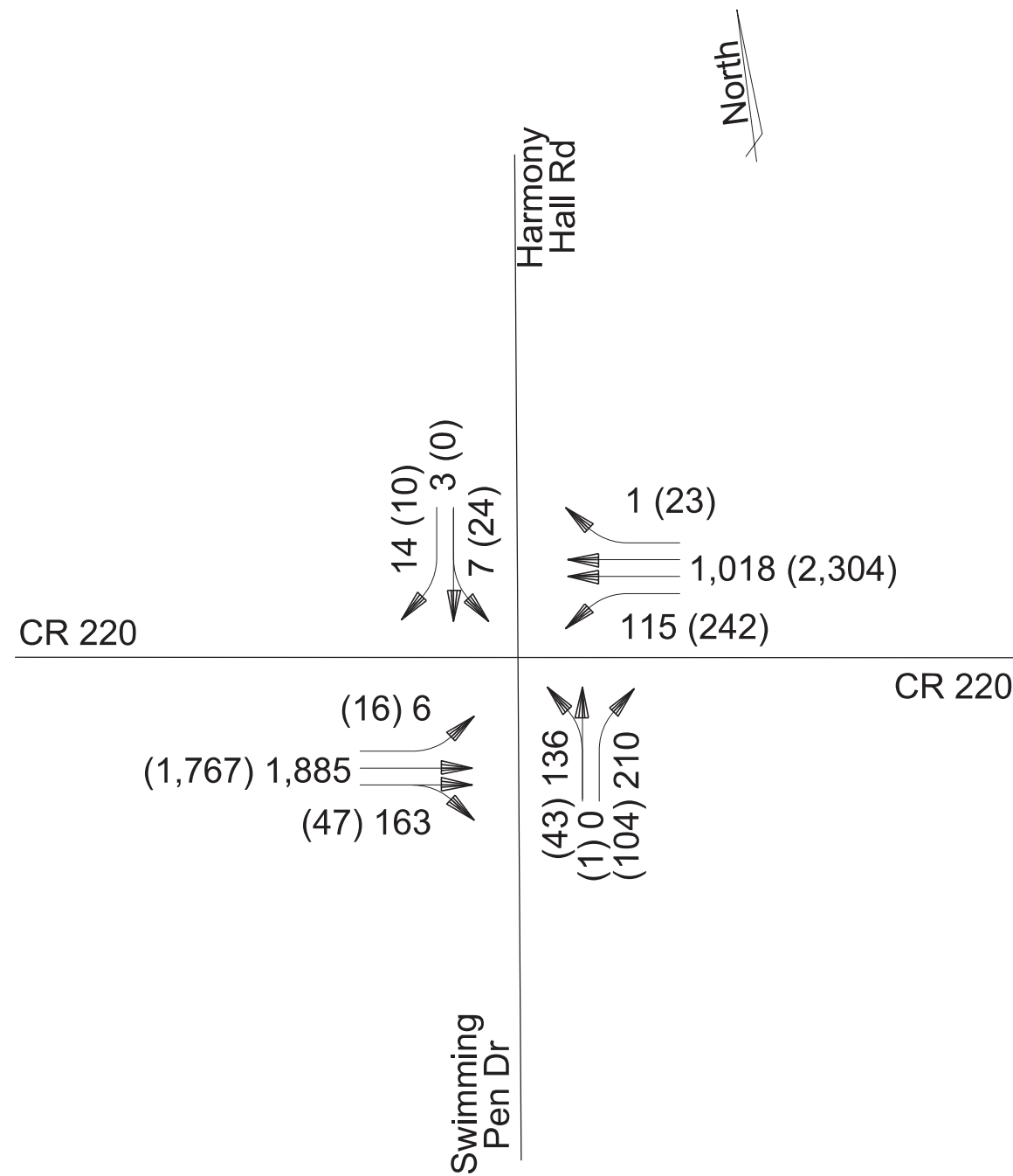
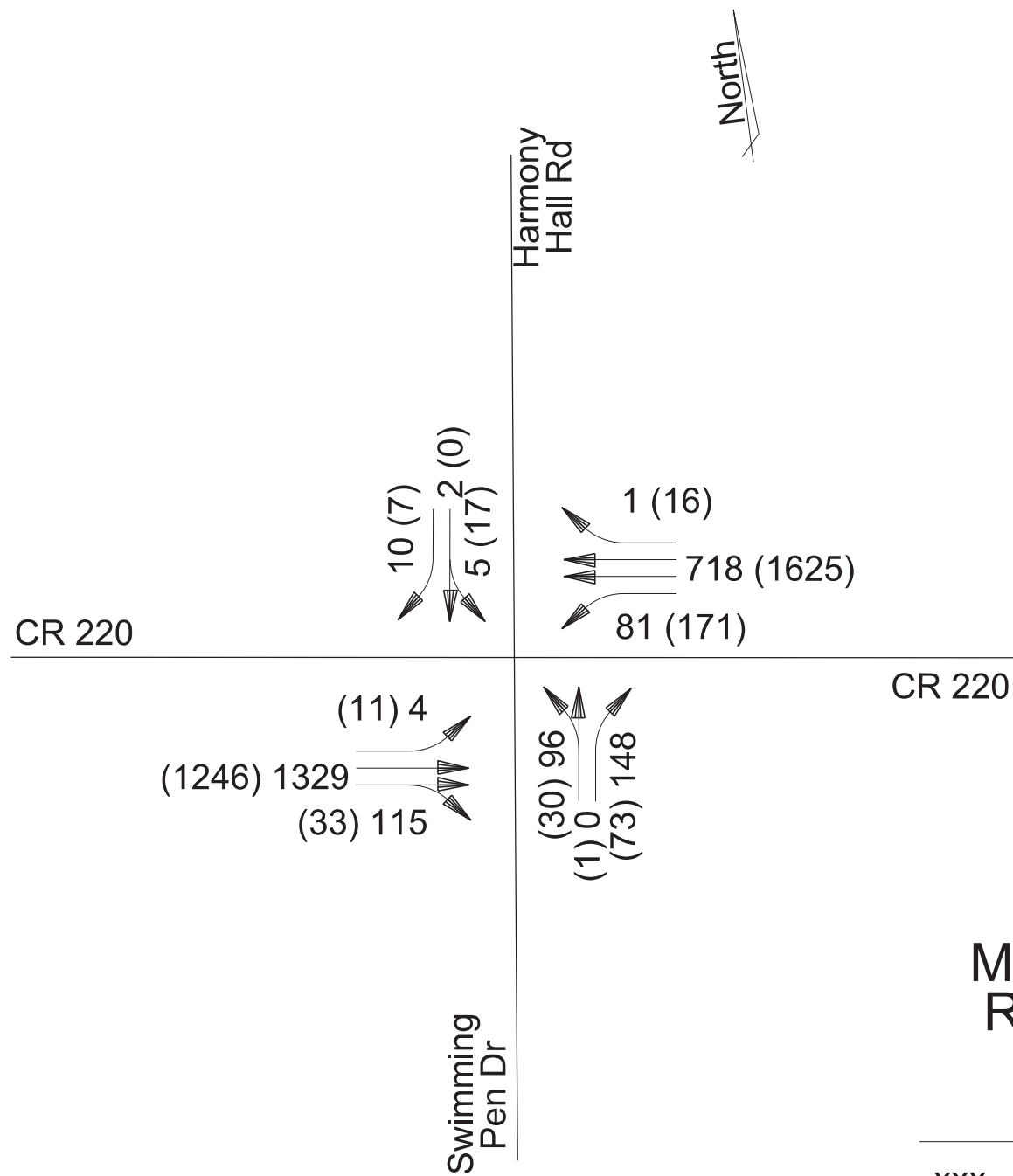
### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic





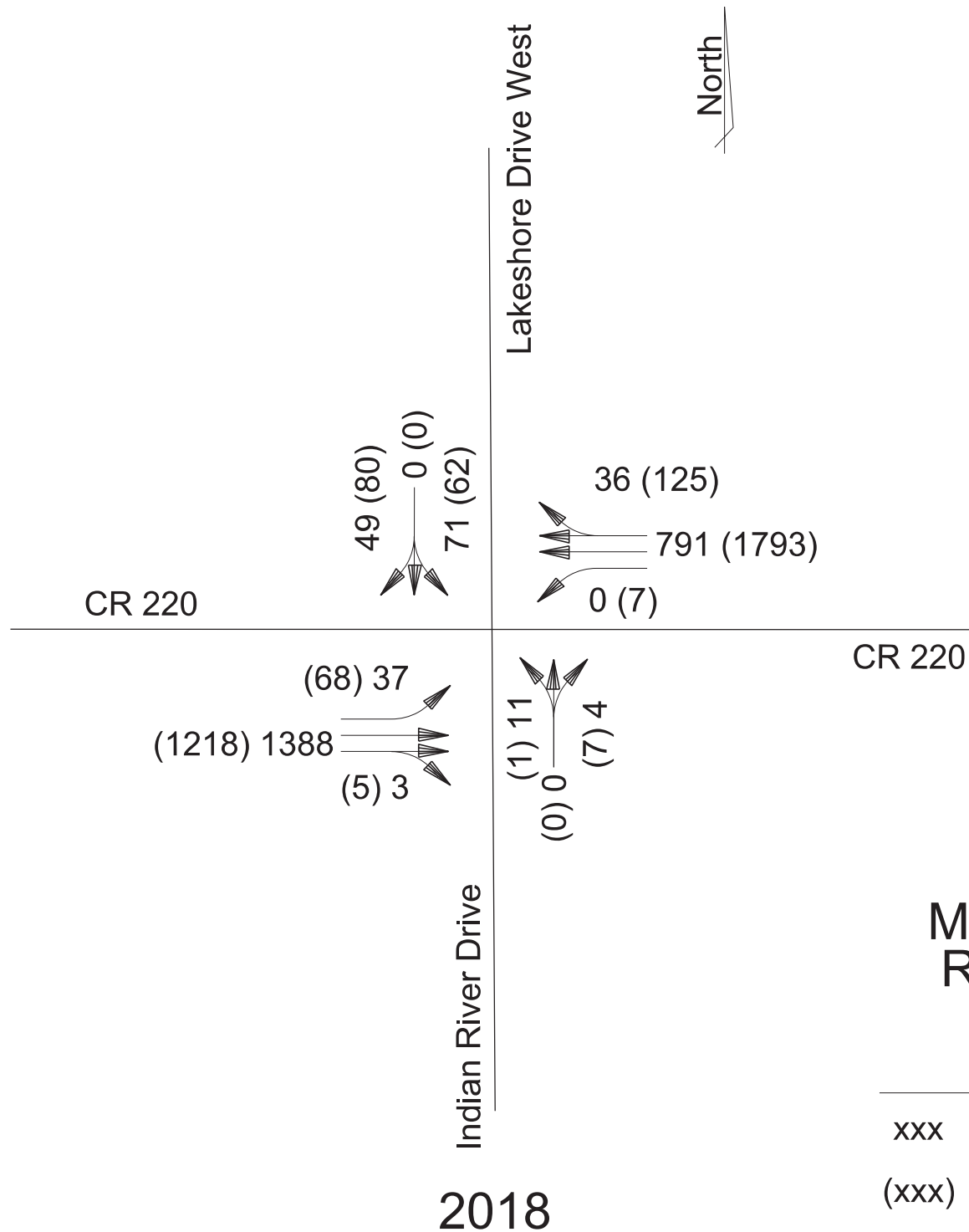


### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic

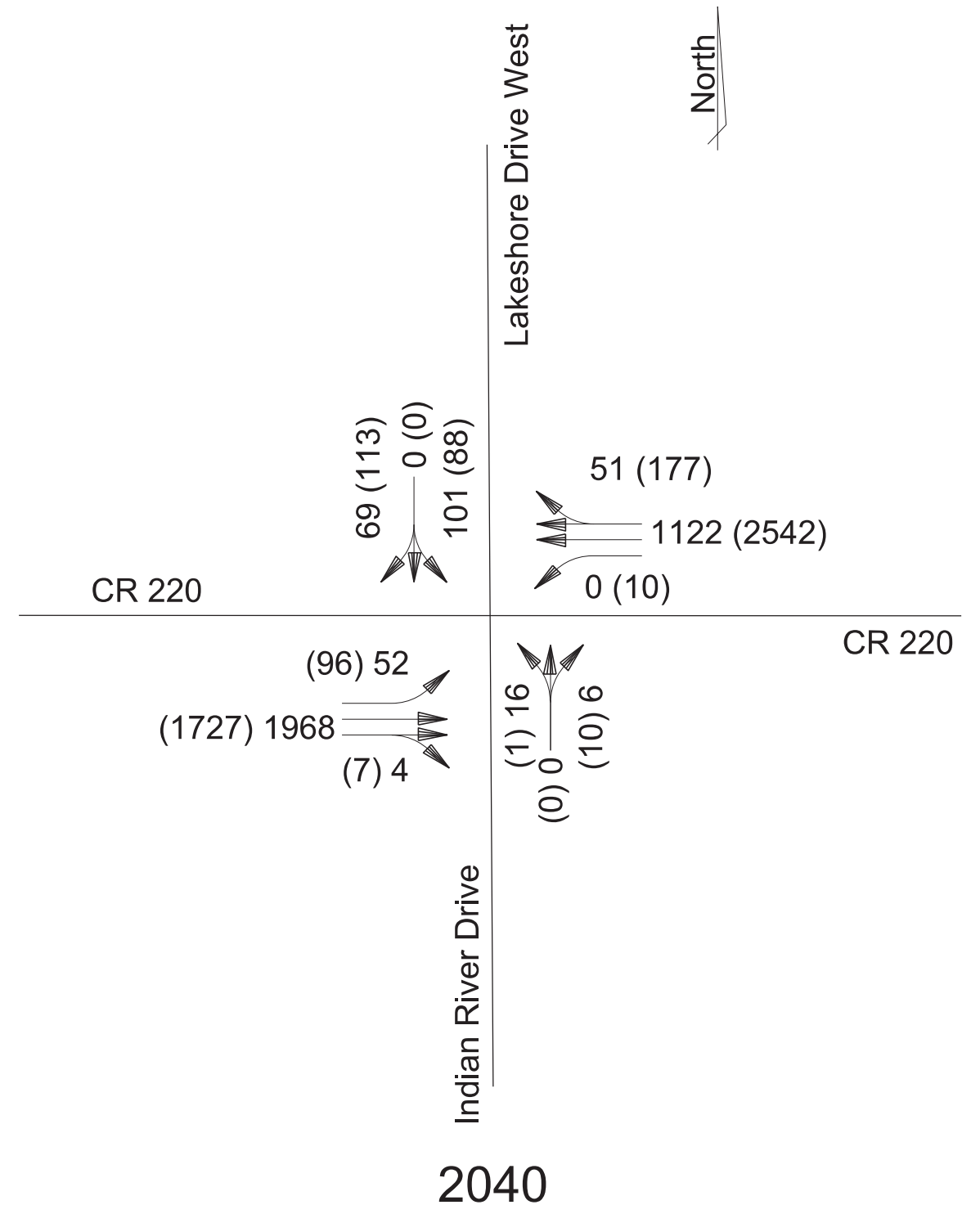




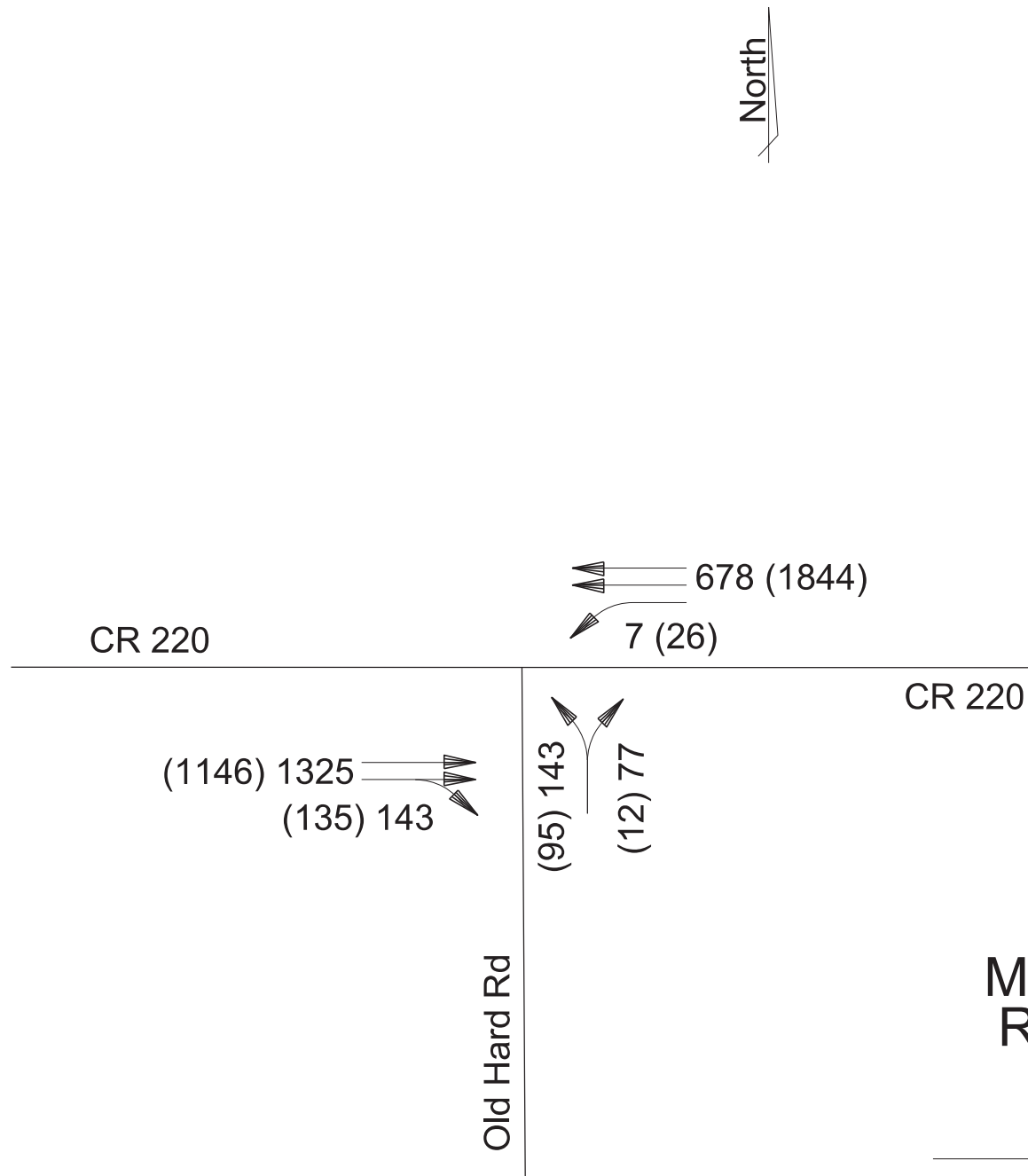
### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic



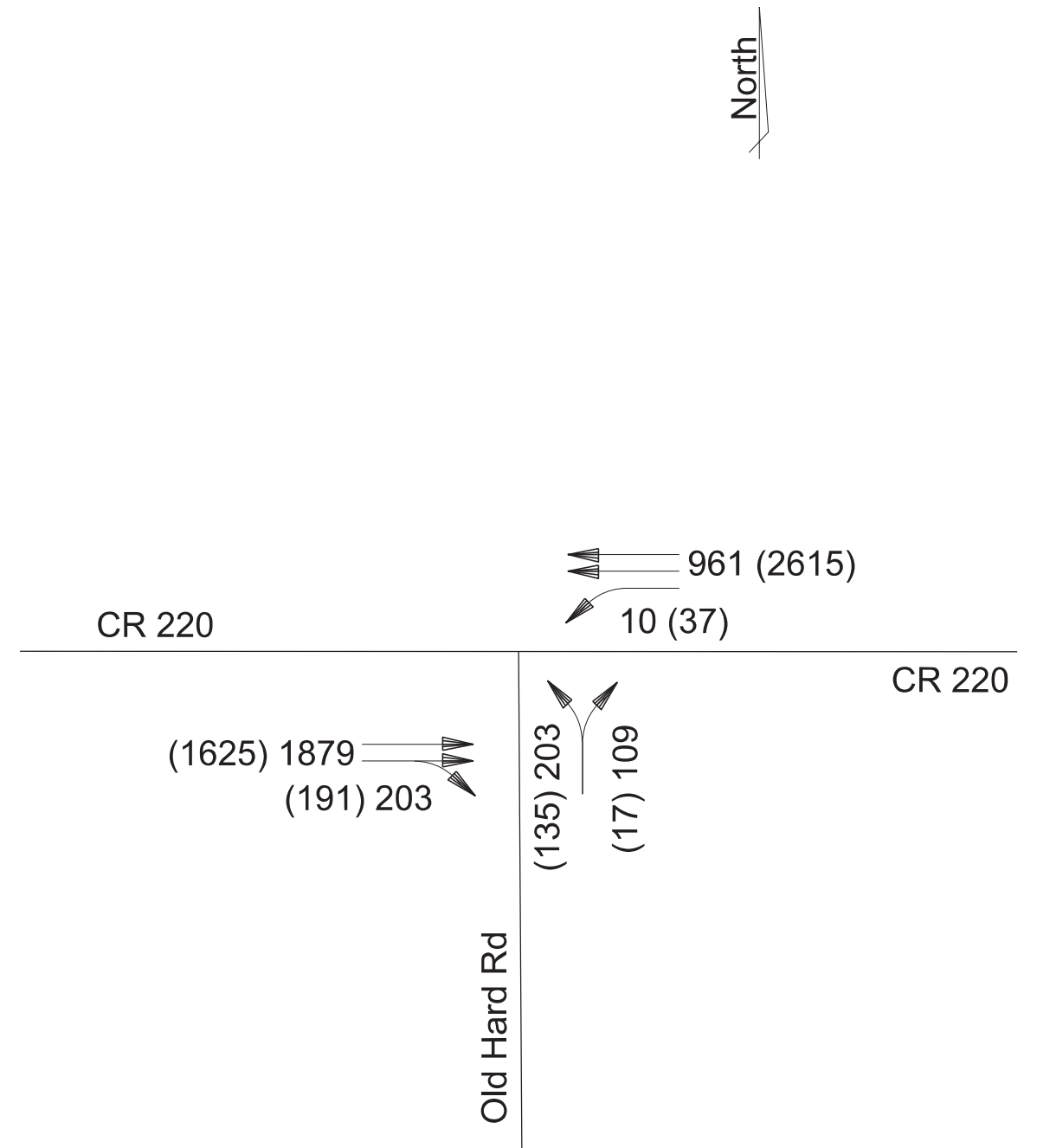




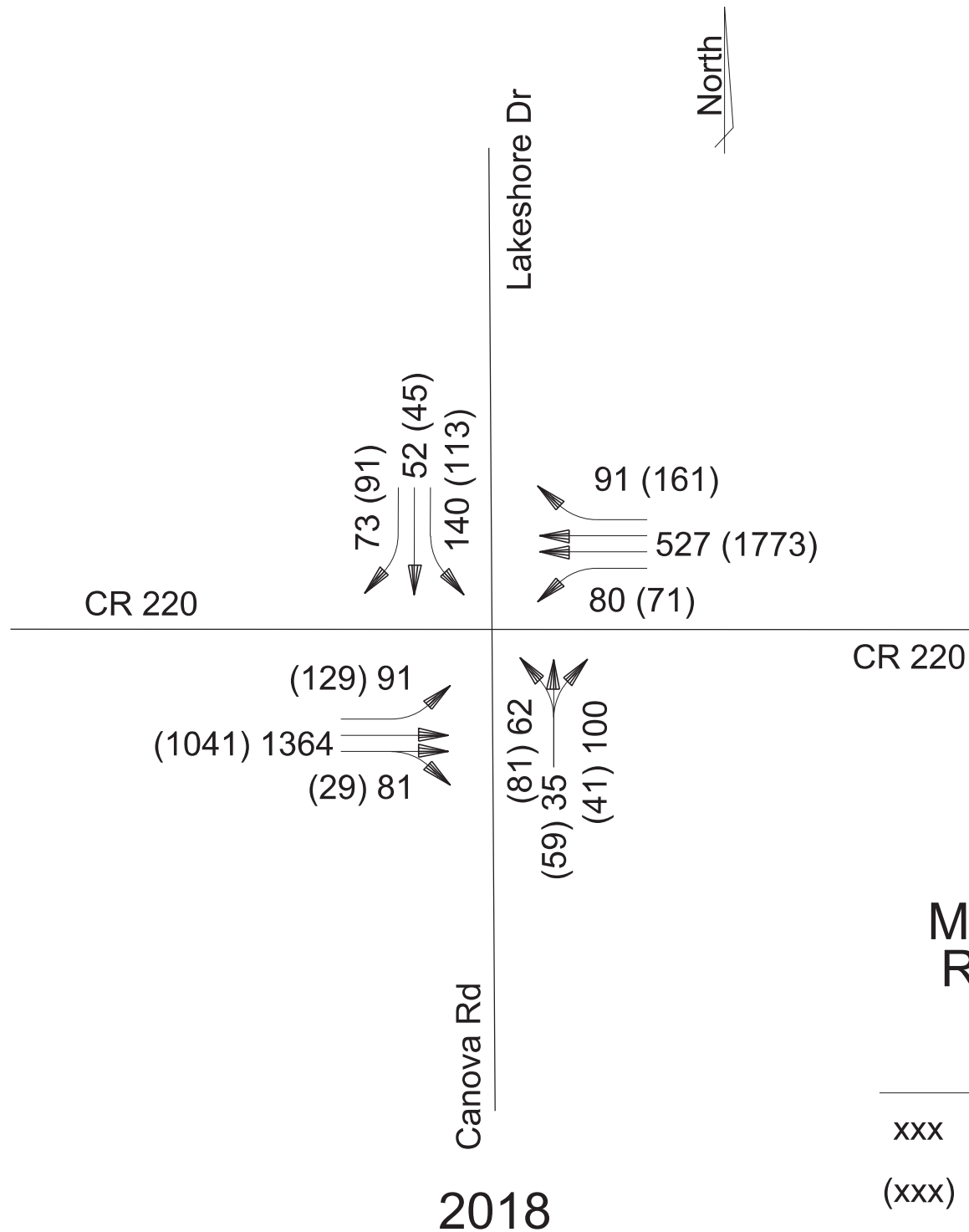
### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- ((xxx)) PM Peak Hour Traffic



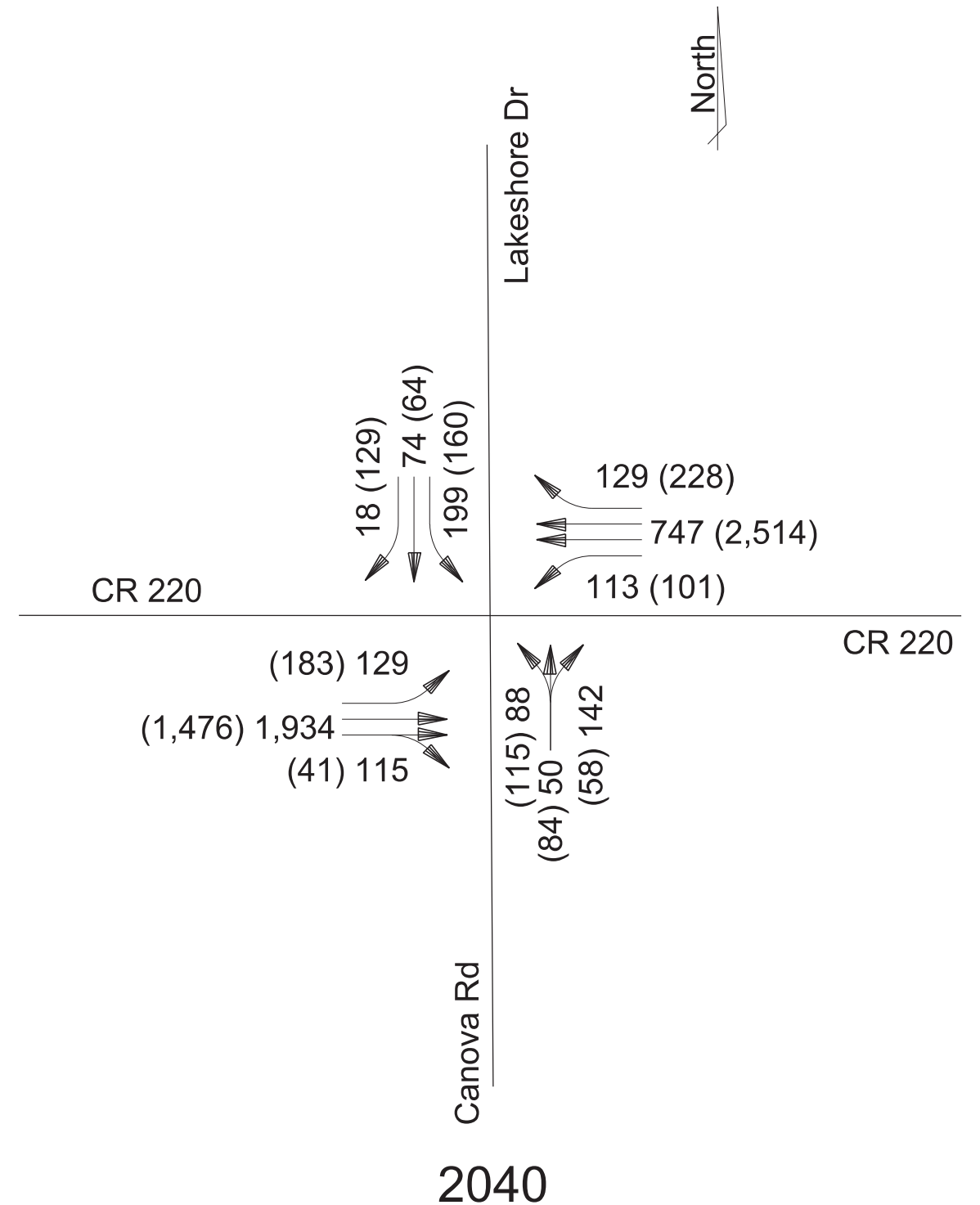




### MODEL GROWTH RATE VOLUMES

#### Legend

- xxx AM Peak Hour Traffic
- (xxx) PM Peak Hour Traffic





**Appendix C:**  
Crash Summaries



State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/11/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
1	1/1/2015	Thu	7:32 PM	0	1	\$5,000	Off Road	Night	Dry	Careless Driving		
2	1/5/2015	Mon	8:05 AM	0	0	\$3,000	Left Turn	Day	Dry	Disregarded Control Device		
3	1/10/2015	Sat	4:00 PM	0	0	\$0	Other			Failure to Secure Load		
4	1/11/2015	Sun	5:40 PM	0	0	\$0	Unknown			Failed to Keep in Proper Lane		
5	1/13/2015	Tue	3:08 PM	0	0	\$0	Unknown			Careless Driving		
6	1/13/2015	Tue	6:43 PM	0	2	\$8,000	Left Turn	Night	Dry	Failed to Yield ROW		
7	1/16/2015	Fri	3:29 PM	0	0	\$0	Unknown			Followed Too Closely		
8	1/16/2015	Fri	3:45 PM	0	0	\$0	Unknown			Followed Too Closely		
9	1/18/2015	Sun	2:15 PM	0	0	\$5,000	Other	Day	Dry	Failed to Keep in Proper Lane		
10	1/23/2015	Fri	6:45 PM	0	0	\$0	Unknown		Wet	Failed to Yield ROW		
11	1/24/2015	Sat	6:10 PM	0	0	\$5,500	Off Road	Night	Dry	Improper Turn		
12	1/25/2015	Sun	4:10 PM	0	0	\$0	Unknown			Careless Driving		
13	1/28/2015	Wed	9:30 AM	0	0	\$200	Rear End	Day	Dry	Careless Driving		
14	1/29/2015	Thu	5:23 PM	0	0	\$4,000	Rear End	Day	Dry	Followed Too Closely		
15	1/30/2015	Fri	1:48 PM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW		
16	1/30/2015	Fri	10:10 PM	0	1	\$5,000	Off Road	Night	Dry	Ran off Roadway		
17	2/4/2015	Wed	7:27 PM	0	0	\$2,200	Rear End	Night	Wet	Followed Too Closely		
18	2/5/2015	Thu	10:00 AM	0	0	\$0	Unknown			Followed Too Closely		
19	2/6/2015	Fri	7:16 PM	0	1	\$0	Off Road	Night	Dry	Followed Too Closely		
20	2/10/2015	Tue	11:15 PM	0	0	\$2,700	Other	Night	Dry	Drove Too Fast for Conditions		
21	2/11/2015	Wed	4:00 AM	0	0	\$256	Off Road	Unknown	Unknown	Unknown		
22	2/11/2015	Wed	8:50 AM	0	0	\$0	Unknown			Careless Driving		
23	2/18/2015	Wed	3:55 PM	0	0	\$0	Unknown			Followed Too Closely		
24	2/19/2015	Thu	8:22 AM	0	1	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW		
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$53,856</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	3	0	0	4	0	0	5	0	12
PERCENT	0%	21%	79%	13%	0%	0%	17%	0%	0%	21%	0%	50%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	6	7	2	12	10	0	0	5	0	4	0	15
PERCENT	25%	29%	8%	50%	42%	0%	0%	21%	0%	17%	0%	63%

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



State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: _____	State Road: <u>Henley Road and CR 220</u>
Intersecting Route: _____	Study Period: <u>1/1/15</u> To: <u>12/31/15</u>
Milepost: _____	Data by: _____
County: <u>Clay</u>	Date: <u>1/11/2019</u>

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
25	2/20/2015	Fri	2:40 PM	0	0	\$3,000	Rear End	Day	Dry	Followed Too Closely		
26	2/21/2015	Sat	1:28 PM	0	0	\$15,000	Angle	Day	Dry	Careless Driving		
27	2/22/2015	Sun	7:45 PM	0	1	\$4,000	Other	Night	Dry	Unknown		
28	2/23/2015	Mon	5:30 PM	0	1	\$20,000	Rear End	Day	Dry	Careless Driving		
29	2/24/2015	Tue	6:33 PM	0	0	\$1,000	Rear End		Wet	Drove Too Fast for Conditions		
30	3/2/2015	Mon	4:30 AM	0	0	\$900	Other		Wet	Ran off Roadway		
31	3/2/2015	Mon	8:28 AM	0	1	\$500	Other	Day	Dry	Failed to Yield ROW		
32	3/2/2015	Mon	10:15 AM	0	1	\$14,500	Left Turn	Day	Dry	Careless Driving		
33	3/2/2015	Mon	3:15 PM	0	0	\$2,000	Rear End			Unknown		
34	3/5/2015	Thu	7:35 PM	0	2	\$20,000	Left Turn	Night	Dry	Failed to Keep in Proper Lane		
35	3/5/2015	Thu	7:35 PM	0	0	\$0	Unknown			Followed Too Closely		
36	3/6/2015	Fri	7:20 PM	0	0	\$1,500	Rear End	Night	Dry	Careless Driving		
37	3/7/2015	Sat	2:08 PM	0	0	\$0	Rear End			Careless Driving		
38	3/10/2015	Tue	2:45 PM	0	0	\$1,000	Unknown	Day	Dry	Unknown		
39	3/10/2015	Tue	9:39 PM	0	1	\$11,000	Rear End	Night	Dry	Careless Driving		
40	3/11/2015	Wed	7:45 AM	0	0	\$2,000	Left Turn	Day	Dry	Failed to Yield ROW		
41	3/11/2015	Wed	4:30 PM	0	4	\$9,000	Rear End	Day	Dry	Followed Too Closely		
42	3/13/2015	Fri	2:35 PM	0	1	\$6,800	Left Turn	Day	Dry	Failed to Yield ROW		
43	3/14/2015	Sat	10:17 AM	0	0	\$8,500	Rear End	Day	Dry	Failed to Yield ROW		
44	3/14/2015	Sat	10:34 AM	0	0	\$0	Unknown			Careless Driving		
45	3/16/2015	Mon	5:17 PM	0	1	\$30,000	Rear End	Day	Dry	Followed Too Closely		
46	3/22/2015	Sun	3:45 PM	0	0	\$3,000	Angle	Day	Dry	Failed to Yield ROW		
47	3/26/2015	Thu	5:30 PM	0	2	\$5,000	Rear End	Day	Dry	Followed Too Closely		
48	3/27/2015	Fri	7:11 AM	0	0	\$0	Unknown			Careless Driving		
<b>TOTAL</b>				<b>0</b>	<b>15</b>	<b>\$158,700</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	11	0	2	4	0	0	0	0	7
PERCENT	0%	42%	58%	46%	0%	8%	17%	0%	0%	0%	0%	29%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	4	2	17	5	0	0	8	0	5	0	11
PERCENT	54%	17%	8%	71%	21%	0%	0%	33%	0%	21%	0%	46%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/11/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
49	3/27/2015	Fri	12:50 PM	0	0	\$400	Sideswipe	Day	Dry	Failed to Yield ROW
50	3/27/2015	Fri	3:00 PM	0	0	\$0	Unknown		Wet	Failed to Yield ROW
51	3/30/2015	Mon	8:34 AM	0	0	\$0	Rear End			Careless Driving
52	3/31/2015	Tue	10:37 AM	0	0	\$800	Rear End	Day	Dry	Careless Driving
53	3/31/2015	Tue	4:05 PM	0	2	\$20,500	Rear End	Day	Dry	Careless Driving
54	4/2/2015	Thu	5:45 AM	0	0	\$2,500	Off Road	Night	Dry	Failed to Keep in Proper Lane
55	4/9/2015	Thu	2:29 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
56	4/9/2015	Thu	5:55 PM	0	0	\$0	Rear End			Unknown
57	4/10/2015	Fri	11:39 PM	0	1	\$10,000	Off Road	Night	Dry	Ran off Roadway
58	4/11/2015	Sat	2:55 PM	0	1	\$2,500	Rear End	Day	Dry	Followed Too Closely
59	4/13/2015	Mon	2:03 PM	0	0	\$2,000	Rear End	Day	Wet	Followed Too Closely
60	4/13/2015	Mon	2:45 PM	0	0	\$0	Rear End	Day	Wet	Followed Too Closely
61	4/13/2015	Mon	5:20 PM	0	0	\$500	Sideswipe	Day	Dry	Failed to Keep in Proper Lane
62	4/15/2015	Wed	11:13 PM	0	0	\$10,904	Off Road	Night	Wet	Careless Driving
63	4/18/2015	Sat	12:45 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
64	4/18/2015	Sat	9:20 PM	0	3	\$6,150	Left Turn	Night	Dry	Improper Turn
65	4/20/2015	Mon	1:35 PM	0	1	\$4,000	Rear End	Day	Dry	Followed Too Closely
66	4/21/2015	Tue	4:13 PM	0	0	\$2,000	Rear End	Day	Dry	Improper Passing
67	4/22/2015	Wed	3:00 PM	0	0	\$0	Unknown			Followed Too Closely
68	4/23/2015	Thu	5:19 PM	0	1	\$12,500	Rear End	Day	Dry	Careless Driving
69	4/25/2015	Sat	9:25 AM	0	1	\$200	Bicycle	Day	Dry	Careless Driving
70	4/29/2015	Wed	4:20 PM	0	0	\$0	Unknown			Careless Driving
71	5/1/2015	Fri	8:38 PM	0	0	\$0	Rear End	Night	Dry	Followed Too Closely
72	5/5/2015	Tue	12:20 PM	0	0	\$500	Rear End			Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$82,954</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	14	0	0	1	0	2	3	1	3
PERCENT	0%	29%	71%	58%	0%	0%	4%	0%	8%	13%	4%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	5	4	15	5	0	0	10	0	2	0	12
PERCENT	54%	21%	17%	63%	21%	0%	0%	42%	0%	8%	0%	50%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/11/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	5/7/2015	Thu	12:16 AM	0	1	\$6,300	Left Turn	Night	Dry	Careless Driving
74	5/8/2015	Fri	3:37 PM	0	0	\$0	Unknown			Careless Driving
75	5/9/2015	Sat	9:50 AM	0	0	\$2,000	Sideswipe	Day	Dry	Failed to Yield ROW
76	5/11/2015	Mon	4:40 PM	0	0	\$0	Unknown			Careless Driving
77	5/12/2015	Tue	8:00 AM	0	1	\$100	Other	Day	Dry	Obstruction in Roadway
78	5/14/2015	Thu	5:54 PM	0	0	\$0	Unknown			Followed Too Closely
79	5/15/2015	Fri	1:09 PM	0	0	\$3,000	Rear End			Careless Driving
80	5/16/2015	Sat	11:20 AM	0	0	\$0	Unknown			Improper Turn
81	5/18/2015	Mon	9:24 PM	0	0	\$1,000	Animal	Night	Dry	Animal
82	5/20/2015	Wed	9:45 AM	0	0	\$0	Rear End			Careless Driving
83	5/20/2015	Wed	3:23 PM	0	0	\$80	Off Road			Improper Turn
84	5/22/2015	Fri	1:35 AM	0	1	\$9,000	Rear End	Night	Dry	Careless Driving
85	5/22/2015	Fri	3:25 PM	0	2	\$1,500	Rear End	Day	Dry	Careless Driving
86	5/23/2015	Sat	12:52 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
87	5/28/2015	Thu	12:44 PM	0	0	\$5,500	Rear End			Followed Too Closely
88	5/29/2015	Fri	2:48 PM	0	1	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW
89	6/1/2015	Mon	1:39 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving
90	6/1/2015	Mon	6:10 PM	0	1	\$200	Rear End	Day	Dry	Followed Too Closely
91	6/2/2015	Tue	11:56 AM	0	3	\$7,000	Rear End	Day	Dry	Followed Too Closely
92	6/3/2015	Wed	5:45 PM	0	0	\$2,500	Right Turn	Day	Dry	Careless Driving
93	6/3/2015	Wed	8:35 PM	0	0	\$0	Other			Unknown
94	6/5/2015	Fri	12:35 PM	0	1	\$5,000	Sideswipe	Day	Dry	Careless Driving
95	6/5/2015	Fri	4:26 PM	0	0	\$1,000	Other	Day	Dry	Improper Backing
96	6/5/2015	Fri	5:55 PM	0	0	\$2,500	Rear End	Day	Wet	Followed Too Closely
<b>TOTAL</b>				<b>0</b>	<b>11</b>	<b>\$55,680</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	10	0	0	2	1	2	1	0	8
PERCENT	0%	33%	67%	42%	0%	0%	8%	4%	8%	4%	0%	33%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	12	3	1	14	9	0	0	11	0	2	0	11
PERCENT	50%	13%	4%	58%	38%	0%	0%	46%	0%	8%	0%	46%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/11/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
97	6/6/2015	Sat	10:30 PM	0	1	\$1,000	Other	Night	Dry	Unknown
98	6/10/2015	Wed	7:30 PM	0	0	\$10,000	Left Turn	Night	Dry	Improper Turn
99	6/11/2015	Thu	10:10 PM	0	0	\$0	Unknown			Careless Driving
100	6/12/2015	Fri	8:38 AM	0	0	\$3,000	Unknown	Day	Dry	Unknown
101	6/14/2015	Sun	3:50 PM	0	0	\$0	Unknown			Careless Driving
102	6/14/2015	Sun	7:45 PM	0	2	\$9,500	Rear End	Day	Dry	Careless Driving
103	6/17/2015	Wed	4:17 PM	0	1	\$1,500	Off Road	Day	Dry	Failed to Yield ROW
104	6/18/2015	Thu	4:57 PM	0	0	\$0	Unknown			Followed Too Closely
105	6/19/2015	Fri	1:00 PM	0	0	\$0	Unknown			Careless Driving
106	6/21/2015	Sun	1:00 PM	0	1	\$2,000	Rollover	Day	Dry	Careless Driving
107	6/23/2015	Tue	12:55 AM	0	0	\$16,000	Angle	Night	Wet	Disregarded Control Device
108	6/24/2015	Wed	5:50 PM	0	0	\$5,000	Other	Night	Wet	Careless Driving
109	6/26/2015	Fri	9:50 AM	0	0	\$0	Unknown			Careless Driving
110	6/28/2015	Sun	4:35 PM	0	1	\$11,000	Head On	Day	Dry	Improper Turn
111	6/29/2015	Mon	6:40 AM	0	0	\$600	Other	Day	Dry	Unknown
112	7/7/2015	Tue	1:25 AM	0	0	\$5,000	Off Road	Night	Dry	Ran off Roadway
113	7/8/2015	Wed	4:45 PM	0	0	\$100	Rear End	Day	Dry	Hit and Run
114	7/9/2015	Thu	5:15 PM	0	0	\$700	Left Turn	Day	Dry	Improper Turn
115	7/10/2015	Fri	10:04 AM	0	0	\$1,000	Rear End			Careless Driving
116	7/21/2015	Tue	7:45 PM	0	0	\$400	Rear End	Day	Wet	Followed Too Closely
117	7/22/2015	Wed	12:20 PM	0	0	\$12,500	Rear End	Day	Dry	Careless Driving
118	7/22/2015	Wed	5:55 PM	0	0	\$0	Unknown			Followed Too Closely
119	7/25/2015	Sat	7:20 PM	0	0	\$7,500	Other	Day	Dry	Careless Driving
120	7/29/2015	Wed	9:50 AM	0	0	\$0	Rear End			Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$86,800</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	6	1	1	2	0	0	2	0	12
PERCENT	0%	21%	79%	25%	4%	4%	8%	0%	0%	8%	0%	50%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	11	5	3	13	8	0	0	11	0	1	0	12
PERCENT	46%	21%	13%	54%	33%	0%	0%	46%	0%	4%	0%	50%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/1/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
121	7/31/2015	Fri	5:35 PM	0	0	\$900	Off Road	Day	Dry	Careless Driving
122	8/2/2015	Sun	8:50 PM	0	0	\$1,000	Left Turn	Night	Dry	Improper Turn
123	8/4/2015	Tue	9:52 PM	0	1	\$1,300	Off Road	Night	Dry	Ran off Roadway
124	8/7/2015	Fri	10:30 PM	0	0	\$0	Other			Unknown
125	8/9/2015	Sun	7:20 AM	0	0	\$1,500	Off Road	Day	Dry	Ran off Roadway
126	8/9/2015	Sun	5:56 PM	0	0	\$200	Rear End	Day	Dry	Followed Too Closely
127	8/12/2015	Wed	6:20 PM	0	0	\$0	Unknown			Careless Driving
128	8/13/2015	Thu	7:56 AM	0	0	\$3,500	Sideswipe	Day	Dry	Failed to Yield ROW
129	8/13/2015	Thu	4:07 PM	0	0	\$1,700	Rear End	Day	Wet	Careless Driving
130	8/17/2015	Mon	3:55 PM	0	0	\$5,500	Rear End	Day	Wet	Followed Too Closely
131	8/19/2015	Wed	3:29 AM	0	0	\$2,500	Off Road	Night	Wet	Over Correcting
132	8/25/2015	Tue	8:55 AM	0	0	\$5,000	Off Road	Day	Dry	Followed Too Closely
133	8/25/2015	Tue	10:41 AM	0	0	\$1,700	Rear End	Day	Dry	Careless Driving
134	8/25/2015	Tue	3:02 PM	0	0	\$2,500	Rear End			Careless Driving
135	8/25/2015	Tue	6:18 PM	0	0	\$0	Rear End	Day	Dry	Improper Turn
136	8/26/2015	Wed	8:07 PM	0	0	\$0	Other			Improper Turn
137	8/28/2015	Fri	7:07 AM	0	2	\$10,000	Left Turn	Day	Dry	Disregarded Control Device
138	8/28/2015	Fri	12:35 PM	0	0	\$700	Rear End	Day	Dry	Careless Driving
139	8/29/2015	Sat	10:15 AM	0	1	\$500	Other	Day	Dry	Failed to Yield ROW
140	8/29/2015	Sat	4:20 PM	0	0	\$2,000	Rear End		Wet	Followed Too Closely
141	9/1/2015	Tue	10:22 AM	0	0	\$0	Rear End			Careless Driving
142	9/1/2015	Tue	6:45 PM	0	0	\$0	Rear End			Followed Too Closely
143	9/3/2015	Thu	5:54 AM	0	0	\$1,000	Animal	Night	Dry	Animal
144	9/3/2015	Thu	7:25 AM	0	0	\$2,500	Angle	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>4</b>	<b>\$44,000</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	3	21	10	0	1	2	0	1	5	0	5
PERCENT	0%	13%	88%	42%	0%	4%	8%	0%	4%	21%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	4	4	14	6	0	0	7	0	3	0	14
PERCENT	54%	17%	17%	58%	25%	0%	0%	29%	0%	13%	0%	58%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/1/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	9/4/2015	Fri	7:40 AM	0	0	\$600	Rear End	Day	Dry	Careless Driving
146	9/5/2015	Sat	8:05 AM	0	0	\$3,000	Rear End	Day	Dry	Followed Too Closely
147	9/5/2015	Sat	8:10 PM	0	0	\$500	Left Turn	Day	Dry	Failed to Yield ROW
148	9/8/2015	Tue	8:13 AM	0	0	\$5,500	Rear End			Followed Too Closely
149	9/11/2015	Fri	3:15 PM	0	0	\$3,000	Sideswipe	Day	Dry	Hit and Run
150	9/12/2015	Sat	5:20 PM	0	0	\$0	Rear End			Followed Too Closely
151	9/14/2015	Mon	5:45 PM	0	0	\$0	Unknown			Careless Driving
152	9/14/2015	Mon	5:59 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
153	9/15/2015	Tue	8:00 AM	0	0	\$0	Rear End			Careless Driving
154	9/15/2015	Tue	5:57 PM	0	0	\$0	Unknown			Followed Too Closely
155	9/16/2015	Wed	6:13 PM	0	0	\$2,500	Rear End	Day	Wet	Careless Driving
156	9/17/2015	Thu	7:31 AM	0	1	\$2,604	Off Road	Day	Wet	Ran off Roadway
157	9/18/2015	Fri	9:15 PM	0	0	\$0	Unknown			Improper Turn
158	9/19/2015	Sat	9:53 PM	0	0	\$500	Animal	Night	Dry	Animal
159	9/25/2015	Fri	4:38 PM	0	2	\$14,000	Left Turn	Day	Dry	Failed to Yield ROW
160	9/26/2015	Sat	10:32 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
161	9/26/2015	Sat	11:00 PM	0	0	\$0	Animal			Animal
162	9/29/2015	Tue	4:50 PM	0	0	\$1,500	Sideswipe	Day	Dry	Unknown
163	10/1/2015	Thu	4:05 PM	0	1	\$3,000	Rear End	Day	Dry	Failed to Yield ROW
164	10/3/2015	Sat	12:38 AM	0	1	\$500	Off Road	Night	Dry	Careless Driving
165	10/10/2015	Sat	5:20 AM	0	0	\$5,000	Animal	Night	Dry	Animal
166	10/10/2015	Sat	9:46 PM	0	0	\$3,000	Unknown			Failed to Yield ROW
167	10/13/2015	Tue	12:43 PM	0	1	\$1,000	Left Turn	Day	Dry	Failed to Yield ROW
168	10/13/2015	Tue	5:24 PM	0	2	\$18,000	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>8</b>	<b>\$69,204</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	10	0	0	3	0	2	2	0	7
PERCENT	0%	25%	75%	42%	0%	0%	13%	0%	8%	8%	0%	29%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	3	2	14	8	0	0	8	0	5	0	11
PERCENT	54%	13%	8%	58%	33%	0%	0%	33%	0%	21%	0%	46%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/15 To: 12/31/15  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 1/1/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
169	10/14/2015	Wed	8:21 AM	0	1	\$1,200	Rear End	Day	Dry	Careless Driving
170	10/19/2015	Mon	7:25 AM	0	1	\$2,000	Left Turn	Day	Dry	Disregarded Control Device
171	10/30/2015	Fri	8:24 PM	0	0	\$1,000	Left Turn	Night	Dry	Improper Turn
172	11/2/2015	Mon	6:45 PM	0	0	\$600	Rear End	Night	Dry	Followed Too Closely
173	11/3/2015	Tue	12:00 AM	0	1	\$5,000	Other	Night	Dry	Unknown
174	11/4/2015	Wed	12:30 AM	0	0	\$10,500	Other	Night	Wet	Ran off Roadway
175	11/6/2015	Fri	6:18 PM	0	0	\$2,300	Sideswipe	Night	Dry	Failed to Yield ROW
176	11/7/2015	Sat	5:30 AM	0	0	\$500	Animal	Night	Dry	Animal
177	11/13/2015	Fri	11:00 PM	0	0	\$1,500	Other	Night	Dry	Animal
178	11/14/2015	Sat	9:28 PM	0	0	\$7,750	Off Road	Night	Dry	Careless Driving
179	11/18/2015	Wed	10:55 AM	0	0	\$200	Other			Careless Driving
180	11/25/2015	Wed	10:31 AM	0	0	\$1,200	Rear End			Careless Driving
181	11/27/2015	Fri	3:00 PM	0	0	\$1,900	Rear End	Day	Dry	Careless Driving
182	11/28/2015	Sat	8:33 AM	0	1	\$1,000	Off Road	Day	Dry	Careless Driving
183	11/28/2015	Sat	9:35 AM	0	1	\$6,000	Rear End	Day	Dry	Followed Too Closely
184	11/29/2015	Sun	12:01 AM	0	0	\$1,150	Off Road	Night	Dry	Hit and Run
185	11/30/2015	Mon	4:15 PM	0	1	\$3,000	Rear End	Day	Dry	Followed Too Closely
186	12/2/2015	Wed	7:29 AM	0	1	\$6,500	Rear End	Day	Dry	Inattentive
187	12/3/2015	Thu	3:25 PM	0	1	\$100	Pedestrian	Day	Dry	Failed to Yield ROW
188	12/4/2015	Fri	6:00 PM	0	0	\$1,500	Other	Night	Dry	Vehicle Malfunction
189	12/6/2015	Sun	8:53 AM	0	0	\$0	Unknown			Careless Driving
190	12/6/2015	Sun	8:18 PM	0	0	\$0	Other			Obstruction in Roadway
191	12/7/2015	Mon	4:43 PM	0	0	\$0	Other			Obstruction in Roadway
192	12/9/2015	Wed	10:07 PM	0	0	\$0	Other			Obstruction in Roadway
<b>TOTAL</b>				<b>0</b>	<b>8</b>	<b>\$54,900</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	7	0	0	2	0	1	3	1	10
PERCENT	0%	33%	67%	29%	0%	0%	8%	0%	4%	13%	4%	42%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	8	10	1	17	6	0	0	7	0	2	0	15
PERCENT	33%	42%	4%	71%	25%	0%	0%	29%	0%	8%	0%	63%

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







State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
1	1/3/2016	Sun	2:40 PM	0	0	\$0	Unknown			Careless Driving		
2	1/6/2016	Wed	2:30 PM	0	2	\$10,000	Off Road	Day	Dry	Careless Driving		
3	1/6/2016	Wed	2:32 PM	0	1	\$3,000	Rear End	Day	Dry	Careless Driving		
4	1/8/2016	Fri	7:33 AM	0	0	\$4,000	Rear End	Day	Unknown	Failed to Yield ROW		
5	1/8/2016	Fri	11:56 AM	0	0	\$2,000	Rear End			Followed Too Closely		
6	1/9/2016	Sat	5:47 PM	0	0	\$250	Other	Night	Wet	Failure to Properly Secure Load		
7	1/12/2016	Tue	10:09 PM	0	0	\$1,500	Off Road	Night	Dry	Animal		
8	1/15/2016	Fri	12:50 PM	0	0	\$1,500	Rear End	Day	Wet	Careless Driving		
9	1/15/2016	Fri	2:45 PM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving		
10	1/18/2016	Mon	9:48 PM	0	0	\$3,000	Rear End	Night	Dry	Followed Too Closely		
11	1/19/2016	Tue	6:31 AM	0	0	\$1,000	Rear End	Night	Dry	Failed to Yield ROW		
12	1/20/2016	Wed	6:45 PM	0	0	\$5,500	Rear End	Night	Dry	Followed Too Closely		
13	1/26/2016	Tue	7:23 AM	0	0	\$10,000	Sideswipe			Careless Driving		
14	1/27/2016	Wed	2:57 PM	0	0	\$2,500	Sideswipe	Day	Dry	Careless Driving		
15	1/28/2016	Thu	8:37 AM	0	0	\$2,500	Rear End	Day	Wet	Careless Driving		
16	1/28/2016	Thu	6:27 PM	0	0	\$1,250	Sideswipe	Night	Wet	Failed to Yield ROW		
17	1/29/2016	Fri	7:00 PM	0	0	\$4,000	Rear End	Night	Dry	Followed Too Closely		
18	1/30/2016	Sat	7:10 AM	0	0	\$20,000	Rear End	Day	Dry	Careless Driving		
19	1/30/2016	Sat	2:05 PM	0	1	\$10,000	Left Turn	Day	Dry	Followed Too Closely		
20	2/1/2016	Mon	1:44 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
21	2/7/2016	Sun	10:20 AM	0	0	\$5,000	Left Turn	Day	Dry	Failed to Yield ROW		
22	2/8/2016	Mon	6:54 PM	0	0	\$6,000	Rear End	Night	Dry	Unknown		
23	2/9/2016	Tue	3:16 PM	0	1	\$8,000	Rear End	Day	Dry	Followed Too Closely		
24	2/12/2016	Fri	6:24 PM	0	0	\$3,100	Rear End	Night	Dry	Followed Too Closely		
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$106,600</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	15	0	0	2	0	3	2	0	2
PERCENT	0%	21%	79%	63%	0%	0%	8%	0%	13%	8%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	12	9	4	16	4	0	0	10	0	4	0	10
PERCENT	50%	38%	17%	67%	17%	0%	0%	42%	0%	17%	0%	42%

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



State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	2/14/2016	Sun	5:05 PM	0	1	\$100	Rear End	Day	Dry	Careless Driving
26	2/19/2016	Fri	5:46 PM	0	0	\$3,500	Rear End	Day	Dry	Followed Too Closely
27	2/22/2016	Mon	5:17 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving
28	2/26/2016	Fri	4:10 PM	0	0	\$6,500	Rear End	Day	Dry	Careless Driving
29	2/27/2016	Sat	8:30 AM	0	0	\$600	Sideswipe	Day	Dry	Failed to Keep in Proper Lane
30	2/29/2016	Mon	8:13 AM	0	3	\$1,750	Rear End	Day	Dry	Followed Too Closely
31	2/29/2016	Mon	11:32 AM	0	0	\$2,000	Rear End	Day	Dry	Followed Too Closely
32	3/3/2016	Thu	2:58 AM	0	1	\$30,000	Left Turn	Night	Dry	Failed to Yield ROW
33	3/4/2016	Fri	7:20 AM	0	0	\$7,800	Sideswipe	Day	Wet	Hit and Run
34	3/4/2016	Fri	5:45 PM	0	2	\$15,000	Rear End	Night	Dry	Followed Too Closely
35	3/5/2016	Sat	3:28 PM	0	1	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
36	3/6/2016	Sun	1:03 AM	0	0	\$800	Rear End	Night	Dry	Followed Too Closely
37	3/6/2016	Sun	1:43 AM	0	0	\$5,000	Other	Night	Dry	DUI
38	3/11/2016	Fri	7:00 PM	0	0	\$6,500	Unknown	Night	Dry	DUI
39	3/12/2016	Sat	10:12 AM	0	0	\$3,000	Off Road	Day	Dry	Careless Driving
40	3/17/2016	Thu	10:41 AM	0	1	\$9,500	Angle	Day	Dry	Failed to Yield ROW
41	3/17/2016	Thu	11:02 PM	0	0	\$2,200	Off Road	Night	Wet	Careless Driving
42	3/21/2016	Mon	11:00 PM	0	0	\$100	Off Road	Unknown	Unknown	Unknown
43	3/23/2016	Wed	6:49 AM	0	0	\$2,500	Animal			Animal
44	3/24/2016	Thu	8:45 AM	0	1	\$5,000	Left Turn	Day	Dry	Failed to Yield ROW
45	3/25/2016	Fri	11:46 AM	0	0	\$1,250	Rear End	Day	Dry	Followed Too Closely
46	3/25/2016	Fri	5:10 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
47	3/27/2016	Sun	7:50 PM	0	0	\$600	Rear End	Night	Wet	Followed Too Closely
48	3/30/2016	Wed	8:22 AM	0	1	\$13,000	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>11</b>	<b>\$131,700</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	12	0	1	3	0	2	3	0	3
PERCENT	0%	33%	67%	50%	0%	4%	13%	0%	8%	13%	0%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	7	3	19	2	0	2	7	0	4	0	11
PERCENT	63%	29%	13%	79%	8%	0%	8%	29%	0%	17%	0%	46%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
49	4/5/2016	Tue	6:01 PM	0	0	\$2,000	Off Road	Day	Dry	Hit and Run
50	4/6/2016	Wed	6:40 AM	0	0	\$3,000	Sideswipe	Day	Dry	Careless Driving
51	4/6/2016	Wed	7:41 AM	0	3	\$14,000	Left Turn	Day	Dry	Disregarded Control Devices
52	4/6/2016	Wed	7:55 PM	0	0	\$11,000	Other	Night	Dry	DUI
53	4/7/2016	Thu	3:45 PM	0	0	\$1,500	Left Turn	Day	Dry	Failed to Yield ROW
54	4/7/2016	Thu	8:15 PM	0	0	\$2,000	Animal	Night	Dry	Animal
55	4/9/2016	Sat	10:52 AM	0	0	\$2,000	Other	Day	Dry	Improper Backing
56	4/12/2016	Tue	3:13 PM	0	0	\$2,500	Rear End	Day	Dry	Followed Too Closely
57	4/13/2016	Wed	8:46 PM	0	1	\$300	Other	Night	Wet	Unknown
58	4/14/2016	Thu	7:14 AM	0	1	\$5,000	Rear End	Day	Dry	Medical
59	4/15/2016	Fri	7:10 AM	0	0	\$3,500	Rear End	Day	Wet	Careless Driving
60	4/15/2016	Fri	3:35 PM	0	0	\$2,500	Animal	Day	Wet	Animal
61	4/15/2016	Fri	7:14 PM	0	0	\$6,000	Rear End	Day	Wet	Failure to Maintain Control of Vehicle
62	4/15/2016	Fri	9:20 PM	0	0	\$1,000	Rear End	Night	Wet	Followed Too Closely
63	4/19/2016	Tue	3:40 PM	0	1	\$10,000	Rear End	Day	Dry	Careless Driving
64	4/19/2016	Tue	3:55 PM	0	0	\$2,500	Rear End	Day	Dry	Followed Too Closely
65	4/20/2016	Wed	10:12 AM	0	1	\$10,000	Off Road	Day	Dry	Careless Driving
66	4/20/2016	Wed	3:08 PM	0	0	\$8,000	Rear End	Day	Dry	Careless Driving
67	4/21/2016	Thu	6:40 PM	0	3	\$12,500	Rear End	Day	Dry	Followed Too Closely
68	4/25/2016	Mon	12:00 AM	0	0	\$500	Off Road	Night	Dry	Hit and Run
69	4/29/2016	Fri	1:22 PM	0	0	\$20,700	Head On	Day	Dry	Careless Driving
70	5/2/2016	Mon	6:30 AM	0	0	\$200	Off Road	Day	Dry	Failed to Yield ROW
71	5/2/2016	Mon	11:53 AM	0	1	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
72	5/5/2016	Thu	3:15 PM	0	0	\$10	Rear End	Day	Dry	Followed Too Closely
<b>TOTAL</b>				<b>0</b>	<b>11</b>	<b>\$130,710</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	10	1	0	3	0	1	4	0	5
PERCENT	0%	29%	71%	42%	4%	0%	13%	0%	4%	17%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	5	19	0	0	1	6	0	3	1	13
PERCENT	79%	21%	21%	79%	0%	0%	4%	25%	0%	13%	4%	54%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	5/7/2016	Sat	7:35 PM	0	0	\$1,000	Off Road	Day	Dry	Mechanical Failure
74	5/7/2016	Sat	10:17 PM	0	0	\$5,000	Off Road	Night	Dry	DUI
75	5/8/2016	Sun	3:04 AM	0	0	\$3,000	Off Road	Night	Dry	Animal
76	5/9/2016	Mon	8:53 AM	0	0	\$300	Off Road	Day	Dry	Swerved or Avoided
77	5/9/2016	Mon	3:42 PM	0	1	\$40,000	Left Turn	Day	Dry	Failed to Yield ROW
78	5/13/2016	Fri	2:00 PM	0	0	\$20,000	Rear End	Day	Dry	Careless Driving
79	5/14/2016	Sat	1:00 PM	0	1	\$2,400	Rear End	Day	Dry	Careless Driving
80	5/14/2016	Sat	2:46 PM	0	0	\$8,000	Left Turn	Day	Dry	Failed to Yield ROW
81	5/18/2016	Wed	5:25 PM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving
82	5/29/2016	Sun	10:40 PM	0	1	\$5,000	Left Turn	Night	Dry	Failed to Yield ROW
83	5/30/2016	Mon	6:24 PM	0	0	\$7,000	Rear End	Day	Dry	Failed to Keep in Proper Lane
84	6/3/2016	Fri	12:24 PM	0	0	\$2,550	Rear End	Day	Dry	Followed Too Closely
85	6/4/2016	Sat	5:30 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
86	6/6/2016	Mon	2:07 PM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving
87	6/8/2016	Wed	6:39 PM	0	0	\$2,250	Right Turn	Day	Dry	Failed to Yield ROW
88	6/14/2016	Tue	8:19 AM	0	0	\$2,000	Sideswipe	Day	Dry	Failed to Yield ROW
89	6/14/2016	Tue	2:45 PM	0	2	\$5,000	Off Road	Day	Dry	Over Correcting
90	6/16/2016	Thu	2:07 PM	0	0	\$12,500	Left Turn	Day	Wet	Failed to Yield ROW
91	6/17/2016	Fri	3:25 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
92	6/17/2016	Fri	11:10 PM	0	0	\$0	Rear End	Night	Wet	Followed Too Closely
93	6/19/2016	Sun	9:33 AM	0	2	\$8,500	Rear End	Day	Dry	Careless Driving
94	6/21/2016	Tue	12:54 PM	0	0	\$1,150	Sideswipe	Day	Dry	Unknown
95	6/21/2016	Tue	4:54 PM	0	2	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
96	6/22/2016	Wed	6:05 AM	0	0	\$15,000	Left Turn	Day	Dry	Unknown
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$167,150</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	10	0	0	6	1	2	5	0	0
PERCENT	0%	25%	75%	42%	0%	0%	25%	4%	8%	21%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	4	20	0	0	1	6	0	7	0	10
PERCENT	83%	17%	17%	83%	0%	0%	4%	25%	0%	29%	0%	42%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
97	6/22/2016	Wed	5:25 PM	0	0	\$3,000	Sideswipe	Day	Dry	Improper Lane Change		
98	6/24/2016	Fri	11:50 AM	1	0	\$8,000	Rollover	Day	Dry	Exceeded Speed		
99	6/26/2016	Sun	12:42 AM	0	0	\$6,000	Unknown	Night	Dry	Improper Turn		
100	7/1/2016	Fri	3:44 AM	0	1	\$16,100	Off Road	Night	Dry	DUI		
101	7/5/2016	Tue	9:10 AM	0	0	\$750	Angle	Day	Dry	Failed to Yield ROW		
102	7/5/2016	Tue	10:32 AM	0	3	\$3,500	Rear End	Day	Dry	Careless Driving		
103	7/5/2016	Tue	1:56 PM	0	0	\$4,000	Rear End	Day	Dry	Followed Too Closely		
104	7/6/2016	Wed	5:40 PM	0	1	\$13,000	Rear End	Day	Dry	Careless Driving		
105	7/7/2016	Thu	2:47 AM	0	1	\$2,200	Off Road	Night	Dry	Over Correcting		
106	7/8/2016	Fri	6:05 PM	0	0	\$16,000	Other	Day	Dry	Failed to Yield ROW		
107	7/11/2016	Mon	3:18 PM	0	1	\$10,000	Other	Night	Dry	Failed to Yield ROW		
108	7/12/2016	Tue	5:21 PM	0	0	\$200	Rear End	Day	Wet	Careless Driving		
109	7/13/2016	Wed	1:57 AM	0	0	\$10,000	Angle	Night	Dry	Disregarded Control Devices		
110	7/16/2016	Sat	12:33 PM	0	0	\$7,719	Head On	Day	Dry	Careless Driving		
111	7/19/2016	Tue	2:39 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving		
112	7/20/2016	Wed	3:17 PM	0	2	\$10,500	Left Turn	Day	Dry	Failed to Yield ROW		
113	7/21/2016	Thu	6:29 PM	0	1	\$5,000	Left Turn	Day	Dry	Failed to Yield ROW		
114	7/23/2016	Sat	5:48 PM	0	0	\$3,000	Head On	Night	Dry	Failure to Properly Secure Load		
115	7/24/2016	Sun	12:34 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving		
116	7/24/2016	Sun	10:55 PM	0	0	\$500	Rear End	Night	Dry	Careless Driving		
117	7/25/2016	Mon	1:38 PM	0	1	\$2,000	Rear End	Day	Dry	Followed Too Closely		
118	7/25/2016	Mon	2:25 PM	0	1	\$7,500	Rear End	Day	Dry	Careless Driving		
119	7/29/2016	Fri	3:44 PM	0	0	\$100	Sideswipe	Day	Dry	Careless Driving		
120	7/29/2016	Fri	5:28 PM	0	0	\$8,525	Off Road	Day	Dry	Failure to Properly Secure Load		
<b>TOTAL</b>				<b>1</b>	<b>12</b>	<b>\$142,094</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	1	9	14	9	2	2	2	0	2	3	0	4
PERCENT	4%	38%	58%	38%	8%	8%	8%	0%	8%	13%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	1	23	0	1	1	9	1	5	1	6
PERCENT	71%	29%	4%	96%	0%	4%	4%	38%	4%	21%	4%	25%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
121	8/2/2016	Tue	9:41 AM	0	0	\$800	Rear End	Day	Dry	Careless Driving		
122	8/4/2016	Thu	12:24 PM	0	1	\$100	Rear End	Day	Dry	Followed Too Closely		
123	8/5/2016	Fri	2:20 AM	0	0	\$7,000	Left Turn	Night	Dry	Failed to Yield ROW		
124	8/6/2016	Sat	12:30 PM	0	0	\$2,000	Angle	Day	Dry	Failed to Yield ROW		
125	8/9/2016	Tue	10:56 AM	0	1	\$100	Rear End	Day	Dry	Hit and Run		
126	8/9/2016	Tue	11:34 AM	0	0	\$7,000	Left Turn	Day	Dry	Failed to Yield ROW		
127	8/11/2016	Thu	9:06 AM	0	0	\$1,200	Rear End	Day	Dry	Failed to Yield ROW		
128	8/12/2016	Fri	1:44 PM	0	1	\$2,200	Rear End	Day	Dry	Careless Driving		
129	8/14/2016	Sun	6:35 PM	0	0	\$6,000	Rear End	Day	Wet	Careless Driving		
130	8/14/2016	Sun	9:13 PM	0	3	\$20,000	Angle	Night	Wet	Failed to Yield ROW		
131	8/15/2016	Mon	2:59 PM	0	0	\$1,500	Sideswipe	Day	Dry	Failed to Yield ROW		
132	8/16/2016	Tue	12:33 PM	0	0	\$7,000	Rollover	Day	Wet	Unknown		
133	8/17/2016	Wed	7:32 AM	0	0	\$10,100	Off Road	Day	Dry	Careless Driving		
134	8/17/2016	Wed	5:33 PM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change		
135	8/18/2016	Thu	5:18 PM	0	0	\$15,500	Rear End	Day	Dry	Followed Too Closely		
136	8/19/2016	Fri	2:58 PM	0	0	\$575	Rear End	Day	Dry	Careless Driving		
137	8/24/2016	Wed	8:31 PM	0	0	\$1,000	Animal	Night	Dry	Animal		
138	8/26/2016	Fri	2:34 PM	0	0	\$4,000	Left Turn	Day	Dry	Failed to Yield ROW		
139	8/26/2016	Fri	3:11 PM	0	0	\$100	Rear End	Day	Dry	Careless Driving		
140	8/26/2016	Fri	3:44 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
141	8/26/2016	Fri	6:02 PM	0	0	\$13,000	Left Turn	Day	Dry	Failed to Yield ROW		
142	8/26/2016	Fri	8:54 PM	0	0	\$3,000	Left Turn	Night	Dry	Failed to Yield ROW		
143	8/30/2016	Tue	10:57 AM	0	0	\$1,700	Rear End	Day	Dry	Followed Too Closely		
144	8/31/2016	Wed	10:41 PM	0	0	\$1,500	Animal	Night	Dry	Animal		
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$109,375</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	11	0	2	5	0	2	1	0	3
PERCENT	0%	17%	83%	46%	0%	8%	21%	0%	8%	4%	0%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	3	21	0	0	0	7	1	9	0	7
PERCENT	79%	21%	13%	88%	0%	0%	0%	29%	4%	38%	0%	29%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: _____	State Road: <u>Henley Road and CR 220</u>
Intersecting Route: _____	Study Period: <u>1/1/16</u> To: <u>12/31/16</u>
Milepost: _____	Data by: _____
County: <u>Clay</u>	Date: <u>12/13/2018</u>

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	9/3/2016	Sat	2:25 PM	0	0	\$500	Rear End	Day	Wet	Followed Too Closely
146	9/8/2016	Thu	7:35 AM	0	0	\$15,000	Left Turn	Day	Dry	Failed to Yield ROW
147	9/8/2016	Thu	1:40 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
148	9/9/2016	Fri	3:56 PM	0	2	\$4,000	Rear End	Day	Dry	Careless Driving
149	9/9/2016	Fri	4:14 PM	0	0	\$3,000	Rear End	Night	Dry	Followed Too Closely
150	9/9/2016	Fri	4:30 PM	0	0	\$10,000	Angle	Day	Dry	Failed to Yield ROW
151	9/10/2016	Sat	2:20 PM	0	0	\$4,000	Rear End	Day	Dry	Followed Too Closely
152	9/10/2016	Sat	2:24 PM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving
153	9/12/2016	Mon	4:48 PM	0	0	\$2,520	Rear End	Day	Dry	Other
154	9/13/2016	Tue	2:32 PM	0	0	\$2,000	Right Turn	Day	Dry	Failed to Yield ROW
155	9/14/2016	Wed	11:20 AM	0	0	\$250	Rear End	Day	Dry	Hit and Run
156	9/14/2016	Wed	9:59 PM	0	0	\$1,000	Other			Unknown
157	9/15/2016	Thu	8:03 AM	0	0	\$200	Rear End	Day	Dry	Followed Too Closely
158	9/16/2016	Fri	12:21 PM	0	0	\$8,500	Rear End	Day	Dry	Careless Driving
159	9/19/2016	Mon	7:46 AM	0	0	\$500	Rear End	Day	Dry	Careless Driving
160	9/21/2016	Wed	10:02 AM	0	1	\$12,000	Other	Day	Dry	Failed to Yield ROW
161	9/22/2016	Thu	3:30 PM	0	0	\$5,000	Rear End	Day	Dry	Followed Too Closely
162	9/24/2016	Sat	8:00 PM	0	0	\$1,500	Rear End	Night	Dry	Hit and Run
163	9/25/2016	Sun	11:06 AM	0	1	\$7,000	Left Turn	Day	Dry	Disregarded Control Devices
164	9/26/2016	Mon	3:20 PM	0	0	\$2,500	Rear End	Day	Dry	Followed Too Closely
165	9/27/2016	Tue	9:07 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
166	9/27/2016	Tue	8:33 PM	0	0	\$10,000	Left Turn	Night	Dry	Disregarded Control Devices
167	10/1/2016	Sat	9:30 PM	0	0	\$6,000	Rear End	Night	Dry	Followed Too Closely
168	10/4/2016	Tue	8:26 AM	0	2	\$23,000	Left Turn	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$130,970</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	16	0	1	4	1	0	0	0	2
PERCENT	0%	17%	83%	67%	0%	4%	17%	4%	0%	0%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	4	1	22	1	0	0	6	0	5	2	11
PERCENT	79%	17%	4%	92%	4%	0%	0%	25%	0%	21%	8%	46%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/16 To: 12/31/16  
 Milepost: \_\_\_\_\_ Data by: \_\_\_\_\_  
 County: Clay Date: 12/13/2018

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
169	10/4/2016	Tue	8:45 AM	0	0	\$300	Rear End	Day	Dry	Followed Too Closely
170	10/5/2016	Wed	8:05 PM	0	1	\$4,000	Left Turn	Night	Wet	Failed to Yield ROW
171	10/6/2016	Thu	6:39 AM	0	0	\$5,000	Rear End	Night	Wet	Careless Driving
172	10/6/2016	Thu	11:58 AM	0	0	\$500	Rear End	Day	Wet	Followed Too Closely
173	10/6/2016	Thu	2:26 PM	0	2	\$20,000	Unknown	Day	Wet	Failed to Yield ROW
174	10/6/2016	Thu	4:00 PM	0	0	\$600	Sideswipe	Other	Wet	Careless Driving
175	10/7/2016	Fri	2:45 AM	0	0	\$200	Off Road	Night	Unknown	Hit and Run
176	10/16/2016	Sun	12:00 AM	0	0	\$5,000	Animal	Night	Dry	Animal
177	10/18/2016	Tue	6:47 PM	0	0	\$0	Rear End	Night	Dry	Unknown
178	10/20/2016	Thu	4:19 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
179	10/24/2016	Mon	6:18 AM	0	0	\$0	Angle	Night	Dry	Failed to Yield ROW
180	10/26/2016	Wed	7:27 AM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
181	10/28/2016	Fri	5:00 PM	0	0	\$4,500	Sideswipe	Day	Dry	Failed to Yield ROW
182	10/29/2016	Sat	3:40 PM	0	0	\$2,500	Unknown	Day	Dry	Careless Driving
183	10/31/2016	Mon	6:59 PM	0	1	\$5,000	Rear End	Night	Dry	Careless Driving
184	11/3/2016	Thu	2:10 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
185	11/5/2016	Sat	10:30 AM	0	1	\$20,000	Sideswipe	Day	Dry	Failed to Yield ROW
186	11/6/2016	Sun	2:10 PM	0	0	\$12,000	Rear End	Day	Wet	Careless Driving
187	11/8/2016	Tue	5:45 AM	0	0	\$300	Sideswipe	Night	Dry	Failed to Keep in Proper Lane
188	11/8/2016	Tue	11:15 AM	0	0	\$550	Rear End	Night	Dry	Careless Driving
189	11/18/2016	Fri	7:35 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
190	11/18/2016	Fri	2:56 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
191	11/18/2016	Fri	4:50 PM	0	1	\$0	Off Road	Day	Dry	Unknown
192	11/18/2016	Fri	5:50 PM	0	0	\$0	Other			Unknown
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$91,450</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	12	0	1	1	0	4	2	0	4
PERCENT	0%	21%	79%	50%	0%	4%	4%	0%	17%	8%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	9	6	16	2	0	0	8	0	5	0	11
PERCENT	54%	38%	25%	67%	8%	0%	0%	33%	0%	21%	0%	46%

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







**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: _____	State Road: <u>Henley Road and CR 220</u>
Intersecting Route: _____	Study Period: <u>1/1/17</u> To: <u>12/31/17</u>
Milepost: _____	Data by: <u>ETM</u>
County: <u>Clay</u>	Date: <u>1/14/2019</u>

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
1	1/4/2017	Wed	7:39 AM	0	0	\$0	Unknown			Followed Too Closely		
2	1/4/2017	Wed	7:38 PM	0	1	\$10,000	Angle	Night	Dry	Disregarded Control Devices		
3	1/5/2017	Thu	10:30 AM	0	0	\$2,000	Unknown			Unknown		
4	1/10/2017	Tue	6:00 PM	0	7	\$19,000	Left Turn	Night	Dry	Disregarded Control Devices		
5	1/11/2017	Wed	6:50 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving		
6	1/11/2017	Wed	6:54 AM	0	1	\$9,500	Rear End	Night	Dry	Careless Driving		
7	1/11/2017	Wed	6:30 PM	0	0	\$0	Unknown			Careless Driving		
8	1/15/2017	Sun	3:50 AM	0	0	\$2,900	Off Road	Night	Dry	Ran Off Roadway		
9	1/19/2017	Thu	5:42 PM	0	0	\$0	Unknown			Failed to Yield ROW		
10	1/22/2017	Sun	2:50 PM	0	1	\$5,000	Rear End	Day	Wet	Drove too Fast for Conditions		
11	1/25/2017	Wed	5:13 PM	0	0	\$7,000	Rear End	Day	Dry	Followed Too Closely		
12	1/26/2017	Thu	3:00 PM	0	0	\$9,500	Rear End	Day	Dry	Careless Driving		
13	1/26/2017	Thu	4:00 PM	0	0	\$0	Other	Day	Wet	Hit and Run		
14	1/30/2017	Mon	4:30 PM	0	0	\$3,500	Rear End	Day	Dry	Followed Too Closely		
15	1/30/2017	Mon	5:50 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving		
16	1/30/2017	Mon	9:15 PM	0	0	\$18,000	Left Turn	Night	Dry	Failed to Yield ROW		
17	2/3/2017	Fri	3:03 AM	0	0	\$3,500	Angle	Night	Dry	Disregarded Control Devices		
18	2/5/2017	Sun	5:45 PM	0	0	\$2,500	Left Turn	Day	Dry	Failed to Yield ROW		
19	2/6/2017	Mon	5:35 PM	0	0	\$4,500	Rear End	Day	Dry	Followed Too Closely		
20	2/7/2017	Tue	10:04 AM	0	2	\$20,000	Head On	Day	Dry	Driving on Wrong Side		
21	2/8/2017	Wed	6:47 AM	0	0	\$10,000	Rear End	Night	Wet	Careless Driving		
22	2/10/2017	Fri	3:00 PM	0	0	\$600	Rear End	Day	Dry	Careless Driving		
23	2/10/2017	Fri	3:30 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving		
24	2/13/2017	Mon	7:10 AM	0	0	\$0	Right Turn	Day	Dry	Failed to Yield ROW		
<b>TOTAL</b>				<b>0</b>	<b>12</b>	<b>\$132,000</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	11	1	2	3	1	0	1	0	5
PERCENT	0%	21%	79%	46%	4%	8%	13%	4%	0%	4%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	7	3	17	4	0	0	8	0	4	3	9
PERCENT	54%	29%	13%	71%	17%	0%	0%	33%	0%	17%	13%	38%

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



State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: _____	State Road: <u>Henley Road and CR 220</u>
Intersecting Route: _____	Study Period: <u>1/1/17</u> To: <u>12/31/17</u>
Milepost: _____	Data by: <u>ETM</u>
County: <u>Clay</u>	Date: <u>1/14/2019</u>

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
25	2/15/2017	Wed	10:40 AM	0	0	\$1,000	Sideswipe	Day	Dry	Hit and Run		
26	2/18/2017	Sat	8:01 PM	0	0	\$1,000	Off Road	Night	Dry	Unknown		
27	2/19/2017	Sun	6:25 PM	0	0	\$1,500	Rear End	Night	Dry	Followed Too Closely		
28	2/23/2017	Thu	3:14 PM	0	2	\$2,300	Rear End	Day	Wet	Careless Driving		
29	2/24/2017	Fri	12:22 PM	0	2	\$4,500	Other	Day	Dry	Reckless Driving		
30	2/25/2017	Sat	8:00 PM	0	0	\$1,000	Other	Night	Dry	Unknown		
31	2/27/2017	Mon	2:07 PM	0	0	\$9,000	Rear End	Day	Dry	Disregarded Control Devices		
32	2/27/2017	Mon	3:25 PM	0	1	\$100	Rear End	Day	Dry	Followed Too Closely		
33	2/28/2017	Tue	3:01 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving		
34	3/1/2017	Wed	4:45 PM	0	4	\$35,000	Rear End	Day	Dry	Careless Driving		
35	3/1/2017	Wed	5:15 PM	0	0	\$0	Unknown			Followed Too Closely		
36	3/1/2017	Wed	5:58 PM	0	0	\$300	Rear End	Night	Dry	Followed Too Closely		
37	3/2/2017	Thu	11:25 AM	0	0	\$0	Angle	Day	Wet	Failed to Yield ROW		
38	3/3/2017	Fri	10:59 AM	0	4	\$8,000	Rear End	Day	Dry	Careless Driving		
39	3/4/2017	Sat	8:45 PM	0	3	\$10,000	Left Turn	Night	Dry	Careless Driving		
40	3/6/2017	Mon	4:10 PM	0	0	\$5,500	Rear End	Day	Dry	Followed Too Closely		
41	3/7/2017	Tue	3:30 PM	0	0	\$4,000	Rear End	Day	Dry	Followed Too Closely		
42	3/8/2017	Wed	7:40 AM	0	1	\$15,500	Rear End	Day	Dry	Followed Too Closely		
43	3/10/2017	Fri	6:50 AM	0	0	\$0	Left Turn	Day	Dry	Failed to Yield ROW		
44	3/11/2017	Sat	8:55 AM	0	0	\$2,500	Rear End	Day	Dry	Distracted		
45	3/11/2017	Sat	3:30 PM	0	0	\$0	Sideswipe	Day	Dry	Swerved or Avoided		
46	3/12/2017	Sun	12:00 AM	0	0	\$1,060	Off Road	Night	Dry	Failed to Keep Proper Lane		
47	3/14/2017	Tue	6:40 AM	0	0	\$200	Other	Night	Dry	Obstruction in Roadway		
48	3/16/2017	Thu	6:50 AM	0	0	\$5,000	Rear End	Night	Dry	Followed Too Closely		
<b>TOTAL</b>				<b>0</b>	<b>17</b>	<b>\$113,460</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	13	0	1	2	0	2	2	0	4
PERCENT	0%	29%	71%	54%	0%	4%	8%	0%	8%	8%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	8	2	21	1	0	0	5	0	2	1	16
PERCENT	63%	33%	8%	88%	4%	0%	0%	21%	0%	8%	4%	67%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
49	3/17/2017	Fri	3:45 AM	0	0	\$5,000	Other	Night	Dry	Unknown
50	3/17/2017	Fri	2:45 PM	0	0	\$0	Unknown	Day	Dry	Careless Driving
51	3/21/2017	Tue	8:40 AM	0	0	\$200	Sideswipe	Day	Dry	Hit and Run
52	3/21/2017	Tue	5:52 PM	0	0	\$10,000	Rear End	Day	Dry	Followed Too Closely
53	4/1/2017	Sat	6:21 PM	0	0	\$0	Left Turn	Night	Dry	Disregarded Control Devices
54	4/4/2017	Tue	4:20 PM	0	0	\$7,000	Angle	Day	Dry	Failed to Yield ROW
55	4/5/2017	Wed	9:50 AM	0	1	\$1,000	Other	Day	Dry	Unknown
56	4/10/2017	Mon	2:20 PM	0	2	\$7,500	Rear End	Day	Dry	Followed Too Closely
57	4/11/2017	Tue	12:52 PM	0	1	\$1,500	Other	Day	Dry	Careless Driving
58	4/12/2017	Wed	8:56 PM	0	0	\$0	Rear End			Improper Lane Change
59	4/13/2017	Thu	5:38 PM	0	0	\$0	Rear End	Day	Dry	Improper Lane Change
60	4/14/2017	Fri	8:10 PM	0	0	\$2,000	Rear End	Night	Dry	Followed Too Closely
61	4/17/2017	Mon	6:21 AM	0	1	\$17,000	Left Turn	Night	Dry	Careless Driving
62	4/23/2017	Sun	11:30 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving
63	4/24/2017	Mon	4:08 PM	0	0	\$0	Rear End	Day	Dry	Careless Driving
64	4/26/2017	Wed	2:17 PM	0	3	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
65	4/26/2017	Wed	5:08 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
66	4/30/2017	Sun	12:07 AM	0	2	\$9,900	Off Road	Night	Dry	Over Correcting
67	4/30/2017	Sun	12:25 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
68	4/30/2017	Sun	8:59 PM	0	0	\$4,000	Rear End	Night	Dry	Hit and Run
69	5/2/2017	Tue	12:18 PM	0	0	\$3,000	Rear End	Day	Dry	Followed Too Closely
70	5/3/2017	Wed	8:13 AM	0	5	\$20,000	Right Turn	Day	Dry	Failed to Yield ROW
71	5/5/2017	Fri	11:25 AM	0	0	\$0	Sideswipe	Day	Dry	Improper Lane Change
72	5/6/2017	Sat	5:15 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
<b>TOTAL</b>				<b>0</b>	<b>15</b>	<b>\$108,100</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	12	0	1	3	1	2	1	0	4
PERCENT	0%	29%	71%	50%	0%	4%	13%	4%	8%	4%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	6	0	23	1	0	0	5	3	3	1	12
PERCENT	71%	25%	0%	96%	4%	0%	0%	21%	13%	13%	4%	50%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	5/9/2017	Tue	2:05 PM	0	0	\$0	Angle	Day	Dry	Failed to Yield ROW
74	5/9/2017	Tue	3:11 PM	0	3	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
75	5/9/2017	Tue	5:25 PM	0	1	\$6,000	Rear End	Day	Dry	Followed Too Closely
76	5/16/2017	Tue	12:00 AM	0	0	\$6,000	Rear End	Day	Dry	Followed Too Closely
77	5/18/2017	Thu	12:55 AM	0	0	\$11,000	Other	Night	Dry	Drove too Fast for Conditions
78	5/20/2017	Sat	1:51 PM	0	1	\$21,500	Left Turn	Day	Dry	Improper Turn
79	5/21/2017	Sun	7:36 PM	0	0	\$0	Rear End	Day	Wet	Drove too Fast for Conditions
80	5/21/2017	Sun	9:51 PM	0	0	\$0	Other	Night	Wet	Animal
81	5/23/2017	Tue	4:02 PM	0	0	\$0	Other	Day	Dry	Unknown
82	5/30/2017	Tue	8:05 AM	0	0	\$2,300	Rear End	Day	Dry	Careless Driving
83	6/2/2017	Fri	8:18 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving
84	6/2/2017	Fri	5:26 PM	0	0	\$0	Rear End	Day	Wet	Drove too Fast for Conditions
85	6/2/2017	Fri	7:37 PM	0	2	\$3,100	Right Turn	Day	Dry	Careless Driving
86	6/4/2017	Sun	5:47 PM	0	0	\$0	Unknown	Day	Dry	Followed Too Closely
87	6/6/2017	Tue	4:30 PM	0	0	\$0	Rear End	Day	Wet	Too Fast for Conditions
88	6/7/2017	Wed	3:02 PM	0	0	\$50	Sideswipe	Day	Dry	Careless Driving
89	6/8/2017	Thu	9:20 AM	0	0	\$0	Rear End	Day	Wet	Too Fast for Conditions
90	6/9/2017	Fri	9:29 AM	0	0	\$0	Left Turn	Day	Dry	Failed to Yield ROW
91	6/13/2017	Tue	3:40 PM	0	0	\$100	Rear End	Day	Wet	Unknown
92	6/13/2017	Tue	5:25 PM	0	2	\$25,000	Angle	Day	Wet	Failed to Yield ROW
93	6/19/2017	Mon	12:13 PM	0	0	\$0	Rear End	Day	Wet	Followed Too Closely
94	6/20/2017	Tue	9:26 AM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
95	6/21/2017	Wed	10:40 AM	0	0	\$5,000	Sideswipe	Day	Dry	Careless Driving
96	6/21/2017	Wed	4:10 PM	0	0	\$2,500	Other	Day	Dry	Improper Backing
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$104,550</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	11	0	2	3	1	2	0	0	5
PERCENT	0%	25%	75%	46%	0%	8%	13%	4%	8%	0%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	22	2	8	16	0	0	0	6	0	4	0	14
PERCENT	92%	8%	33%	67%	0%	0%	0%	25%	0%	17%	0%	58%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
97	6/21/2017	Wed	5:27 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
98	6/24/2017	Sat	12:42 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving
99	6/24/2017	Sat	8:00 PM	0	1	\$0	Other	Night	Dry	Unknown
100	6/27/2017	Tue	8:12 PM	0	0	\$0	Sideswipe	Night	Wet	Failed to Yield ROW
101	6/28/2017	Wed	4:00 AM	0	0	\$0	Other	Night	Wet	Unknown
102	6/28/2017	Wed	8:34 AM	0	0	\$1,500	Rear End	Day	Dry	Followed Too Closely
103	6/29/2017	Thu	4:40 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
104	7/2/2017	Sun	12:45 PM	0	1	\$15,000	Rear End	Day	Dry	Careless Driving
105	7/5/2017	Wed	11:55 AM	0	0	\$5,000	Sideswipe	Day	Dry	Improper Turn
106	7/6/2017	Thu	5:30 PM	0	0	\$0	Rear End	Day	Dry	Followed Too Closely
107	7/10/2017	Mon	1:45 PM	0	1	\$150	Rear End	Day	Dry	Followed Too Closely
108	7/11/2017	Tue	10:40 AM	0	0	\$0	Rear End	Day	Dry	Failed to Yield ROW
109	7/14/2017	Fri	1:55 AM	0	1	\$2,500	Off Road	Night	Dry	Ran Off Roadway
110	7/17/2017	Mon	9:40 PM	0	0	\$2,500	Other	Night	Dry	Work Zone
111	7/20/2017	Thu	10:25 PM	0	1	\$5,000	Left Turn	Night	Dry	Failed to Yield ROW
112	7/23/2017	Sun	9:55 PM	0	0	\$16,000	Unknown	Night	Dry	Improper Backing
113	7/25/2017	Tue	8:41 AM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving
114	7/27/2017	Thu	8:58 AM	0	3	\$17,500	Left Turn	Day	Dry	Failed to Yield ROW
115	7/27/2017	Thu	10:22 AM	0	0	\$7,000	Left Turn	Day	Dry	Failed to Yield ROW
116	7/27/2017	Thu	8:30 PM	0	0	\$9,000	Rear End	Night	Dry	Careless Driving
117	7/28/2017	Fri	8:25 AM	0	1	\$5,500	Rear End	Day	Dry	Careless Driving
118	7/28/2017	Fri	10:49 PM	0	0	\$253,000	Left Turn	Night	Dry	Failed to Yield ROW
119	7/29/2017	Sat	12:45 PM	0	1	\$800	Sideswipe	Day	Dry	Swerved or Avoided
120	8/2/2017	Wed	7:33 AM	0	1	\$6,500	Other	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>12</b>	<b>\$355,450</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	11	0	0	4	0	3	1	0	5
PERCENT	0%	42%	58%	46%	0%	0%	17%	0%	13%	4%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	2	22	0	0	0	6	0	7	0	11
PERCENT	63%	38%	8%	92%	0%	0%	0%	25%	0%	29%	0%	46%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
121	8/3/2017	Thu	3:44 PM	0	0	\$4,500	Left Turn	Day	Wet	Failed to Yield ROW
122	8/3/2017	Thu	5:27 PM	0	0	\$1,500	Left Turn	Day	Wet	Failed to Yield ROW
123	8/5/2017	Sat	3:40 PM	0	0	\$5,000	Rear End	Day	Dry	Unknown
124	8/7/2017	Mon	11:20 AM	0	0	\$700	Rear End	Day	Dry	Unknown
125	8/7/2017	Mon	3:55 PM	0	0	\$1,000	Rear End	Day	Wet	Followed Too Closely
126	8/8/2017	Tue	8:30 AM	0	0	\$700	Sideswipe	Day	Dry	Careless Driving
127	8/8/2017	Tue	4:45 PM	0	0	\$1,500	Rear End	Day	Wet	Followed Too Closely
128	8/8/2017	Tue	5:17 PM	0	0	\$5,800	Rear End	Day	Wet	Followed Too Closely
129	8/9/2017	Wed	11:00 AM	0	0	\$710	Rear End	Day	Dry	Followed Too Closely
130	8/11/2017	Fri	1:50 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
131	8/15/2017	Tue	6:20 AM	0	0	\$400	Rear End	Day	Dry	Careless Driving
132	8/15/2017	Tue	3:20 PM	0	0	\$400	Sideswipe	Day	Dry	Unknown
133	8/15/2017	Tue	5:20 PM	0	0	\$3,000	Rear End	Day	Dry	Followed Too Closely
134	8/16/2017	Wed	1:35 PM	0	2	\$2,200	Rear End	Day	Dry	Followed Too Closely
135	8/18/2017	Fri	11:35 AM	0	0	\$400	Rear End	Day	Dry	Followed Too Closely
136	8/18/2017	Fri	6:15 PM	0	0	\$10,000	Rear End	Day	Dry	Followed Too Closely
137	8/22/2017	Tue	2:20 PM	0	0	\$400	Rear End	Day	Dry	Followed Too Closely
138	8/24/2017	Thu	7:35 AM	0	0	\$200	Rear End	Day	Dry	Careless Driving
139	8/25/2017	Fri	2:00 PM	0	1	\$9,000	Angle	Day	Dry	Failed to Yield ROW
140	8/28/2017	Mon	7:50 AM	0	2	\$5,500	Rear End	Day	Wet	Unknown
141	9/1/2017	Fri	10:10 AM	0	2	\$300	Rear End	Day	Dry	Followed Too Closely
142	9/1/2017	Fri	6:55 PM	0	0	\$1,000	Rear End	Day	Wet	Followed Too Closely
143	9/4/2017	Mon	11:43 AM	0	3	\$10,000	Other	Day	Dry	Improper Turn
144	9/5/2017	Tue	4:23 PM	0	0	\$500	Sideswipe	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$66,210</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	17	0	1	2	0	3	0	0	1
PERCENT	0%	21%	79%	71%	0%	4%	8%	0%	13%	0%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	24	0	7	17	0	0	0	4	0	4	0	16
PERCENT	100%	0%	29%	71%	0%	0%	0%	17%	0%	17%	0%	67%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	9/5/2017	Tue	4:54 PM	0	0	\$500	Rear End	Day	Dry	Followed Too Closely
146	9/6/2017	Wed	9:26 AM	0	1	\$1,600	Left Turn	Day	Wet	Failed to Yield ROW
147	9/6/2017	Wed	10:30 AM	1	2	\$9,000	Left Turn	Day	Wet	Failed to Yield ROW
148	9/6/2017	Wed	12:50 PM	0	1	\$1,900	Rear End	Day	Wet	Followed Too Closely
149	9/6/2017	Wed	1:34 PM	0	0	\$2,300	Angle	Day	Dry	Failed to Yield ROW
150	9/7/2017	Thu	5:25 PM	0	0	\$1,050	Rear End	Day	Dry	Unknown
151	9/7/2017	Thu	9:27 PM	0	3	\$21,000	Sideswipe	Night	Dry	Followed Too Closely
152	9/8/2017	Fri	2:12 PM	0	0	\$4,000	Right Turn	Day	Dry	Failed to Yield ROW
153	9/11/2017	Mon	5:16 PM	0	0	\$2,000	Left Turn	Day	Wet	Signal Outage
154	9/11/2017	Mon	9:58 PM	1	0	\$3,000	Other	Night	Dry	Ran Off Roadway
155	9/12/2017	Tue	8:55 AM	0	0	\$7,500	Other	Day	Wet	Improper Turn
156	9/12/2017	Tue	11:45 AM	0	0	\$1,700	Rear End	Day	Wet	Followed Too Closely
157	9/13/2017	Wed	4:23 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
158	9/16/2017	Sat	1:10 AM	0	2	\$4,000	Rear End	Night	Dry	Followed Too Closely
159	9/17/2017	Sun	2:25 PM	0	0	\$1,200	Left Turn	Day	Dry	Disregarded Control Devices
160	9/18/2017	Mon	3:20 PM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
161	9/22/2017	Fri	2:05 PM	0	0	\$1,250	Rear End	Day	Dry	Careless Driving
162	9/22/2017	Fri	8:30 PM	0	2	\$20,000	Left Turn	Night	Dry	Careless Driving
163	9/24/2017	Sun	10:56 AM	0	0	\$1,000	Sideswipe	Day	Dry	Failed to Yield ROW
164	9/25/2017	Mon	2:55 PM	0	0	\$500	Rear End	Day	Dry	Followed Too Closely
165	9/27/2017	Wed	2:12 AM	0	0	\$8,000	Other	Night	Dry	Careless Driving
166	9/27/2017	Wed	8:34 AM	0	1	\$5,000	Rear End	Day	Dry	Careless Driving
167	9/27/2017	Wed	10:50 AM	0	0	\$500	Rear End	Day	Dry	Followed Too Closely
168	9/27/2017	Wed	11:15 AM	0	0	\$200	Rear End	Day	Dry	Followed Too Closely
<b>TOTAL</b>				<b>2</b>	<b>12</b>	<b>\$100,200</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	2	7	15	12	0	1	5	1	2	0	0	3
PERCENT	8%	29%	63%	50%	0%	4%	21%	4%	8%	0%	0%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	6	18	0	0	0	5	0	5	1	13
PERCENT	79%	21%	25%	75%	0%	0%	0%	21%	0%	21%	4%	54%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
169	9/27/2017	Wed	11:21 AM	0	1	\$2,200	Rear End	Day	Dry	Careless Driving
170	9/27/2017	Wed	8:14 PM	0	3	\$21,000	Sideswipe	Night	Dry	Careless Driving
171	9/28/2017	Thu	7:56 AM	0	0	\$4,500	Left Turn	Day	Dry	Failed to Yield ROW
172	9/28/2017	Thu	4:37 PM	0	0	\$18,000	Angle	Day	Dry	Careless Driving
173	9/28/2017	Thu	5:24 PM	0	0	\$10,000	Rear End	Day	Dry	Careless Driving
174	9/28/2017	Thu	5:32 PM	0	0	\$1,000	Sideswipe	Night	Dry	Hit and Run
175	9/29/2017	Fri	3:00 PM	0	0	\$5,800	Rear End	Day	Dry	Followed Too Closely
176	10/4/2017	Wed	7:39 AM	0	1	\$5,000	Angle	Day	Dry	Failed to Yield ROW
177	10/4/2017	Wed	8:30 AM	0	1	\$4,500	Sideswipe	Day	Dry	Improper Turn
178	10/4/2017	Wed	4:30 PM	0	1	\$500	Bicycle	Day	Dry	Failed to Yield ROW
179	10/5/2017	Thu	7:55 PM	0	2	\$6,000	Left Turn	Night	Dry	Failed to Yield ROW
180	10/6/2017	Fri	11:15 PM	0	0	\$3,500	Other	Night	Dry	Animal
181	10/7/2017	Sat	9:45 AM	0	0	\$2,500	Rear End	Day	Dry	Followed Too Closely
182	10/8/2017	Sun	10:28 AM	0	0	\$250	Left Turn	Day	Dry	Disregarded Control Devices
183	10/13/2017	Fri	6:45 AM	0	0	\$3,100	Rear End	Night	Dry	Careless Driving
184	10/13/2017	Fri	7:10 AM	0	0	\$4,100	Rear End	Day	Dry	Careless Driving
185	10/13/2017	Fri	8:59 AM	0	0	\$1,000	Rear End	Day	Dry	Unknown
186	10/16/2017	Mon	2:30 AM	0	0	\$10,000	Other	Night	Dry	Careless Driving
187	10/16/2017	Mon	3:42 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
188	10/16/2017	Mon	4:50 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
189	10/18/2017	Wed	8:00 AM	0	0	\$3,550	Rear End	Day	Dry	Careless Driving
190	10/18/2017	Wed	2:19 PM	0	0	\$5,500	Rear End	Day	Dry	Careless Driving
191	10/19/2017	Thu	6:55 AM	0	0	\$150	Other	Night	Wet	Obstruction in Roadway
192	10/20/2017	Fri	6:14 AM	0	0	\$3,000	Other	Night	Dry	Animal
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$119,650</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	11	0	2	3	0	3	0	1	4
PERCENT	0%	25%	75%	46%	0%	8%	13%	0%	13%	0%	4%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	1	23	0	0	0	11	0	4	1	8
PERCENT	67%	33%	4%	96%	0%	0%	0%	46%	0%	17%	4%	33%

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

**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
193	10/21/2017	Sat	10:35 AM	0	0	\$1,000	Rear End	Day	Dry	Followed Too Closely
194	10/21/2017	Sat	6:26 PM	0	0	\$400	Rear End	Day	Dry	Unknown
195	10/24/2017	Tue	8:47 AM	0	0	\$4,500	Left Turn	Day	Dry	Unknown
196	10/25/2017	Wed	5:23 PM	0	0	\$5,500	Rear End	Day	Dry	Followed Too Closely
197	10/26/2017	Thu	10:12 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
198	10/27/2017	Fri	3:37 PM	0	0	\$1,500	Off Road	Day	Dry	Ran Off Roadway
199	10/31/2017	Tue	8:08 AM	0	0	\$950	Sideswipe	Day	Dry	Unknown
200	10/31/2017	Tue	2:50 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
201	10/31/2017	Tue	9:58 PM	0	0	\$4,500	Rear End	Night	Dry	Careless Driving
202	11/4/2017	Sat	5:52 PM	0	3	\$12,300	Rear End	Day	Dry	Careless Driving
203	11/4/2017	Sat	6:30 PM	0	0	\$300	Rear End	Night	Dry	Followed Too Closely
204	11/4/2017	Sat	7:45 PM	0	0	\$150	Rear End	Night	Dry	Followed Too Closely
205	11/6/2017	Mon	4:57 AM	0	0	\$0	Other	Night	Dry	Animal
206	11/7/2017	Tue	7:20 AM	0	0	\$2,200	Rear End	Day	Dry	Followed Too Closely
207	11/8/2017	Wed	2:29 PM	0	0	\$1,000	Head On	Day	Dry	Failed to Yield ROW
208	11/9/2017	Thu	8:00 PM	0	0	\$400	Other	Night	Dry	Unknown
209	11/10/2017	Fri	8:45 AM	0	2	\$25,000	Angle	Day	Dry	Failed to Yield ROW
210	11/10/2017	Fri	7:44 PM	0	0	\$20,000	Left Turn	Night	Dry	Failed to Yield ROW
211	11/11/2017	Sat	8:50 PM	0	0	\$2,000	Rear End	Night	Wet	Followed Too Closely
212	11/12/2017	Sun	11:25 AM	0	0	\$2,000	Other	Day	Dry	Failed to Yield ROW
213	11/12/2017	Sun	1:30 PM	0	2	\$200	Rear End	Day	Dry	Followed Too Closely
214	11/13/2017	Mon	6:30 PM	0	0	\$500	Animal	Night	Dry	Animal
215	11/14/2017	Tue	10:49 AM	0	0	\$1,300	Rear End	Day	Dry	Careless Driving
216	11/14/2017	Tue	5:23 PM	0	0	\$400	Other	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>7</b>	<b>\$91,100</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	3	21	13	1	1	2	0	1	1	0	5
PERCENT	0%	13%	88%	54%	4%	4%	8%	0%	4%	4%	0%	21%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	1	23	0	0	0	5	0	5	0	14
PERCENT	67%	33%	4%	96%	0%	0%	0%	21%	0%	21%	0%	58%

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



**COLLISION SUMMARY**

**General Information**

Section/Roadway ID: \_\_\_\_\_ State Road: Henley Road and CR 220  
 Intersecting Route: \_\_\_\_\_ Study Period: 1/1/17 To: 12/31/17  
 Milepost: \_\_\_\_\_ Data by: ETM  
 County: Clay Date: 1/14/2019

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
217	11/17/2017	Fri	2:00 AM	0	0	\$5,000	Other	Night	Dry	Careless Driving
218	11/19/2017	Sun	1:38 PM	0	0	\$1,900	Rear End	Day	Dry	Careless Driving
219	11/20/2017	Mon	12:10 PM	0	1	\$0	Rear End	Day	Dry	Followed Too Closely
220	11/20/2017	Mon	12:52 PM	0	0	\$320	Rear End	Day	Dry	Followed Too Closely
221	11/20/2017	Mon	1:25 PM	0	0	\$2,000	Rear End	Day	Dry	Followed Too Closely
222	11/22/2017	Wed	3:49 PM	0	1	\$20,000	Left Turn	Day	Dry	Careless Driving
223	11/25/2017	Sat	11:27 PM	0	1	\$10,000	Left Turn	Night	Dry	Unknown
224	11/27/2017	Mon	7:36 PM	0	0	\$175	Sideswipe	Night	Dry	Unknown
225	11/29/2017	Wed	4:05 PM	0	2	\$16,000	Left Turn	Day	Dry	Failed to Yield ROW
226	12/4/2017	Mon	8:19 AM	0	2	\$6,300	Angle	Day	Dry	Failed to Yield ROW
227	12/5/2017	Tue	2:30 PM	0	0	\$500	Rear End	Day	Dry	Hit and Run
228	12/5/2017	Tue	2:48 PM	0	0	\$300	Sideswipe	Day	Dry	Unknown
229	12/5/2017	Tue	3:12 PM	0	0	\$1,500	Other	Day	Dry	Improper Backing
230	12/5/2017	Tue	5:45 PM	0	1	\$0	Angle	Night	Dry	Unknown
231	12/6/2017	Wed	3:35 PM	0	0	\$300	Rear End	Day	Dry	Careless Driving
232	12/6/2017	Wed	4:49 PM	0	1	\$4,000	Angle	Day	Dry	Failed to Yield ROW
233	12/7/2017	Thu	7:33 AM	0	1	\$500	Other	Day	Wet	Careless Driving
234	12/7/2017	Thu	7:35 AM	0	0	\$1,500	Angle	Day	Wet	Careless Driving
235	12/7/2017	Thu	8:00 AM	0	0	\$6,000	Right Turn	Day	Wet	Careless Driving
236	12/7/2017	Thu	4:00 PM	0	3	\$14,000	Other	Day	Dry	Careless Driving
237	12/7/2017	Thu	4:25 PM	0	4	\$15,000	Sideswipe	Day	Wet	Careless Driving
238	12/7/2017	Thu	5:25 PM	0	0	\$3,500	Rear End	Night	Wet	Followed Too Closely
239	12/8/2017	Fri	8:03 AM	0	0	\$400	Rear End	Day	Wet	Followed Too Closely
240	12/8/2017	Fri	5:10 PM	0	0	\$400	Rear End	Night	Wet	Failed to Keep Proper Lane
<b>TOTAL</b>				<b>0</b>	<b>17</b>	<b>\$109,595</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	9	0	4	3	1	3	0	0	4
PERCENT	0%	42%	58%	38%	0%	17%	13%	4%	13%	0%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Exceeded Speed	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	7	17	0	0	0	9	0	3	0	12
PERCENT	75%	25%	29%	71%	0%	0%	0%	38%	0%	13%	0%	50%

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







**Appendix D:**  
Collision Diagrams





<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 1</p>
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 FATALITY

BICYCLE  
 VEHICLE DIRECTION

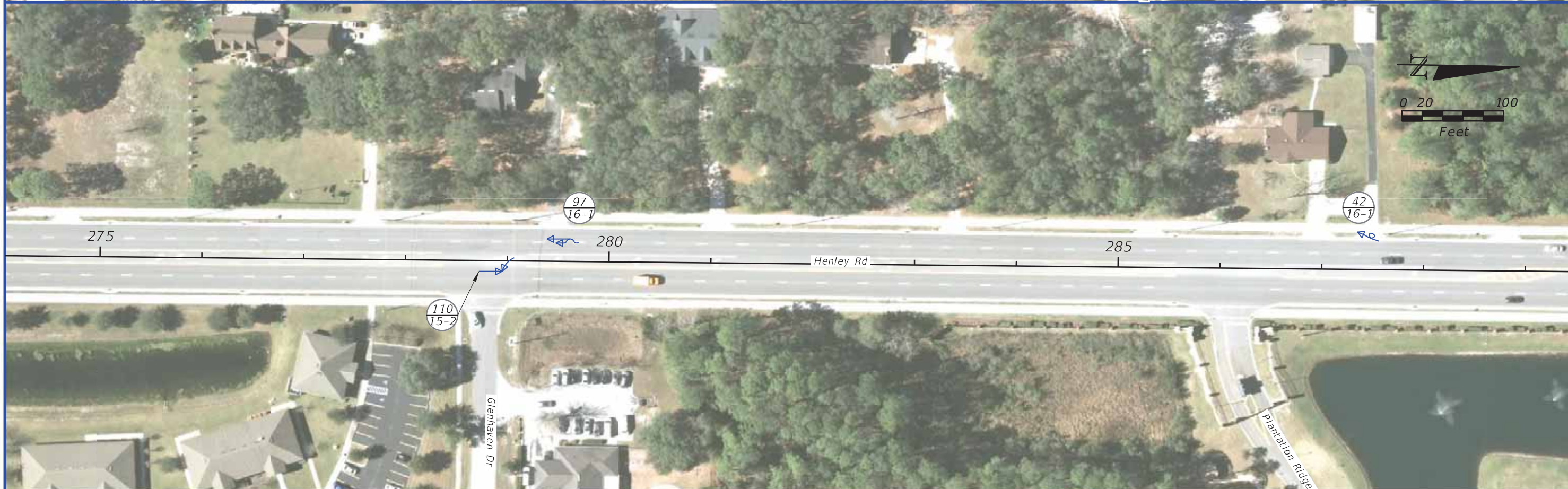
**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thimo & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32225  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 CA - 00002584 LC - 0000316  
 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

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CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 COLLISION DIAGRAM

SHEET NO.  
 2





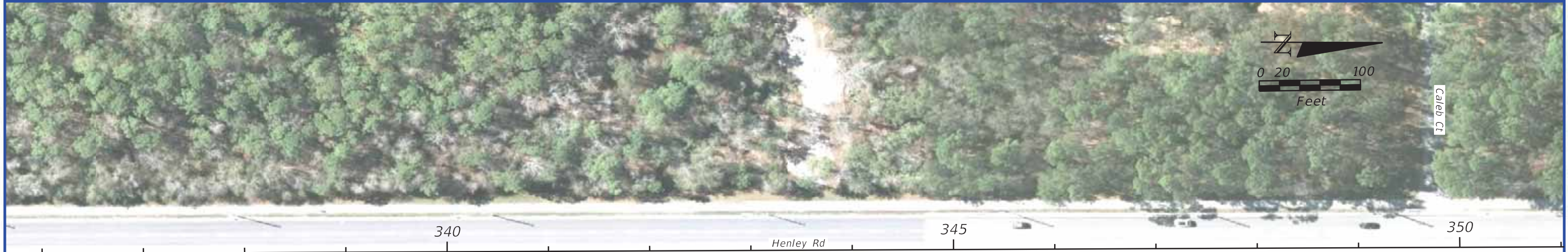
<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 3</p>
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<p>CRASH NUMBER          INJURY SEVERITY          1 = NO INJURY          2 = POSSIBLE INJURY          3 = NON-INCAPACITATING          4 = INCAPACITATING          5 = FATALITY</p>	<p>PEDESTRIAN          FATALITY</p>	<p>BICYCLE          VEHICLE DIRECTION</p>	<p><b>ETM</b>          VISION • EXPERIENCE • RESULTS          MARK S. MANWELL, P.E.</p>	<p>England-Thimo &amp; Miller, Inc.          14775 Old St. Augustine Road          Jacksonville, FL 32256          TEL: (904) 642-8990          FAX: (904) 646-9485          CA - 00002584 LC - 0000316          Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b>          Transportation Planning Organization          PLAN • FUND • MOBILIZE</p>	<p>CR 220 AND HENLEY ROAD          TRAFFIC STUDY          COLLISION DIAGRAM</p>	<p>SHEET NO.          4</p>
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<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p> <p><small>England-Thimo &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 CA - 00002584 LC - 0000316 Lic. No. NUMBER 53938</small></p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 5</p>
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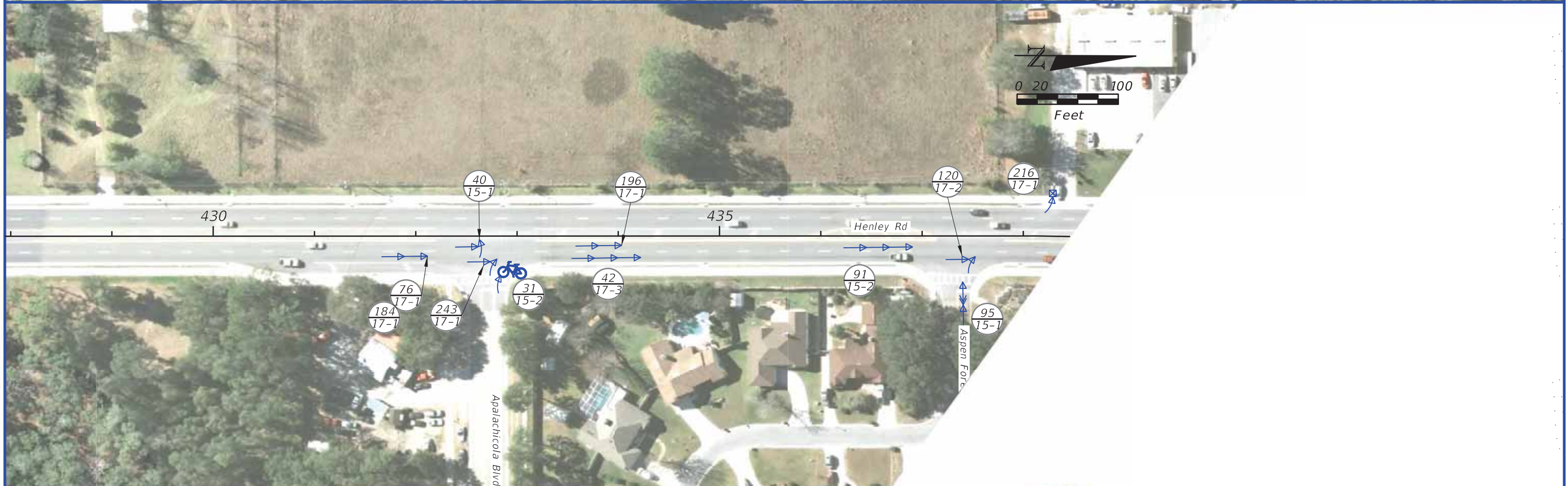
<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 6</p>
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<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 7</p>
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 FATALITY

BICYCLE  
 VEHICLE DIRECTION

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 CA - 00002584 LC - 0000316  
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**CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 COLLISION DIAGRAM**

SHEET NO.  
 8





<p><b>CRASH NUMBER</b>  <b>INJURY SEVERITY</b>          1 = NO INJURY          2 = POSSIBLE INJURY          3 = NON-INCAPACITATING          4 = INCAPACITATING          5 = FATALITY</p>	<p> PEDESTRIAN</p> <p> BICYCLE</p> <p> FATALITY</p> <p> VEHICLE DIRECTION</p>	<p><b>ETM</b>          VISION • EXPERIENCE • RESULTS          MARK S. MANWELL, P.E.</p>	<p><b>England-Thimo &amp; Miller, Inc.</b>          14775 Old St. Augustine Road          Jacksonville, FL 32256          TEL: (904) 642-8990          FAX: (904) 646-9485          CA - 00002584 LC - 0000316          Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b>          Transportation Planning Organization          PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD          TRAFFIC STUDY          COLLISION DIAGRAM</b></p>	<p>SHEET NO.          9</p>
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 FATALITY

BICYCLE  
 VEHICLE DIRECTION

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**CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 COLLISION DIAGRAM**

SHEET NO.  
 10





<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN BICYCLE FATALITY</p>	<p>VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</b></p>	<p>SHEET NO. 11</p>
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 FATALITY

BICYCLE  
 VEHICLE DIRECTION

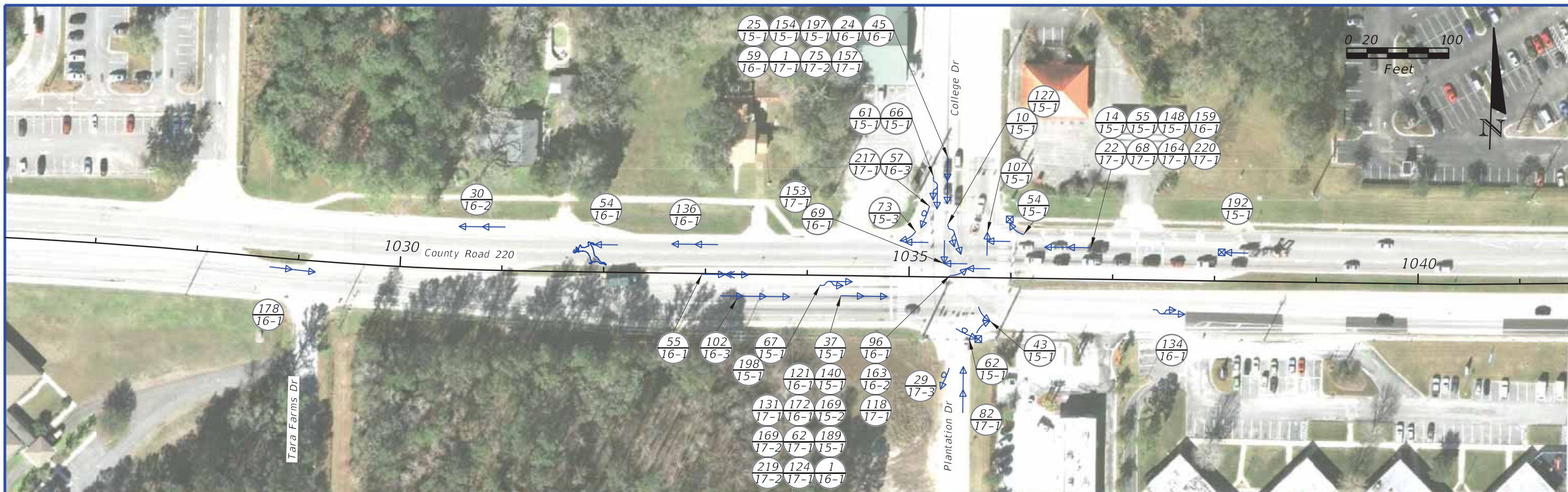
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**CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 COLLISION DIAGRAM**

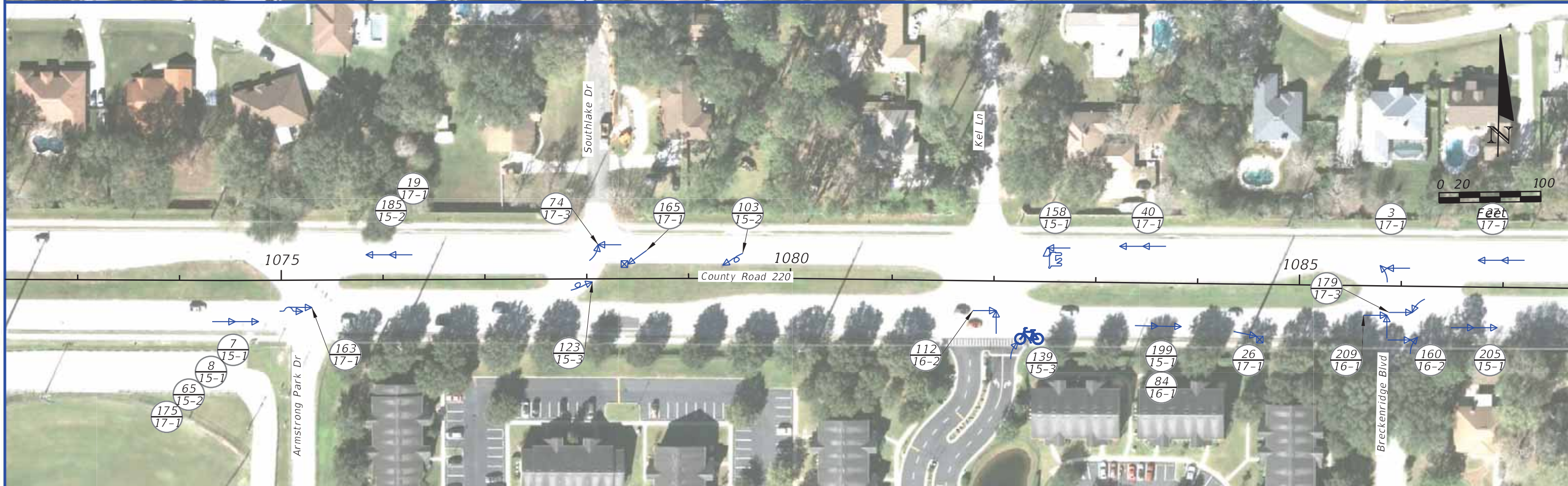
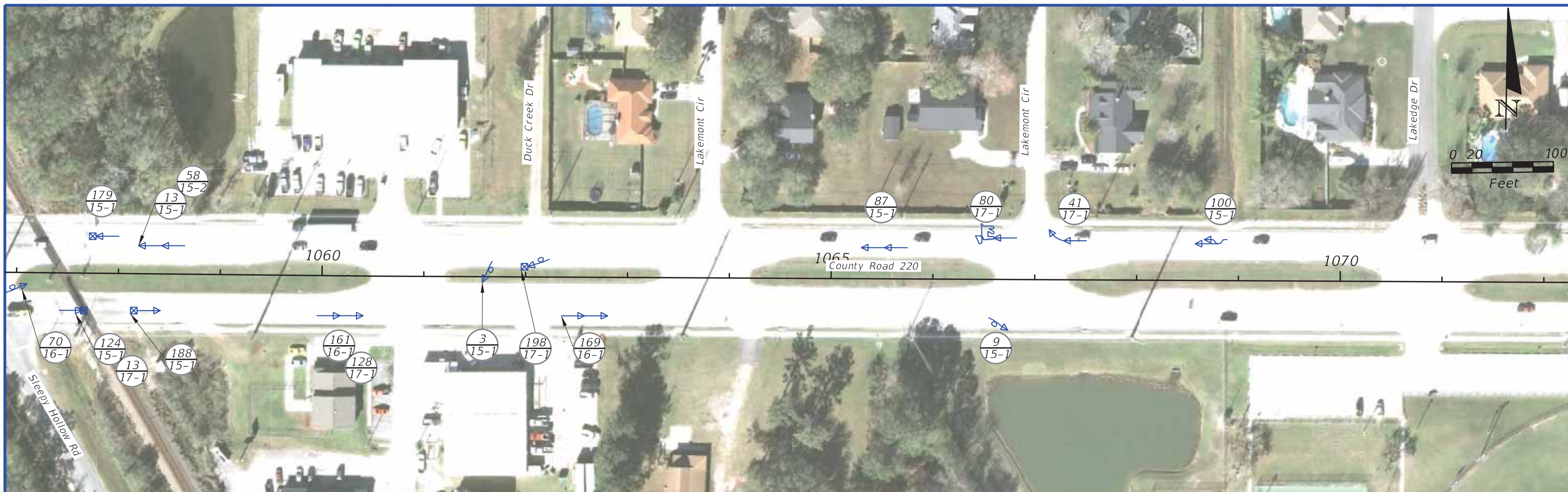
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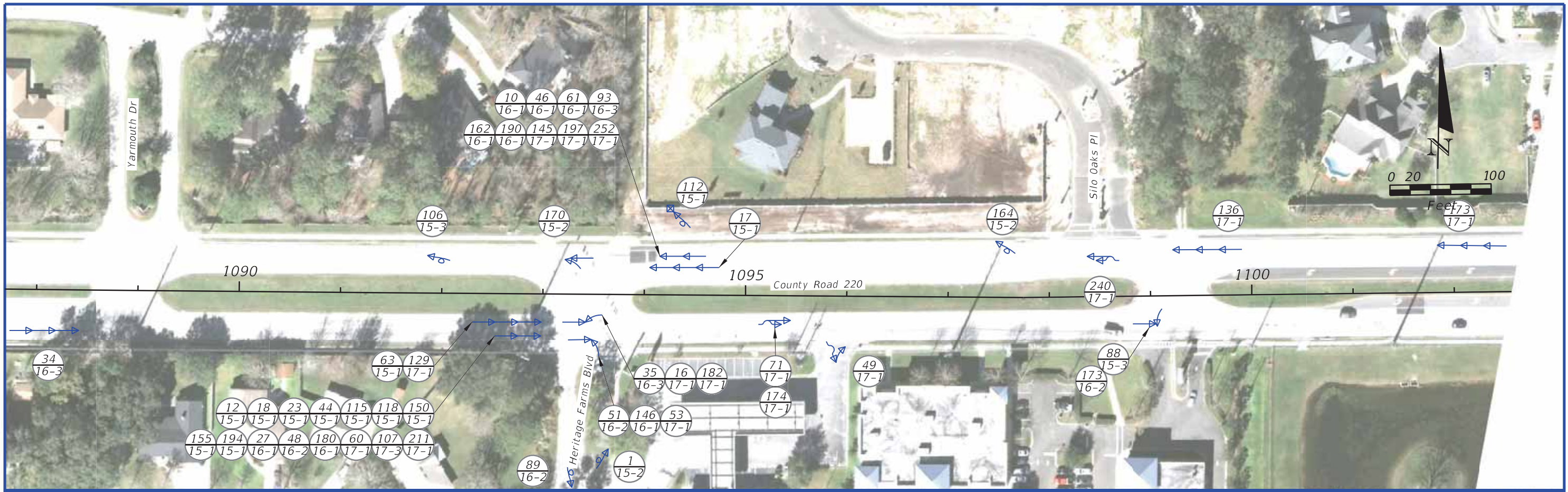
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<p>CRASH NUMBER INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p>	<p>PEDESTRIAN FATALITY</p>	<p>BICYCLE VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p>	<p>England-Thimo &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 CA - 00002584 LC - 00003116 Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p>CR 220 AND HENLEY ROAD TRAFFIC STUDY COLLISION DIAGRAM</p>	<p>SHEET NO. 14</p>
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 BICYCLE  
 VEHICLE DIRECTION  
 FATALITY

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**CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 COLLISION DIAGRAM**

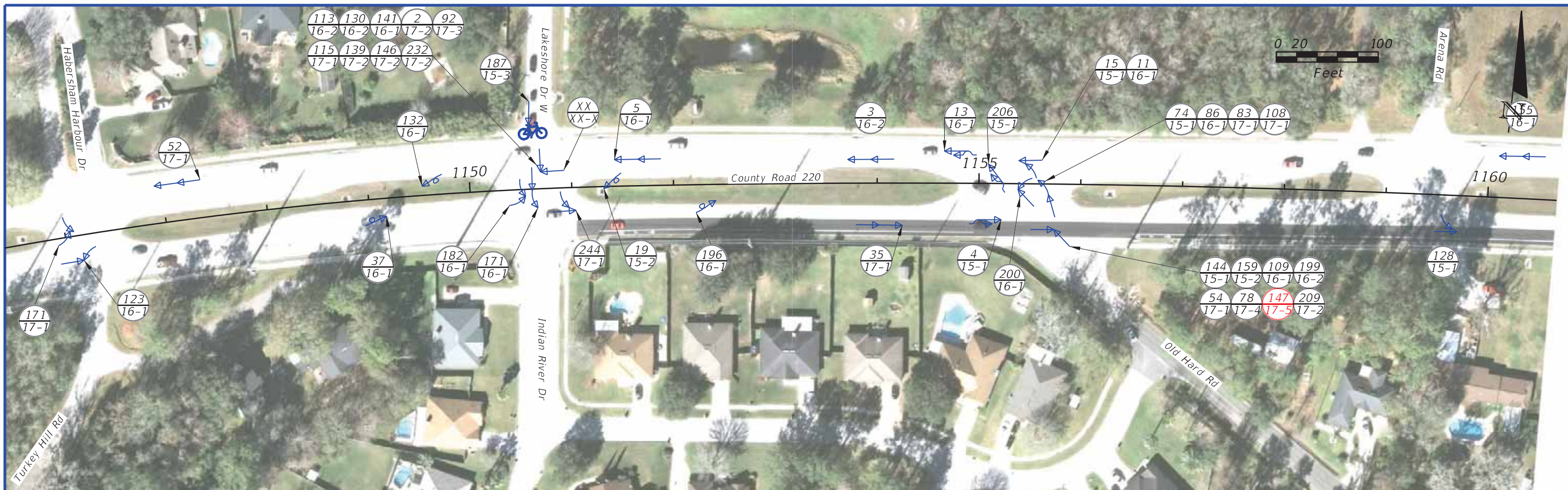
SHEET NO.  
 15





<p><b>CRASH NUMBER</b>          INJURY SEVERITY          1 = NO INJURY          2 = POSSIBLE INJURY          3 = NON-INCAPACITATING          4 = INCAPACITATING          5 = FATALITY</p>	<p><b>PEDESTRIAN</b></p> <p><b>FATALITY</b></p>	<p><b>BICYCLE</b></p> <p><b>VEHICLE DIRECTION</b></p>	<p><b>ETM</b>          VISION • EXPERIENCE • RESULTS          MARK S. MANWELL, P.E.</p> <p><small>England-Thimo &amp; Miller, Inc.          14775 Old St. Augustine Road          Jacksonville, FL 32258          TEL: (904) 642-8990          FAX: (904) 646-9485          CA - 00002584 LC - 0000316</small></p> <p>Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b>          Transportation Planning Organization          PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD          TRAFFIC STUDY          COLLISION DIAGRAM</b></p>	<p><b>SHEET NO.</b>          16</p>
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<p><b>CRASH NUMBER</b>  <b>INJURY SEVERITY</b>          1 = NO INJURY          2 = POSSIBLE INJURY          3 = NON-INCAPACITATING          4 = INCAPACITATING          5 = FATALITY</p>	<p><b>PEDESTRIAN</b>  </p> <p><b>FATALITY</b>  </p>	<p><b>BICYCLE</b>  </p> <p><b>VEHICLE DIRECTION</b>  </p>	<p><b>ETM</b>          VISION • EXPERIENCE • RESULTS          MARK S. MANWELL, P.E.</p> <p><small>England-Thimo &amp; Miller, Inc.          14775 Old St. Augustine Road          Jacksonville, FL 32258          TEL: (904) 642-8990          FAX: (904) 646-9485          CA - 00002584 LC - 0000316          Lic. No. NUMBER 53938</small></p>	<p><b>North Florida TPO</b>          Transportation Planning Organization          PLAN • FUND • MOBILIZE</p>	<p><b>CR 220 AND HENLEY ROAD</b>  <b>TRAFFIC STUDY</b>  <b>COLLISION DIAGRAM</b></p>	<p><b>SHEET NO.</b>          17</p>
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CRASH NUMBER  
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 1 = NO INJURY  
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 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 BICYCLE  
 FATALITY  
 VEHICLE DIRECTION

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**CR 220 AND HENLEY ROAD**  
**TRAFFIC STUDY**  
**COLLISION DIAGRAM**

SHEET NO.  
 18

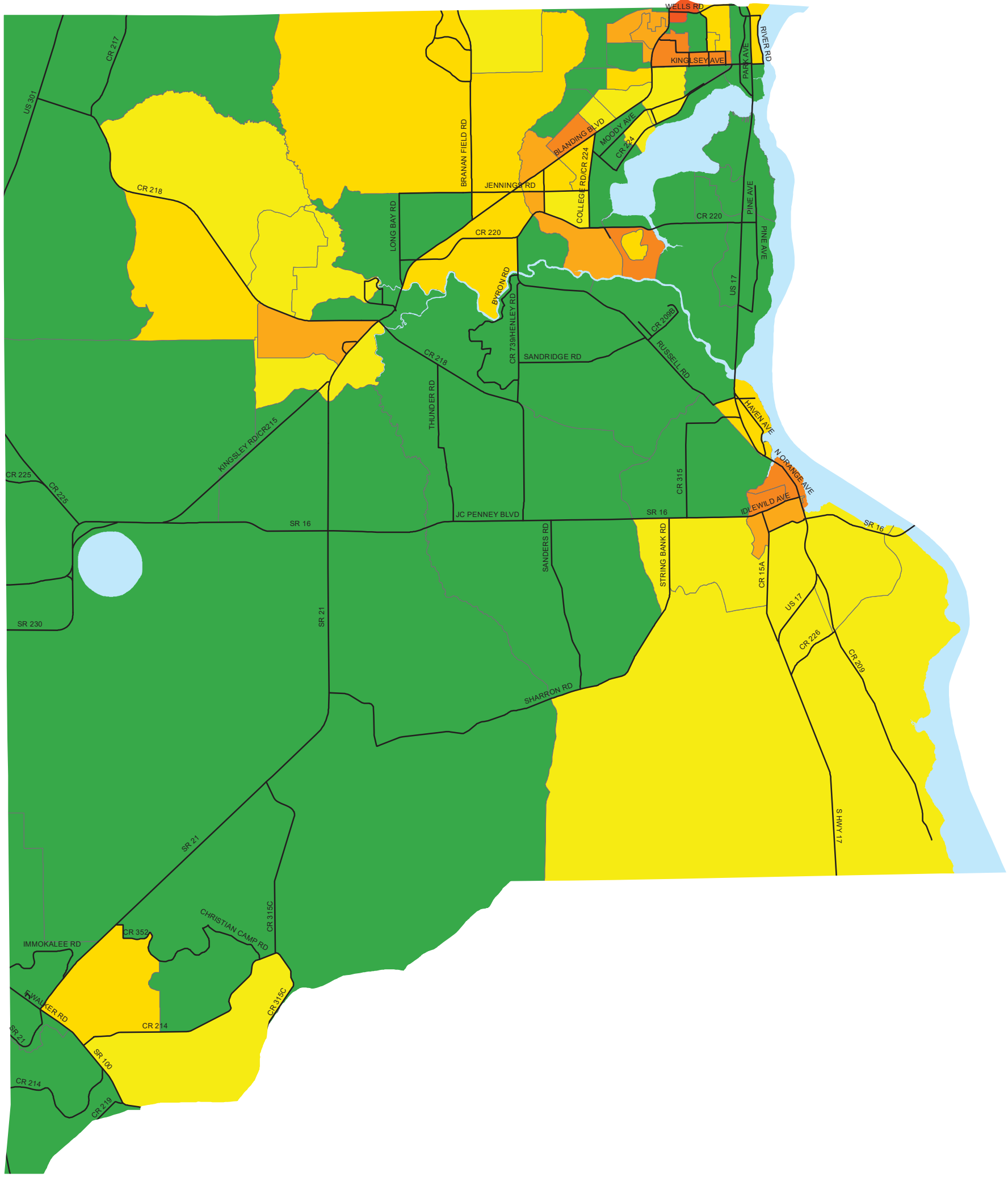


## **Appendix E:**

### Underserved Populations Maps



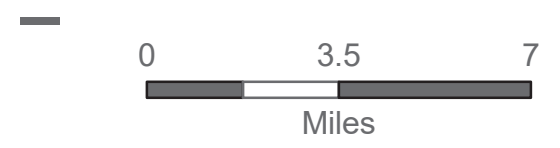
# Underserved Populations within Clay County



## Demographic Index

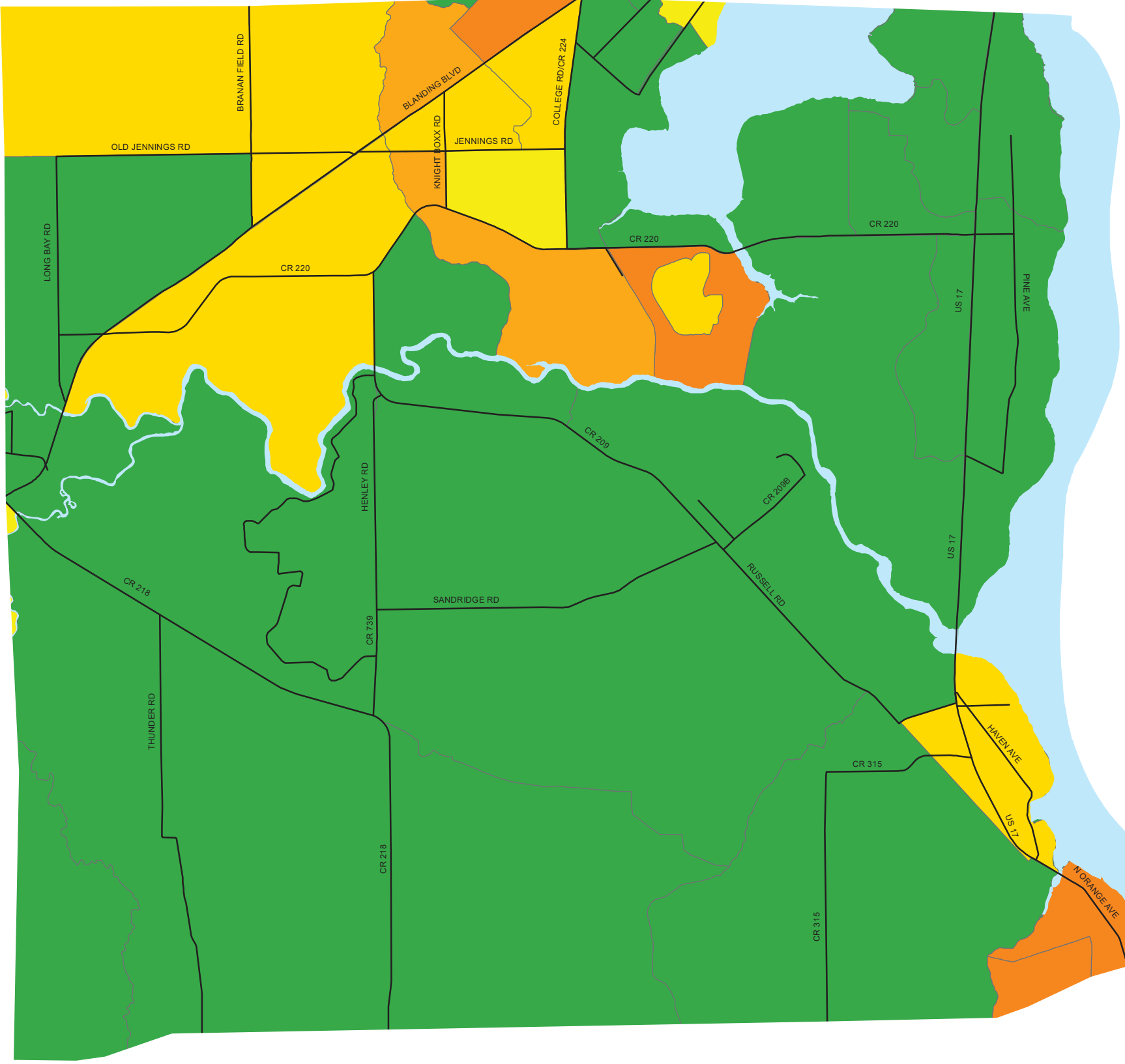
Average of % Minority and % Low Income per Census Block Group

- 0-40%ile
- 40%ile-50%ile
- 50%ile-60%ile
- 60%ile-70%ile
- 70%ile-80%ile
- 80%ile-90%ile
- 90%ile-100%ile





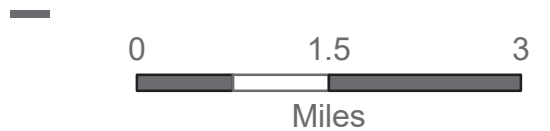
# Underserved Populations CR 220 & Henley Rd



**Demographic Index**

Average of % Minority and % Low Income per Census Block Group

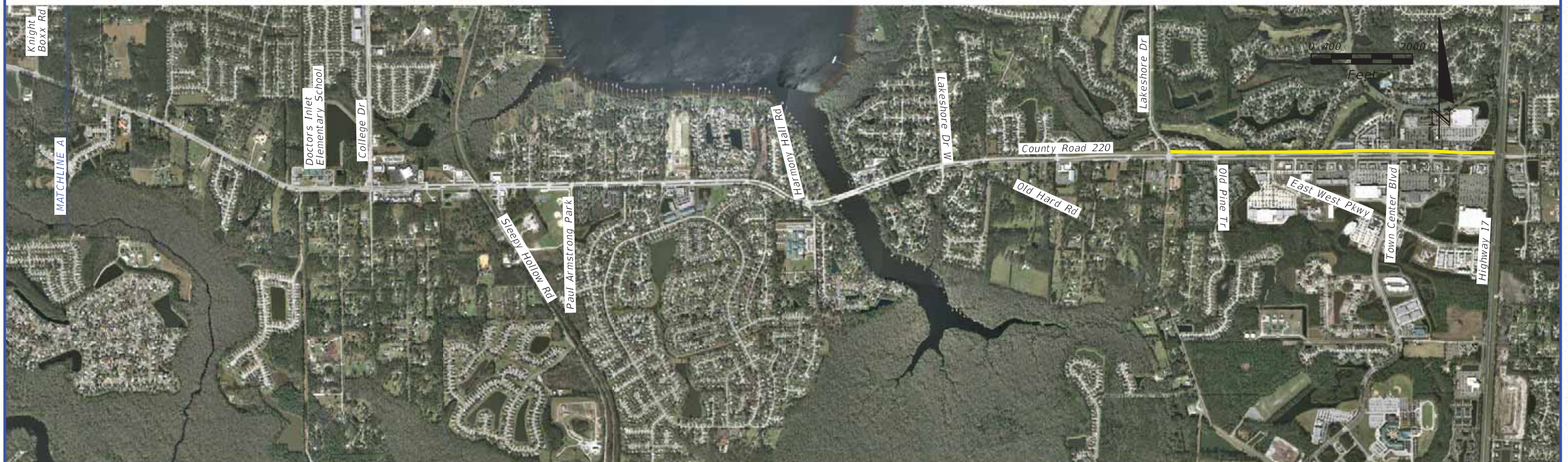
- 0-40%ile
- 40%ile-50%ile
- 50%ile-60%ile
- 60%ile-70%ile
- 70%ile-80%ile
- 80%ile-90%ile
- 90%ile-100%ile





**Appendix F:**  
Sidewalk Gaps Exhibits





 MISSING SIDEWALK

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thoms & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
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CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 SIDEWALK GAPS

SHEET NO.

1



## **Appendix G:**

### Clay Community Transportation Maps





# Clay Community Transportation

## BLUE LINE



**Orange Park**

**Middleburg**

**Green Cove Springs**

DISCOVERY DR.  
CHALLENGER DR.

BLANDING BLVD.

DOCTORS LAKE DR.

PARK AVE.

WELLS RD.

KINGSLEY AVE.

OLD JENNINGS RD.

C.R. 220

COLLEGE DR.

C.R. 220

HENLEY RD.

SANDRIDGE RD.

RUSSELL RD.

THUNDER RD.

C.R. 218

IDLEWILD AVE.





# Clay Community Transportation

## RED LINE



WELLS RD.  
**Orange Park**  
KINGSLEY AVE.

PARK AVE.

DISCOVERY DR.  
CHALLENGER DR.

BLANDING BLVD.

DOCTORS LAKE DR.

OLD JENNINGS RD.

COLLEGE DR.

C.R. 220

C.R. 220

**Middleburg**

HENLEY RD.

RUSSELL RD.

SANDRIDGE RD.

THUNDER RD.

C.R. 218

**Green Cove Springs**

IDLEWILD AVE.

## **Appendix H:**

### Existing Synchro Analysis Results



Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	215	306	117	187	269	126
Future Volume (vph)	215	306	117	187	269	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.596				0.950	
Satd. Flow (perm)	1110	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				203		137
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	333	127	203	292	137
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	18.0	18.0	18.0	4.0	4.0
Minimum Split (s)	11.8	24.8	36.8	36.8	15.0	11.8
Total Split (s)	20.0	75.0	55.0	55.0	25.0	20.0
Total Split (%)	20.0%	75.0%	55.0%	55.0%	25.0%	20.0%
Maximum Green (s)	13.2	68.2	48.2	48.2	18.2	13.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			23.0	23.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	68.2	68.2	51.0	51.0	18.2	35.4
Actuated g/C Ratio	0.68	0.68	0.51	0.51	0.18	0.35
v/c Ratio	0.28	0.26	0.13	0.22	0.91	0.21
Control Delay	6.8	6.8	13.9	2.7	72.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	6.8	13.9	2.7	72.7	4.5
LOS	A	A	B	A	E	A
Approach Delay		6.8	7.0		50.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)	48	73	41	0	184	0

Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019

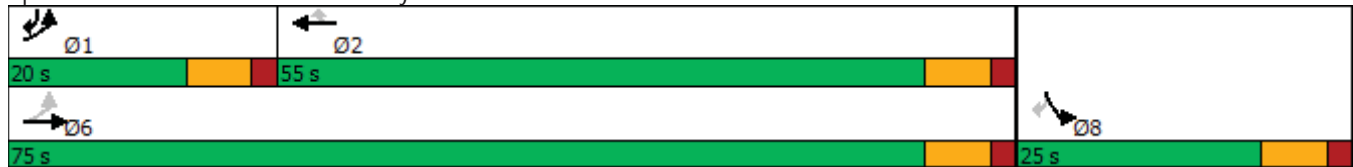


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	77	110	77	37	#339	37
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	844	1270	950	907	322	689
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.26	0.13	0.22	0.91	0.20

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 21.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 44.8%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.















Splits and Phases: 1: CR 218 & Henley Road





## Lanes, Volumes, Timings 2: Henley Road & Sandridge Road

03/27/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	130	162	346	211	178	210
Future Volume (vph)	130	162	346	211	178	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		330	250	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.384	
Satd. Flow (perm)	1770	1583	3539	1583	715	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		176		229		
Link Speed (mph)	45		45			45
Link Distance (ft)	970		5829			11447
Travel Time (s)	14.7		88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	141	176	376	229	193	228
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	18.0	18.0	6.0	18.0
Minimum Split (s)	15.0	15.0	24.8	24.8	15.0	24.8
Total Split (s)	30.0	30.0	50.0	50.0	20.0	70.0
Total Split (%)	30.0%	30.0%	50.0%	50.0%	20.0%	70.0%
Maximum Green (s)	23.2	23.2	43.2	43.2	13.2	63.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	22.0	22.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	9.9	9.9	18.1	18.1	35.4	35.4
Actuated g/C Ratio	0.17	0.17	0.31	0.31	0.60	0.60
v/c Ratio	0.47	0.43	0.35	0.36	0.31	0.11
Control Delay	28.2	7.8	18.0	4.9	7.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	7.8	18.0	4.9	7.2	5.5
LOS	C	A	B	A	A	A
Approach Delay	16.9		13.0			6.3
Approach LOS	B		B			A
Queue Length 50th (ft)	46	0	53	0	26	15

Lanes, Volumes, Timings  
 2: Henley Road & Sandridge Road

03/27/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	95	44	98	45	59	32
Internal Link Dist (ft)	890		5749			11367
Turn Bay Length (ft)	200			330	250	
Base Capacity (vph)	699	732	2605	1225	666	3517
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.24	0.14	0.19	0.29	0.06

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	59
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization	49.1%
ICU Level of Service	A
Analysis Period (min)	15















Splits and Phases: 2: Henley Road & Sandridge Road





### Lanes, Volumes, Timings 3: Henley Road & Russell Road

03/27/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	33	302	653	24	272	295
Future Volume (vph)	33	302	653	24	272	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.232	
Satd. Flow (perm)	1770	1583	3539	1583	432	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		328		26		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			7053
Travel Time (s)	18.9		173.4			106.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	328	710	26	296	321
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		6		5	2
Permitted Phases		8		6	2	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	18.0	18.0	6.0	18.0
Minimum Split (s)	15.0	15.0	24.8	24.8	12.8	24.8
Total Split (s)	30.0	30.0	50.0	50.0	20.0	70.0
Total Split (%)	30.0%	30.0%	50.0%	50.0%	20.0%	70.0%
Maximum Green (s)	23.2	23.2	43.2	43.2	13.2	63.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	24.0	24.0	14.0	14.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	7.9	7.9	20.1	20.1	39.1	39.1
Actuated g/C Ratio	0.13	0.13	0.33	0.33	0.64	0.64
v/c Ratio	0.16	0.67	0.61	0.05	0.54	0.14
Control Delay	26.1	11.0	20.0	6.9	9.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	11.0	20.0	6.9	9.3	4.7
LOS	C	B	B	A	A	A
Approach Delay	12.5		19.5			6.9
Approach LOS	B		B			A
Queue Length 50th (ft)	12	0	111	0	35	18

Lanes, Volumes, Timings  
 3: Henley Road & Russell Road

03/27/2019

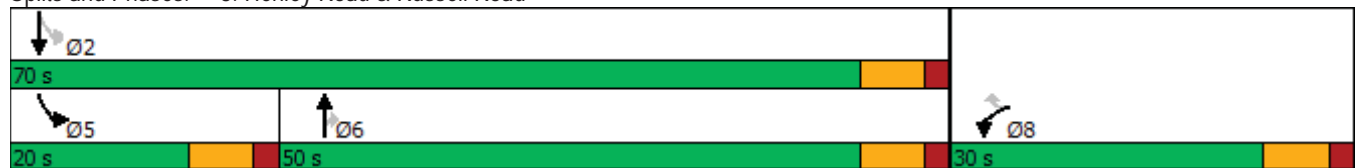


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	38	64	185	15	92	42
Internal Link Dist (ft)	1168		11367			6973
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	684	813	2547	1146	572	3439
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.40	0.28	0.02	0.52	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	60.8
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	13.5
Intersection LOS:	B
Intersection Capacity Utilization	55.1%
ICU Level of Service	B
Analysis Period (min)	15






















Splits and Phases: 3: Henley Road & Russell Road





Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019

												
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	28	298	160	266	301	566	79	203	34	182	236	46
Future Volume (vph)	28	298	160	266	301	566	79	203	34	182	236	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0	250		300	320		0	260	0	
Storage Lanes		1	0	1		1	1		0	1	1	
Taper Length (ft)		50		50			50			50		
Satd. Flow (prot)	1770	1709	0	1770	3539	1583	1770	3461	0	1770	1583	0
Flt Permitted	0.950	0.968		0.950			0.950			0.124		
Satd. Flow (perm)	1770	1709	0	1770	3539	1583	1770	3461	0	231	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123				549		7			87	
Link Speed (mph)		45			45			45		45		
Link Distance (ft)		1297			7053			1660		4885		
Travel Time (s)		19.7			106.9			25.2		74.0		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	498	0	289	327	615	86	258	0	198	307	0
Turn Type	Prot	Prot		Split	NA	Perm	Split	NA		pm+pt	Prot	
Protected Phases	1	6		4	4		8	8		5	2	
Permitted Phases						4				2		
Detector Phase	1	6		4	4	4	8	8		5	2	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	15.0	
Minimum Split (s)	15.0	21.9		15.0	15.0	15.0	15.0	15.0		15.0	21.9	
Total Split (s)	28.0	75.0		50.0	50.0	50.0	30.0	30.0		50.0	97.0	
Total Split (%)	13.7%	36.6%		24.4%	24.4%	24.4%	14.6%	14.6%		24.4%	47.3%	
Maximum Green (s)	21.1	68.1		44.0	44.0	44.0	23.6	23.6		43.1	90.1	
Yellow Time (s)	4.9	4.9		4.0	4.0	4.0	4.1	4.1		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.3	2.3		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.0	6.0	6.0	6.4	6.4		6.9	6.9	
Lead/Lag	Lead	Lag								Lead	Lag	
Lead-Lag Optimize?	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	Min		None	None	None	None	None		None	Min	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		32.0		21.0	21.0	21.0	25.0	25.0			32.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	8.2	38.4		31.9	31.9	31.9	16.3	16.3		66.3	57.8	
Actuated g/C Ratio	0.06	0.28		0.24	0.24	0.24	0.12	0.12		0.49	0.43	
v/c Ratio	0.28	0.87		0.69	0.39	0.78	0.40	0.61		0.57	0.42	
Control Delay	77.9	52.1		59.6	47.2	14.8	68.0	65.5		29.9	23.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	77.9	52.1		59.6	47.2	14.8	68.0	65.5		29.9	23.4	
LOS	E	D		E	D	B	E	E		C	C	
Approach Delay		53.6			33.9			66.1		25.9		
Approach LOS		D			C			E		C		
Queue Length 50th (ft)	25	320		228	125	46	70	110		96	142	

Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019

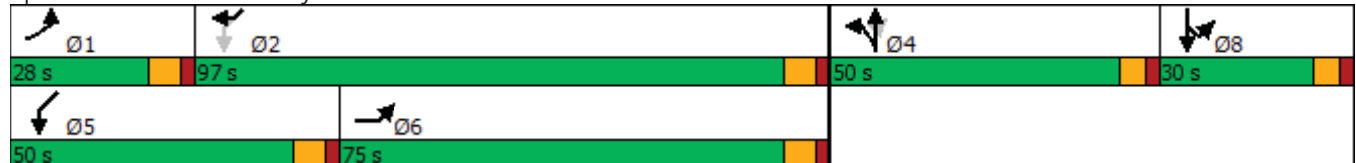


Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Queue Length 95th (ft)	74	579		432	224	239	160	204		200	273	
Internal Link Dist (ft)		1217			6973			1580		4805		
Turn Bay Length (ft)	300	300		250		300	320			260		
Base Capacity (vph)	293	972		612	1224	906	328	648		636	1144	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.51		0.47	0.27	0.68	0.26	0.40		0.31	0.27	

Intersection Summary

Area Type:	Other
Cycle Length:	205
Actuated Cycle Length:	135
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	40.6
Intersection LOS:	D
Intersection Capacity Utilization	79.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 4: Henley Road & CR 220





Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷↷	↷↷		↶	↷
Traffic Volume (vph)	472	584	342	217	254	236
Future Volume (vph)	472	584	342	217	254	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	3539	3334	0	1770	1583
Flt Permitted	0.233				0.950	
Satd. Flow (perm)	434	3539	3334	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			178			257
Link Speed (mph)		45	45		45	
Link Distance (ft)		939	5738		940	
Travel Time (s)		14.2	86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	513	635	608	0	276	257
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	6.0	18.0	18.0		6.0	6.0
Minimum Split (s)	12.8	25.0	25.0		12.1	12.1
Total Split (s)	25.0	75.0	50.0		25.0	25.0
Total Split (%)	25.0%	75.0%	50.0%		25.0%	25.0%
Maximum Green (s)	18.2	68.2	43.2		18.9	18.9
Yellow Time (s)	4.8	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8		6.1	6.1
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			30.0		23.0	23.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)	42.6	42.6	18.8		16.4	16.4
Actuated g/C Ratio	0.59	0.59	0.26		0.23	0.23
v/c Ratio	0.90	0.30	0.61		0.69	0.46
Control Delay	34.3	8.0	19.7		35.6	6.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.3	8.0	19.7		35.6	6.5
LOS	C	A	B		D	A
Approach Delay		19.7	19.7		21.6	
Approach LOS		B	B		C	
Queue Length 50th (ft)	143	69	90		113	0

Lanes, Volumes, Timings  
 5: CR 220 & Knight Boxx Rd

03/27/2019

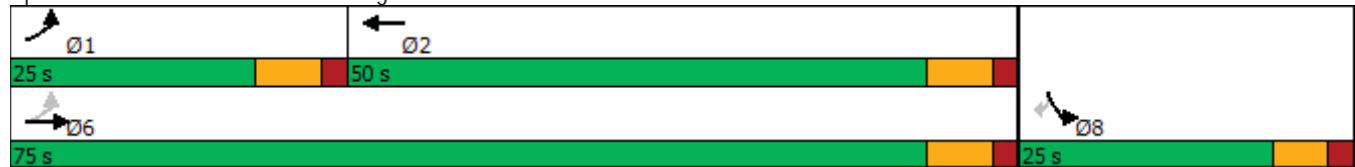


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#338	101	144		203	55
Internal Link Dist (ft)		859	5658		860	
Turn Bay Length (ft)	580					
Base Capacity (vph)	596	3309	2083		467	607
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.86	0.19	0.29		0.59	0.42

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 72  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 20.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: CR 220 & Knight Boxx Rd





Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	↓
Traffic Volume (vph)	0	999	532	0	97	62
Future Volume (vph)	0	999	532	0	97	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						67
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1086	578	0	105	67
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		8	8
Permitted Phases						
Detector Phase		6	2		8	8
Switch Phase						
Minimum Initial (s)		18.0	18.0		6.0	6.0
Minimum Split (s)		33.8	33.8		12.0	12.0
Total Split (s)		50.0	50.0		25.0	25.0
Total Split (%)		66.7%	66.7%		33.3%	33.3%
Maximum Green (s)		43.2	43.2		19.1	19.1
Yellow Time (s)		4.8	4.8		3.4	3.4
All-Red Time (s)		2.0	2.0		2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8		5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		28.0	28.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		26.4	26.4		8.2	8.2
Actuated g/C Ratio		0.61	0.61		0.19	0.19
v/c Ratio		0.50	0.27		0.31	0.19
Control Delay		7.9	6.2		18.8	7.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.9	6.2		18.8	7.1
LOS		A	A		B	A
Approach Delay		7.9	6.2		14.2	
Approach LOS		A	A		B	
Queue Length 50th (ft)		84	37		21	0
Queue Length 95th (ft)		150	70		63	24
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						

Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

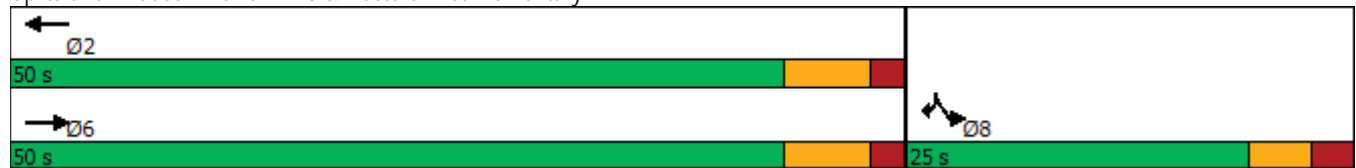
03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		3365	3365		789	743
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.32	0.17		0.13	0.09

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	43.5
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization	43.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary





Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	769	19	32	459	482	51	40	27	510	21	185
Future Volume (vph)	240	769	19	32	459	482	51	40	27	510	21	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		0	275		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3525	0	1770	3539	1583	0	1767	0	1681	1692	1583
Flt Permitted	0.950			0.950				0.979		0.950	0.956	
Satd. Flow (perm)	3433	3525	0	1770	3539	1583	0	1767	0	1681	1692	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				367		10				201
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1362			3980			2763				3331
Travel Time (s)		20.6			60.3			41.9				50.5
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
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	261	857	0	35	499	524	0	127	0	288	289	201
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4		8	8	1
Permitted Phases						2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase												
Minimum Initial (s)	4.0	22.0		4.0	22.0	6.0	4.0	4.0		6.0	6.0	4.0
Minimum Split (s)	10.8	33.8		11.8	28.8	12.8	12.0	12.0		12.8	12.8	10.8
Total Split (s)	20.0	55.0		20.0	55.0	30.0	20.0	20.0		30.0	30.0	20.0
Total Split (%)	16.0%	44.0%		16.0%	44.0%	24.0%	16.0%	16.0%		24.0%	24.0%	16.0%
Maximum Green (s)	13.2	48.2		13.2	48.2	23.2	14.2	14.2		23.2	23.2	13.2
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.4	2.4		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8		5.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							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	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0			32.0	30.0	31.0	31.0		30.0	30.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	12.0	37.6		7.6	27.4	49.8		11.4		22.3	22.3	41.2
Actuated g/C Ratio	0.12	0.38		0.08	0.27	0.50		0.11		0.22	0.22	0.41
v/c Ratio	0.63	0.64		0.26	0.51	0.54		0.60		0.77	0.76	0.26
Control Delay	50.9	30.1		51.7	32.8	4.6		53.0		52.8	52.6	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	50.9	30.1		51.7	32.8	4.6		53.0		52.8	52.6	4.2
LOS	D	C		D	C	A		D		D	D	A
Approach Delay		35.0			19.5			53.0			40.2	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	81	259		21	145	25		71		180	180	0

Lanes, Volumes, Timings  
 7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	142	352		58	200	53		148		#375	#374	47
Internal Link Dist (ft)		1282			3900			2683			3251	
Turn Bay Length (ft)	200			200		450				275		
Base Capacity (vph)	460	1728		237	1733	988		263		396	399	791
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.57	0.50		0.15	0.29	0.53		0.48		0.73	0.72	0.25

Intersection Summary

Area Type: Other  
 Cycle Length: 125  
 Actuated Cycle Length: 99.7  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 31.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 63.5%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220

Ø1 20 s	Ø2 55 s	Ø4 20 s	Ø8 30 s
Ø5 20 s	Ø6 55 s		



Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1290	0	4	952	1	1
Future Volume (vph)	1290	0	4	952	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3539	0	1770	3539	1694	0
Flt Permitted			0.165		0.976	
Satd. Flow (perm)	3539	0	307	3539	1694	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					1	
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1402	0	4	1035	2	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	200.0		200.0	200.0	40.5	
Total Split (s)	200.0		200.0	200.0	40.5	
Total Split (%)	83.2%		83.2%	83.2%	16.8%	
Maximum Green (s)	194.5		194.5	194.5	35.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		Max	Max	Ped	
Walk Time (s)					7.0	
Flash Dont Walk (s)					28.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	194.5		194.5	194.5	35.0	
Actuated g/C Ratio	0.81		0.81	0.81	0.15	
v/c Ratio	0.49		0.02	0.36	0.01	
Control Delay	7.9		4.8	6.6	71.5	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	7.9		4.8	6.6	71.5	
LOS	A		A	A	E	
Approach Delay	7.9			6.6	71.5	
Approach LOS	A			A	E	
Queue Length 50th (ft)	339		1	214	1	

Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	371		4	238	13	
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			
Base Capacity (vph)	2862		248	2862	247	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.49		0.02	0.36	0.01	

Intersection Summary

Area Type:	Other
Cycle Length:	240.5
Actuated Cycle Length:	240.5
Natural Cycle:	245
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	7.4
Intersection LOS:	A
Intersection Capacity Utilization	49.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 8: Paul Armstrong Park & CR 220

Ø2	Ø4
200 s	40.5 s
Ø6	
200 s	



Lanes, Volumes, Timings  
9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1315	48	46	758	123	84
Future Volume (vph)	1315	48	46	758	123	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3522	0	1770	3539	1709	0
Flt Permitted			0.114		0.971	
Satd. Flow (perm)	3522	0	212	3539	1709	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				32	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1481	0	50	824	225	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	30.0		30.0	30.0	6.0	
Minimum Split (s)	36.8		36.8	36.8	12.9	
Total Split (s)	70.0		70.0	70.0	30.0	
Total Split (%)	70.0%		70.0%	70.0%	30.0%	
Maximum Green (s)	63.2		63.2	63.2	23.1	
Yellow Time (s)	4.8		4.8	4.8	3.4	
All-Red Time (s)	2.0		2.0	2.0	3.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.8		6.8	6.8	6.9	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				30.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	39.0		39.0	39.0	13.4	
Actuated g/C Ratio	0.58		0.58	0.58	0.20	
v/c Ratio	0.72		0.41	0.40	0.61	
Control Delay	12.5		20.2	8.4	29.9	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	12.5		20.2	8.4	29.9	
LOS	B		C	A	C	
Approach Delay	12.5			9.0	29.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	191		9	81	66	

Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	351		47	152	173	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			
Base Capacity (vph)	3201		193	3216	639	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.46		0.26	0.26	0.35	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	66.8
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.9
Intersection LOS:	B
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 9: Heritage Farms Blvd & CR 220





Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1329	115	81	718	1	96	0	148	5	2	10
Future Volume (vph)	4	1329	115	81	718	1	96	0	148	5	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3497	0	1770	3539	0	0	1770	1583	0	1799	1583
Flt Permitted	0.356			0.082				0.753			0.809	
Satd. Flow (perm)	663	3497	0	153	3539	0	0	1403	1583	0	1507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10							161			96
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2786			1330				705
Travel Time (s)		28.5			42.2			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1570	0	88	781	0	0	104	161	0	7	11
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	6.0	22.0		6.0	22.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.8	36.8		12.8	30.0		20.0	20.0	20.0	12.0	12.0	12.0
Total Split (s)	20.0	60.0		20.0	60.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	16.7%	50.0%		16.7%	50.0%		33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	13.2	53.2		13.2	53.2		33.5	33.5	33.5	34.0	34.0	34.0
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.1	3.1	3.1	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8			6.5	6.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		23.0			27.0		44.0	44.0	44.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)	56.2	51.7		61.7	60.1			12.1	12.1		12.6	12.6
Actuated g/C Ratio	0.64	0.59		0.70	0.68			0.14	0.14		0.14	0.14
v/c Ratio	0.01	0.76		0.37	0.32			0.54	0.45		0.03	0.04
Control Delay	5.0	18.5		10.5	7.1			48.5	10.5		34.5	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	5.0	18.5		10.5	7.1			48.5	10.5		34.5	0.2
LOS	A	B		B	A			D	B		C	A
Approach Delay		18.4			7.5			25.4			13.5	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	1	342		13	71			58	0		4	0

Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	4	533		39	180			113	54		16	0
Internal Link Dist (ft)		1800			2706			1250			625	
Turn Bay Length (ft)	260			220					50			50
Base Capacity (vph)	633	2175		357	2535			548	717		598	686
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	0.01	0.72		0.25	0.31			0.19	0.22		0.01	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	88.1
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	74.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220





Lanes, Volumes, Timings

11: Indian River Dr/Lakeshore Dr W & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1388	3	0	791	36	11	0	7	71	0	49
Future Volume (vph)	37	1388	3	0	791	36	11	0	7	71	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3539	0	1863	3514	0	0	1711	0	0	1709	0
Flt Permitted	0.950							0.971			0.971	
Satd. Flow (perm)	1770	3539	0	1863	3514	0	0	1711	0	0	1709	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2786			456			407			1682	
Travel Time (s)		42.2			6.9			6.2			25.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1512	0	0	899	0	0	20	0	0	130	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑		↙	↑↑	↙	↙
Traffic Volume (vph)	1325	143	7	678	143	77
Future Volume (vph)	1325	143	7	678	143	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	250		0	50
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Satd. Flow (prot)	3486	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3486	0	1770	3539	1770	1583
Link Speed (mph)	45			45	45	
Link Distance (ft)	456			4035	394	
Travel Time (s)	6.9			61.1	6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1595	0	8	737	155	84
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.8%			ICU Level of Service B		
Analysis Period (min)	15					



Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1364	81	80	527	91	62	35	100	140	52	73
Future Volume (vph)	91	1364	81	80	527	91	62	35	100	140	52	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	0		0	200		200
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3511	0	1770	3539	1583	0	1708	0	1770	1863	1583
Flt Permitted	0.389			0.057				0.874		0.409		
Satd. Flow (perm)	725	3511	0	106	3539	1583	0	1516	0	762	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				143		33				83
Link Speed (mph)		45			45			45				45
Link Distance (ft)		4035			3260			776				953
Travel Time (s)		61.1			49.4			11.8				14.4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	1571	0	87	573	99	0	214	0	152	57	79
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		8
Detector Phase	1	6		5	2	2	4	4		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	18.0		6.0	18.0	18.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	15.0	25.0		15.0	25.0	25.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	15.0	71.0		15.0	71.0	71.0	33.0	33.0		21.0	54.0	54.0
Total Split (%)	10.7%	50.7%		10.7%	50.7%	50.7%	23.6%	23.6%		15.0%	38.6%	38.6%
Maximum Green (s)	8.2	64.2		8.2	64.2	64.2	25.1	25.1		14.3	46.1	46.1
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	4.2	4.2		3.0	4.2	4.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.8		7.9		6.7	7.9	7.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	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
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0									7.0	7.0
Flash Dont Walk (s)		8.0									35.0	35.0
Pedestrian Calls (#/hr)		0									0	0
Act Effct Green (s)	77.8	70.0		77.5	69.8	69.8		21.1		42.0	40.8	40.8
Actuated g/C Ratio	0.56	0.50		0.55	0.50	0.50		0.15		0.30	0.29	0.29
v/c Ratio	0.21	0.89		0.58	0.32	0.12		0.84		0.47	0.10	0.15
Control Delay	14.3	40.3		37.6	22.6	1.2		74.8		41.3	34.6	6.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	14.3	40.3		37.6	22.6	1.2		74.8		41.3	34.6	6.7
LOS	B	D		D	C	A		E		D	C	A
Approach Delay		38.8			21.6			74.8			30.5	
Approach LOS		D			C			E			C	
Queue Length 50th (ft)	38	698		33	170	0		162		103	37	0





Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	216	93	205	161	93	250
Future Volume (vph)	216	93	205	161	93	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.550				0.950	
Satd. Flow (perm)	1025	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				175		272
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	101	223	175	101	272
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		8	1
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	18.0	18.0	18.0	4.0	4.0
Minimum Split (s)	11.8	24.8	36.8	36.8	15.0	11.8
Total Split (s)	20.0	75.0	55.0	55.0	25.0	20.0
Total Split (%)	20.0%	75.0%	55.0%	55.0%	25.0%	20.0%
Maximum Green (s)	13.2	68.2	48.2	48.2	18.2	13.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			23.0	23.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	71.0	71.0	54.2	54.2	21.0	37.8
Actuated g/C Ratio	0.71	0.71	0.54	0.54	0.21	0.38
v/c Ratio	0.29	0.08	0.22	0.19	0.27	0.35
Control Delay	5.8	4.6	13.0	2.5	35.5	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	4.6	13.0	2.5	35.5	3.9
LOS	A	A	B	A	D	A
Approach Delay		5.5	8.4		12.4	
Approach LOS		A	A		B	
Queue Length 50th (ft)	43	17	70	0	54	0

Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019

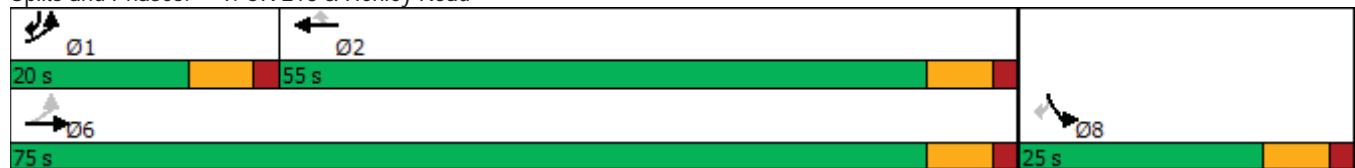


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	69	32	120	32	102	48
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	846	1322	1009	938	371	809
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.08	0.22	0.19	0.27	0.34

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization	42.1%
ICU Level of Service	A
Analysis Period (min)	15

















Splits and Phases: 1: CR 218 & Henley Road





Lanes, Volumes, Timings  
2: Henley Road & Sandridge Road

03/27/2019

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations				 			 
Traffic Volume (vph)	264	190	0	286	173	181	306
Future Volume (vph)	264	190	0	286	173	181	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	150		330	250	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	1770	1583	1863	3539	1583	1770	3539
Flt Permitted	0.950					0.464	
Satd. Flow (perm)	1770	1583	1863	3539	1583	864	3539
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		207			188		
Link Speed (mph)	45			45			45
Link Distance (ft)	970			5829			11447
Travel Time (s)	14.7			88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	287	207	0	311	188	197	333
Turn Type	Prot	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	4			6		5	2
Permitted Phases		4	6		6	2	
Detector Phase	4	4	6	6	6	5	2
Switch Phase							
Minimum Initial (s)	6.0	6.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	15.0	15.0	24.8	24.8	24.8	15.0	24.8
Total Split (s)	30.0	30.0	50.0	50.0	50.0	20.0	70.0
Total Split (%)	30.0%	30.0%	50.0%	50.0%	50.0%	20.0%	70.0%
Maximum Green (s)	23.2	23.2	43.2	43.2	43.2	13.2	63.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	Min	None	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	22.0	22.0	22.0		
Pedestrian Calls (#/hr)	0	0	0	0	0		
Act Effct Green (s)	18.2	18.2		21.0	21.0	38.8	38.8
Actuated g/C Ratio	0.28	0.28		0.32	0.32	0.60	0.60
v/c Ratio	0.58	0.35		0.27	0.29	0.28	0.16
Control Delay	25.5	4.9		18.5	4.9	7.9	6.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	25.5	4.9		18.5	4.9	7.9	6.7
LOS	C	A		B	A	A	A
Approach Delay	16.8			13.4			7.1
Approach LOS	B			B			A
Queue Length 50th (ft)	98	0		47	0	31	26

# Lanes, Volumes, Timings

## 2: Henley Road & Sandridge Road

03/27/2019



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	171	42		91	43	73	55
Internal Link Dist (ft)	890			5749			11367
Turn Bay Length (ft)	200				330	250	
Base Capacity (vph)	714	762		2528	1184	740	3433
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.40	0.27		0.12	0.16	0.27	0.10

### Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 65  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 12.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 54.6%  
 ICU Level of Service A  
 Analysis Period (min) 15















Splits and Phases: 2: Henley Road & Sandridge Road





### Lanes, Volumes, Timings 3: Henley Road & Russell Road

03/27/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	23	328	466	21	274	607
Future Volume (vph)	23	328	466	21	274	607
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.345	
Satd. Flow (perm)	1770	1583	3539	1583	643	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		357		23		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			7053
Travel Time (s)	18.9		173.4			106.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	357	507	23	298	660
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		6		5	2
Permitted Phases		8		6	2	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	18.0	18.0	6.0	18.0
Minimum Split (s)	15.0	15.0	24.8	24.8	12.8	24.8
Total Split (s)	30.0	30.0	50.0	50.0	20.0	70.0
Total Split (%)	30.0%	30.0%	50.0%	50.0%	20.0%	70.0%
Maximum Green (s)	23.2	23.2	43.2	43.2	13.2	63.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.8	-2.8	-2.8	-2.8	-2.8	-2.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	24.0	24.0	14.0	14.0		
Pedestrian Calls (#/hr)	0	0	0	0		
Act Effct Green (s)	10.6	10.6	21.1	21.1	39.7	39.7
Actuated g/C Ratio	0.18	0.18	0.36	0.36	0.68	0.68
v/c Ratio	0.08	0.62	0.40	0.04	0.41	0.27
Control Delay	20.5	8.0	15.8	7.0	5.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	8.0	15.8	7.0	5.8	4.3
LOS	C	A	B	A	A	A
Approach Delay	8.8		15.4			4.8
Approach LOS	A		B			A
Queue Length 50th (ft)	7	0	66	0	27	32

Lanes, Volumes, Timings  
 3: Henley Road & Russell Road

03/27/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	24	58	121	14	77	76
Internal Link Dist (ft)	1168		11367			6973
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	793	906	2807	1260	748	3539
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.39	0.18	0.02	0.40	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	58.3
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization	45.2%
ICU Level of Service	A
Analysis Period (min)	15
























Splits and Phases: 3: Henley Road & Russell Road





Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019

												
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	16	306	226	181	221	443	98	357	61	363	336	29
Future Volume (vph)	16	306	226	181	221	443	98	357	61	363	336	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0	250		300	320		0	260	0	
Storage Lanes		1	0	1		1	1		0	1	1	
Taper Length (ft)		25		25			25			25		
Satd. Flow (prot)	1770	1695	0	1770	3539	1583	1770	3461	0	1770	1583	0
Flt Permitted	0.950	0.972		0.950			0.950			0.071		
Satd. Flow (perm)	1770	1695	0	1770	3539	1583	1770	3461	0	132	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123				482		8				87
Link Speed (mph)		45			45			45		45		
Link Distance (ft)		1297			7053			1660		4885		
Travel Time (s)		19.7			106.9			25.2		74.0		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	579	0	197	240	482	107	454	0	395	397	0
Turn Type	Prot	Prot		Split	NA	Perm	Split	NA		pm+pt	Prot	
Protected Phases	1	6		4	4		8	8		5	2	
Permitted Phases						4				2		
Detector Phase	1	6		4	4	4	8	8		5	2	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	15.0	
Minimum Split (s)	15.0	21.9		15.0	15.0	15.0	15.0	15.0		15.0	21.9	
Total Split (s)	28.0	75.0		50.0	50.0	50.0	30.0	30.0		50.0	97.0	
Total Split (%)	13.7%	36.6%		24.4%	24.4%	24.4%	14.6%	14.6%		24.4%	47.3%	
Maximum Green (s)	21.1	68.1		44.0	44.0	44.0	23.6	23.6		43.1	90.1	
Yellow Time (s)	4.9	4.9		4.0	4.0	4.0	4.1	4.1		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.3	2.3		2.1	2.1	
Lost Time Adjust (s)	-2.9	-2.9		-2.0	-2.0	-2.0	-2.4	-2.4		-2.9	-2.9	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag								Lead	Lag	
Lead-Lag Optimize?	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	Min		None	None	None	None	None		None	Min	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		32.0		21.0	21.0	21.0	25.0	25.0			32.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	10.3	57.4		29.3	29.3	29.3	26.6	26.6		104.7	96.4	
Actuated g/C Ratio	0.06	0.33		0.17	0.17	0.17	0.15	0.15		0.61	0.56	
v/c Ratio	0.16	0.90		0.66	0.40	0.72	0.39	0.84		0.81	0.43	
Control Delay	89.2	61.2		80.1	67.5	11.6	76.9	85.8		62.3	20.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	89.2	61.2		80.1	67.5	11.6	76.9	85.8		62.3	20.1	
LOS	F	E		F	E	B	E	F		E	C	
Approach Delay		62.0			40.9			84.1		41.1		
Approach LOS		E			D			F		D		
Queue Length 50th (ft)	19	529		220	134	0	116	273		369	213	

Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Queue Length 95th (ft)	53	774		333	192	119	208	#450		#625	353	
Internal Link Dist (ft)		1217			6973			1580		4805		
Turn Bay Length (ft)	300	300		250		300	320			260		
Base Capacity (vph)	251	784		482	964	781	272	539		526	963	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.74		0.41	0.25	0.62	0.39	0.84		0.75	0.41	

Intersection Summary

Area Type: Other  
 Cycle Length: 205  
 Actuated Cycle Length: 172.9  
 Natural Cycle: 75  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 53.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 86.1%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Henley Road & CR 220





Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

03/27/2019



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	271	618	0	645	249	284	333
Future Volume (vph)	271	618	0	645	249	284	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	25		25			25	
Satd. Flow (prot)	1770	3539	1863	3391	0	1770	1583
Flt Permitted	0.141					0.950	
Satd. Flow (perm)	263	3539	1863	3391	0	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)				75			362
Link Speed (mph)		45		45		45	
Link Distance (ft)		939		5738		940	
Travel Time (s)		14.2		86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	295	672	0	972	0	309	362
Turn Type	pm+pt	NA	Perm	NA		Prot	Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2				8
Detector Phase	1	6	2	2		8	8
Switch Phase							
Minimum Initial (s)	6.0	18.0	18.0	18.0		6.0	6.0
Minimum Split (s)	12.8	25.0	25.0	25.0		12.1	12.1
Total Split (s)	25.0	75.0	50.0	50.0		25.0	25.0
Total Split (%)	25.0%	75.0%	50.0%	50.0%		25.0%	25.0%
Maximum Green (s)	18.2	68.2	43.2	43.2		18.9	18.9
Yellow Time (s)	4.8	4.8	4.8	4.8		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.1	2.1
Lost Time Adjust (s)	-2.8	-2.8	-2.8	-2.8		-2.1	-2.1
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min	Min		None	None
Walk Time (s)			7.0	7.0		7.0	7.0
Flash Dont Walk (s)			30.0	30.0		23.0	23.0
Pedestrian Calls (#/hr)			0	0		0	0
Act Effct Green (s)	50.3	50.3		31.2		19.5	19.5
Actuated g/C Ratio	0.64	0.64		0.40		0.25	0.25
v/c Ratio	0.64	0.29		0.69		0.70	0.54
Control Delay	18.6	6.3		20.9		39.2	7.0
Queue Delay	0.0	0.0		0.0		0.0	0.0
Total Delay	18.6	6.3		20.9		39.2	7.0
LOS	B	A		C		D	A
Approach Delay		10.1		20.9		21.8	
Approach LOS		B		C		C	
Queue Length 50th (ft)	66	69		186		132	0

Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

03/27/2019

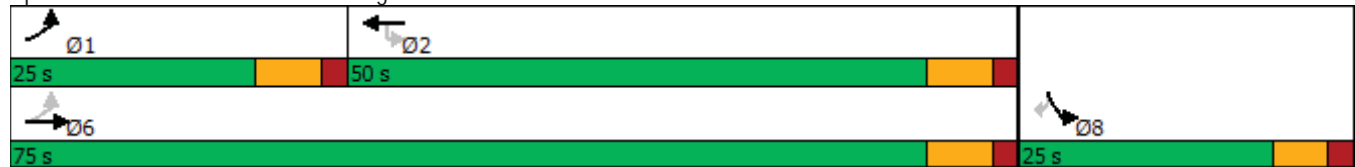


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	156	92		284		#323	75
Internal Link Dist (ft)		859		5658		860	
Turn Bay Length (ft)	580						
Base Capacity (vph)	587	3161		2093		491	701
Starvation Cap Reductn	0	0		0		0	0
Spillback Cap Reductn	0	0		0		0	0
Storage Cap Reductn	0	0		0		0	0
Reduced v/c Ratio	0.50	0.21		0.46		0.63	0.52

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 78  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 66.5%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: CR 220 & Knight Boxx Rd





Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	↓
Traffic Volume (vph)	0	957	1074	0	4	2
Future Volume (vph)	0	957	1074	0	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						2
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1040	1167	0	4	2
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		8	8
Permitted Phases						
Detector Phase		6	2		8	8
Switch Phase						
Minimum Initial (s)		18.0	18.0		6.0	6.0
Minimum Split (s)		33.8	33.8		12.0	12.0
Total Split (s)		50.0	50.0		25.0	25.0
Total Split (%)		66.7%	66.7%		33.3%	33.3%
Maximum Green (s)		43.2	43.2		19.1	19.1
Yellow Time (s)		4.8	4.8		3.4	3.4
All-Red Time (s)		2.0	2.0		2.5	2.5
Lost Time Adjust (s)		-2.8	-2.8		-1.9	-1.9
Total Lost Time (s)		4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		28.0	28.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		41.9	41.9		8.2	8.2
Actuated g/C Ratio		0.95	0.95		0.19	0.19
v/c Ratio		0.31	0.35		0.01	0.01
Control Delay		1.2	1.2		19.0	15.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		1.2	1.2		19.0	15.5
LOS		A	A		B	B
Approach Delay		1.2	1.2		17.8	
Approach LOS		A	A		B	
Queue Length 50th (ft)		0	0		1	0
Queue Length 95th (ft)		77	90		9	5
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						

Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

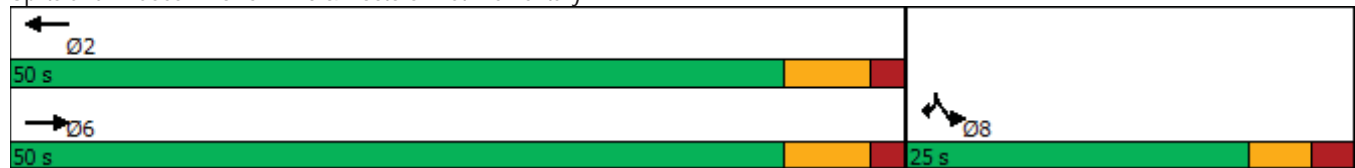
03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		3359	3359		867	777
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.31	0.35		0.00	0.00

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	44.2
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	1.2
Intersection LOS:	A
Intersection Capacity Utilization	41.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary





Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	778	19	33	846	615	21	33	8	663	8	216
Future Volume (vph)	155	778	19	33	846	615	21	33	8	663	8	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		0	275		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3525	0	1770	3539	1583	0	1798	0	1681	1688	1583
Flt Permitted	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (perm)	3433	3525	0	1770	3539	1583	0	1798	0	1681	1688	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				489		5				235
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1362			3980			2763				3331
Travel Time (s)		20.6			60.3			41.9				50.5
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
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	168	867	0	36	920	668	0	68	0	368	362	235
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4		8	8	1
Permitted Phases						2						8
Detector Phase	1	6		5	2	8	4	4		8	8	1
Switch Phase												
Minimum Initial (s)	4.0	22.0		4.0	22.0	6.0	4.0	4.0		6.0	6.0	4.0
Minimum Split (s)	10.8	33.8		11.8	28.8	12.8	12.0	12.0		12.8	12.8	10.8
Total Split (s)	20.0	55.0		20.0	55.0	30.0	20.0	20.0		30.0	30.0	20.0
Total Split (%)	16.0%	44.0%		16.0%	44.0%	24.0%	16.0%	16.0%		24.0%	24.0%	16.0%
Maximum Green (s)	13.2	48.2		13.2	48.2	23.2	14.2	14.2		23.2	23.2	13.2
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.4	2.4		2.0	2.0	2.0
Lost Time Adjust (s)	-2.8	-2.8		-2.8	-2.8	-2.8		-1.8		-2.8	-2.8	-2.8
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							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	3.0
Recall Mode	None	Min		None	Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		20.0			32.0	30.0	31.0	31.0		30.0	30.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	13.2	45.0		10.6	36.2	64.1		11.0		26.8	26.8	44.1
Actuated g/C Ratio	0.13	0.45		0.11	0.36	0.64		0.11		0.27	0.27	0.44
v/c Ratio	0.37	0.55		0.19	0.72	0.56		0.34		0.82	0.80	0.28
Control Delay	45.6	24.1		48.8	32.0	3.5		47.7		54.7	53.3	4.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	45.6	24.1		48.8	32.0	3.5		47.7		54.7	53.3	4.1
LOS	D	C		D	C	A		D		D	D	A
Approach Delay		27.6			20.6			47.7			41.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	52	239		22	272	21		39		240	234	0

Lanes, Volumes, Timings  
 7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	99	337		61	378	50		93		#530	#518	52
Internal Link Dist (ft)		1282			3900			2683			3251	
Turn Bay Length (ft)	200			200		450				275		
Base Capacity (vph)	563	1848		290	1851	1186		299		448	450	871
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.30	0.47		0.12	0.50	0.56		0.23		0.82	0.80	0.27

Intersection Summary

Area Type: Other  
 Cycle Length: 125  
 Actuated Cycle Length: 100.5  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 28.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220

Ø1 20 s	Ø2 55 s	Ø4 20 s	Ø8 30 s
Ø5 20 s	Ø6 55 s		



Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1399	0	8	1608	0	1
Future Volume (vph)	1399	0	8	1608	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.142			
Satd. Flow (perm)	3539	0	265	3539	1611	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					92	
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1521	0	9	1748	1	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	200.0		200.0	200.0	40.5	
Total Split (s)	200.0		200.0	200.0	40.5	
Total Split (%)	83.2%		83.2%	83.2%	16.8%	
Maximum Green (s)	194.5		194.5	194.5	35.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5	-1.5	-1.5	
Total Lost Time (s)	4.0		4.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Max		Max	Max	Ped	
Walk Time (s)					7.0	
Flash Dont Walk (s)					28.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	196.0		196.0	196.0	36.5	
Actuated g/C Ratio	0.81		0.81	0.81	0.15	
v/c Ratio	0.53		0.04	0.61	0.00	
Control Delay	8.0		4.8	9.2	0.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	8.0		4.8	9.2	0.0	
LOS	A		A	A	A	
Approach Delay	8.0			9.2		
Approach LOS	A			A		
Queue Length 50th (ft)	375		3	486	0	

Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	406		7	523	0	
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			
Base Capacity (vph)	2884		215	2884	322	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.53		0.04	0.61	0.00	

Intersection Summary

Area Type:	Other
Cycle Length:	240.5
Actuated Cycle Length:	240.5
Natural Cycle:	245
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization	55.3%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 8: Paul Armstrong Park & CR 220

	
200 s	40.5 s
	
200 s	



Lanes, Volumes, Timings  
9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1185	152	116	1491	146	69
Future Volume (vph)	1185	152	116	1491	146	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	3479	0	1770	3539	1724	0
Flt Permitted			0.131		0.967	
Satd. Flow (perm)	3479	0	244	3539	1724	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	29				23	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1453	0	126	1621	234	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	6			2	4	
Permitted Phases			2			
Detector Phase	6		2	2	4	
Switch Phase						
Minimum Initial (s)	30.0		30.0	30.0	6.0	
Minimum Split (s)	36.8		36.8	36.8	12.9	
Total Split (s)	70.0		70.0	70.0	30.0	
Total Split (%)	70.0%		70.0%	70.0%	30.0%	
Maximum Green (s)	63.2		63.2	63.2	23.1	
Yellow Time (s)	4.8		4.8	4.8	3.4	
All-Red Time (s)	2.0		2.0	2.0	3.5	
Lost Time Adjust (s)	-2.8		-2.8	-2.8	-2.9	
Total Lost Time (s)	4.0		4.0	4.0	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				30.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	56.5		56.5	56.5	18.9	
Actuated g/C Ratio	0.67		0.67	0.67	0.23	
v/c Ratio	0.62		0.77	0.68	0.58	
Control Delay	9.1		45.0	10.3	34.3	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	9.1		45.0	10.3	34.3	
LOS	A		D	B	C	
Approach Delay	9.1			12.8	34.3	
Approach LOS	A			B	C	
Queue Length 50th (ft)	192		39	236	114	

Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	313		#177	382	191	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			
Base Capacity (vph)	2722		190	2762	581	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.53		0.66	0.59	0.40	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 83.9  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 12.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 84.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Heritage Farms Blvd & CR 220





Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1246	33	171	1625	16	30	1	73	17	0	7
Future Volume (vph)	11	1246	33	171	1625	16	30	1	73	17	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	1770	3536	0	0	1777	1583	0	1770	1583
Flt Permitted	0.095			0.117				0.719			0.735	
Satd. Flow (perm)	177	3525	0	218	3536	0	0	1339	1583	0	1369	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1				96			96
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2785			1330				705
Travel Time (s)		28.5			42.2			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1390	0	186	1783	0	0	34	79	0	18	8
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	6.0	22.0		6.0	22.0		6.0	6.0	6.0	1.0	1.0	1.0
Minimum Split (s)	12.8	36.8		12.8	30.0		20.0	20.0	20.0	12.0	12.0	12.0
Total Split (s)	20.0	60.0		20.0	60.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	16.7%	50.0%		16.7%	50.0%		33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	13.2	53.2		13.2	53.2		33.5	33.5	33.5	34.0	34.0	34.0
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.1	3.1	3.1	2.0	2.0	2.0
Lost Time Adjust (s)	-2.8	-2.8		-2.8	-2.8			-2.5	-2.5		-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)		23.0			27.0		44.0	44.0	44.0			
Pedestrian Calls (#/hr)		0			0		0	0	0			
Act Effct Green (s)	56.1	47.0		63.6	62.6			10.3	10.3		10.0	10.0
Actuated g/C Ratio	0.71	0.60		0.81	0.79			0.13	0.13		0.13	0.13
v/c Ratio	0.04	0.66		0.44	0.64			0.20	0.27		0.10	0.03
Control Delay	3.1	13.8		9.0	7.1			37.6	8.7		36.2	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	3.1	13.8		9.0	7.1			37.6	8.7		36.2	0.1
LOS	A	B		A	A			D	A		D	A
Approach Delay		13.7			7.3			17.4			25.1	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	238		17	157			15	0		8	0

Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	4	366		72	456			49	31		31	0
Internal Link Dist (ft)		1800			2705			1250			625	
Turn Bay Length (ft)	260			220					50			50
Base Capacity (vph)	472	2621		499	2807			628	793		642	793
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	0.03	0.53		0.37	0.64			0.05	0.10		0.03	0.01

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	78.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization:	68.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220





Lanes, Volumes, Timings  
 11: Indian River Dr/Lakeshore Dr W & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	1218	5	7	1793	125	1	0	7	62	0	80
Future Volume (vph)	68	1218	5	7	1793	125	1	0	7	62	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3536	0	1770	3504	0	0	1629	0	0	1685	0
Flt Permitted	0.950			0.950				0.994			0.979	
Satd. Flow (perm)	1770	3536	0	1770	3504	0	0	1629	0	0	1685	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2785			474			444			912	
Travel Time (s)		42.2			7.2			6.7			13.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1329	0	8	2085	0	0	9	0	0	154	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.2%
ICU Level of Service	D
Analysis Period (min)	15

Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑		↙	↑↑	↙	↙
Traffic Volume (vph)	1146	135	26	1844	95	12
Future Volume (vph)	1146	135	26	1844	95	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	250		0	50
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3483	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3483	0	1770	3539	1770	1583
Link Speed (mph)	45			45	45	
Link Distance (ft)	474			4021	366	
Travel Time (s)	7.2			60.9	5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1393	0	28	2004	103	13
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.9%			ICU Level of Service B		
Analysis Period (min)	15					



Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	1041	29	71	1773	161	81	59	41	113	45	91
Future Volume (vph)	129	1041	29	71	1773	161	81	59	41	113	45	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	0		0	200		200
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	1770	3539	1583	0	1765	0	1770	1863	1583
Flt Permitted	0.038			0.186				0.833		0.488		
Satd. Flow (perm)	71	3525	0	346	3539	1583	0	1504	0	909	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				118		7				99
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		4021			3260			776			953	
Travel Time (s)		60.9			49.4			11.8			14.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	1164	0	77	1927	175	0	197	0	123	49	99
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		8
Detector Phase	1	6		5	2	2	4	4		3	8	8
Switch Phase												
Minimum Initial (s)	6.0	18.0		6.0	18.0	18.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	15.0	25.0		15.0	25.0	25.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	22.0	105.0		19.0	102.0	102.0	31.0	31.0		15.0	46.0	46.0
Total Split (%)	12.9%	61.8%		11.2%	60.0%	60.0%	18.2%	18.2%		8.8%	27.1%	27.1%
Maximum Green (s)	15.2	98.2		12.2	95.2	95.2	23.1	23.1		8.3	38.1	38.1
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	4.2	4.2		3.0	4.2	4.2
Lost Time Adjust (s)	-2.8	-2.8		-2.8	-2.8	-2.8		-3.9		-2.7	-3.9	-3.9
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	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
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0									7.0	7.0
Flash Dont Walk (s)		8.0									35.0	35.0
Pedestrian Calls (#/hr)		0									0	0
Act Effct Green (s)	120.3	106.1		111.4	100.9	100.9		26.1		41.3	41.3	41.3
Actuated g/C Ratio	0.71	0.62		0.66	0.59	0.59		0.15		0.24	0.24	0.24
v/c Ratio	0.67	0.53		0.24	0.92	0.18		0.83		0.44	0.11	0.22
Control Delay	56.9	19.2		9.9	39.6	6.0		95.0		57.8	50.5	9.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	56.9	19.2		9.9	39.6	6.0		95.0		57.8	50.5	9.4
LOS	E	B		A	D	A		F		E	D	A
Approach Delay		23.2			35.8			95.0			38.8	
Approach LOS		C			D			F			D	
Queue Length 50th (ft)	100	371		25	1008	27		208		112	43	0

Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	181	441		43	1152	65		#341		176	82	51
Internal Link Dist (ft)		3941			3180			696			873	
Turn Bay Length (ft)	230			215		215				200		200
Base Capacity (vph)	230	2202		361	2100	987		244		278	460	465
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.61	0.53		0.21	0.92	0.18		0.81		0.44	0.11	0.21

Intersection Summary

Area Type: Other  
 Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 159 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 34.8 Intersection LOS: C  
 Intersection Capacity Utilization 82.9% ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Canova Road/Lakeshore Drive & CR 220

Ø1 22 s	Ø2 (R) 102 s	Ø3 15 s	Ø4 31 s
Ø5 19 s	Ø6 (R) 105 s	Ø8 46 s	



## **Appendix I:**

### 2040 Synchro Analysis Results

Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	391	556	213	340	489	229
Future Volume (vph)	391	556	213	340	489	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.365				0.950	
Satd. Flow (perm)	680	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				370		249
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	425	604	232	370	532	249
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	16.0	39.5	23.5	23.5	30.5	16.0
Total Split (%)	22.9%	56.4%	33.6%	33.6%	43.6%	22.9%
Maximum Green (s)	10.5	34.0	18.0	18.0	25.0	10.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	29.5	29.5	13.5	13.5	25.1	41.1
Actuated g/C Ratio	0.45	0.45	0.21	0.21	0.38	0.63
v/c Ratio	0.89	0.72	0.61	0.60	0.79	0.23
Control Delay	37.1	20.4	30.6	7.3	29.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	20.4	30.6	7.3	29.6	1.6
LOS	D	C	C	A	C	A
Approach Delay		27.3	16.3		20.7	
Approach LOS		C	B		C	
Queue Length 50th (ft)	117	186	85	0	186	0



Lanes, Volumes, Timings  
1: CR 218 & Henley Road

03/27/2019

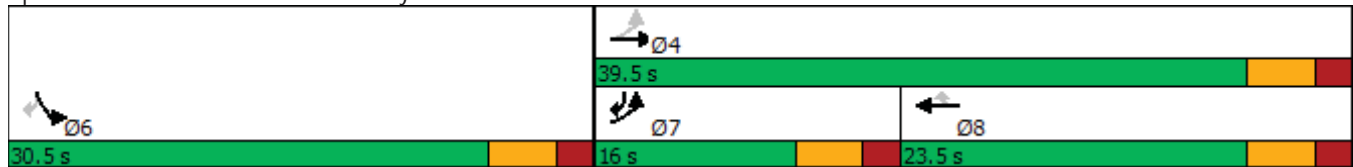


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#256	295	148	60	#374	25
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	480	967	512	703	676	1085
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.62	0.45	0.53	0.79	0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 65.6  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 22.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.7%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: CR 218 & Henley Road



## Lanes, Volumes, Timings

### 2: Henley Road & Sandridge Road

03/27/2019



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	229	285	0	609	371	313	369
Future Volume (vph)	229	285	0	609	371	313	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	150		330	250	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	1583	1863	3539	1583	1770	3539
Flt Permitted	0.950					0.267	
Satd. Flow (perm)	1770	1583	1863	3539	1583	497	3539
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		91			226		
Link Speed (mph)	45			45			45
Link Distance (ft)	970			5829			11447
Travel Time (s)	14.7			88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	249	310	0	662	403	340	401
Turn Type	Prot	pm+ov	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3	1		2	3	1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	2	2	3	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	23.5	23.5	10.5	10.5	23.5
Total Split (s)	16.0	14.0	25.0	25.0	16.0	14.0	39.0
Total Split (%)	29.1%	25.5%	45.5%	45.5%	29.1%	25.5%	70.9%
Maximum Green (s)	10.5	8.5	19.5	19.5	10.5	8.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag		Lead	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			11.0	11.0			11.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	10.1	23.9		19.7	35.3	33.5	33.5
Actuated g/C Ratio	0.18	0.44		0.36	0.65	0.61	0.61
v/c Ratio	0.76	0.42		0.52	0.37	0.68	0.18
Control Delay	39.3	9.2		15.7	2.9	13.7	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	39.3	9.2		15.7	2.9	13.7	4.9
LOS	D	A		B	A	B	A
Approach Delay	22.6			10.9			9.0
Approach LOS	C			B			A
Queue Length 50th (ft)	77	43		87	19	46	25



# Lanes, Volumes, Timings

## 2: Henley Road & Sandridge Road

03/27/2019



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#173	93		131	46	#92	41
Internal Link Dist (ft)	890			5749			11367
Turn Bay Length (ft)	200				330	250	
Base Capacity (vph)	340	748		1277	1113	503	2172
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.73	0.41		0.52	0.36	0.68	0.18

### Intersection Summary

Area Type: Other  
 Cycle Length: 55  
 Actuated Cycle Length: 54.6  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 13.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 60.6%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

### Splits and Phases: 2: Henley Road & Sandridge Road



### Lanes, Volumes, Timings 3: Henley Road & Russell Road

03/27/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	438	946	35	394	427
Future Volume (vph)	48	438	946	35	394	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.135	
Satd. Flow (perm)	1770	1583	3539	1583	251	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		433		34		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			7053
Travel Time (s)	18.9		173.4			106.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	476	1028	38	428	464
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.6	23.6	33.4	33.4	23.0	56.4
Total Split (%)	29.5%	29.5%	41.8%	41.8%	28.8%	70.5%
Maximum Green (s)	18.1	18.1	27.9	27.9	17.5	50.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
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)	9.9	9.9	29.7	29.7	51.1	51.1
Actuated g/C Ratio	0.14	0.14	0.41	0.41	0.71	0.71
v/c Ratio	0.21	0.81	0.71	0.06	0.83	0.19
Control Delay	28.7	16.1	22.6	7.2	30.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	16.1	22.6	7.2	30.8	4.3
LOS	C	B	C	A	C	A
Approach Delay	17.3		22.0			17.0
Approach LOS	B		C			B
Queue Length 50th (ft)	21	17	190	1	105	25



Lanes, Volumes, Timings  
 3: Henley Road & Russell Road

03/27/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	50	108	#327	20	#308	65
Internal Link Dist (ft)	1168		11367			6973
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	446	722	1455	671	548	2508
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.66	0.71	0.06	0.78	0.19

Intersection Summary






















Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 72.1  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 19.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Henley Road & Russell Road



Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019

												
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	40	427	229	369	418	785	113	291	49	261	338	66
Future Volume (vph)	40	427	229	369	418	785	113	291	49	261	338	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0	250		300	320		0	260	0	
Storage Lanes		1	0	1		1	1		0	1	1	
Taper Length (ft)		50		50			50			50		
Satd. Flow (prot)	1770	1709	0	1770	3539	1583	1770	3461	0	1770	1583	0
Flt Permitted	0.950	0.968		0.342			0.490			0.110		
Satd. Flow (perm)	1770	1709	0	637	3539	1583	913	3461	0	205	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		232				397		15			180	
Link Speed (mph)		45			45			45		45		
Link Distance (ft)		1297			7053			1660		4885		
Travel Time (s)		19.7			106.9			25.2		74.0		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	713	0	401	454	853	123	369	0	284	439	0
Turn Type	Prot	Prot		pm+pt	NA	Perm	pm+pt	NA		pm+pt	Prot	
Protected Phases	7	4		5	2		1	6		3	8	
Permitted Phases				2		2	6			8		
Detector Phase	7	4		5	2	2	1	6		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	23.5		12.0	23.5	23.5	12.0	23.5		23.5	23.5	
Total Split (s)	12.0	35.0		27.0	44.5	44.5	12.0	29.5		23.5	46.5	
Total Split (%)	10.4%	30.4%		23.5%	38.7%	38.7%	10.4%	25.7%		20.4%	40.4%	
Maximum Green (s)	6.5	29.5		21.5	39.0	39.0	6.5	24.0		18.0	41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max	Max	None	Max		None	None	
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)	6.3	29.5		51.0	39.0	39.0	31.5	25.0		51.8	42.3	
Actuated g/C Ratio	0.06	0.26		0.45	0.34	0.34	0.28	0.22		0.46	0.37	
v/c Ratio	0.44	1.16		0.82	0.37	1.06	0.41	0.48		0.88	0.63	
Control Delay	66.8	116.3		38.3	29.5	70.1	26.5	40.1		56.4	21.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.8	116.3		38.3	29.5	70.1	26.5	40.1		56.4	21.9	
LOS	E	F		D	C	E	C	D		E	C	
Approach Delay		113.5			51.8			36.7		35.4		
Approach LOS		F			D			D		D		
Queue Length 50th (ft)	31	-494		209	133	-491	53	122		155	159	



Lanes, Volumes, Timings  
4: Henley Road & CR 220

03/27/2019



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Queue Length 95th (ft)	70	#729		#302	179	#738	92	172		#299	275	
Internal Link Dist (ft)		1217			6973			1580		4805		
Turn Bay Length (ft)	300	300		250		300	320			260		
Base Capacity (vph)	101	614		499	1213	803	301	773		340	703	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.43	1.16		0.80	0.37	1.06	0.41	0.48		0.84	0.62	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 113.8

Natural Cycle: 115

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 59.3

Intersection LOS: E

Intersection Capacity Utilization 100.5%

ICU Level of Service G

Analysis Period (min) 15

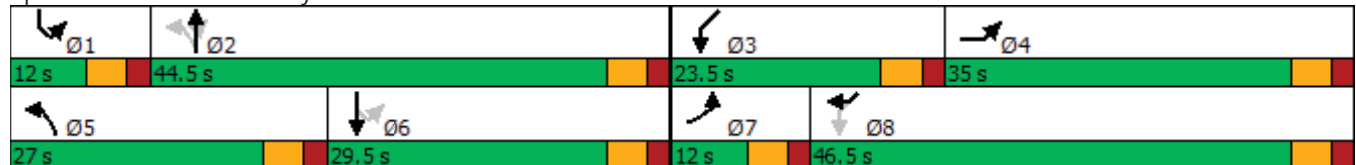
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Henley Road & CR 220



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

03/27/2019



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	669	828	4	485	308	360	335
Future Volume (vph)	669	828	4	485	308	360	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	3539	1770	3334	0	1770	1583
Flt Permitted	0.171		0.316			0.950	
Satd. Flow (perm)	319	3539	589	3334	0	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)				178			58
Link Speed (mph)		45		45		45	
Link Distance (ft)		939		5738		940	
Travel Time (s)		14.2		86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	727	900	4	862	0	391	364
Turn Type	pm+pt	NA	Perm	NA		Prot	pm+ov
Protected Phases	7	4		8		1	7
Permitted Phases	4		8				1
Detector Phase	7	4	8	8		1	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5		10.5	10.5
Total Split (s)	29.6	53.1	23.5	23.5		21.9	29.6
Total Split (%)	39.5%	70.8%	31.3%	31.3%		29.2%	39.5%
Maximum Green (s)	24.1	47.6	18.0	18.0		16.4	24.1
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lead		Lag	Lag			Lead
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None		None	None
Walk Time (s)		7.0	7.0	7.0			
Flash Dont Walk (s)		11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0	0	0			
Act Effct Green (s)	47.5	47.5	17.9	17.9		16.4	46.0
Actuated g/C Ratio	0.63	0.63	0.24	0.24		0.22	0.61
v/c Ratio	1.09	0.40	0.03	0.92		1.01	0.37
Control Delay	82.0	7.4	22.8	39.5		80.7	7.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	82.0	7.4	22.8	39.5		80.7	7.2
LOS	F	A	C	D		F	A
Approach Delay		40.7		39.4		45.2	
Approach LOS		D		D		D	
Queue Length 50th (ft)	~337	94	1	166		~186	61



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

03/27/2019

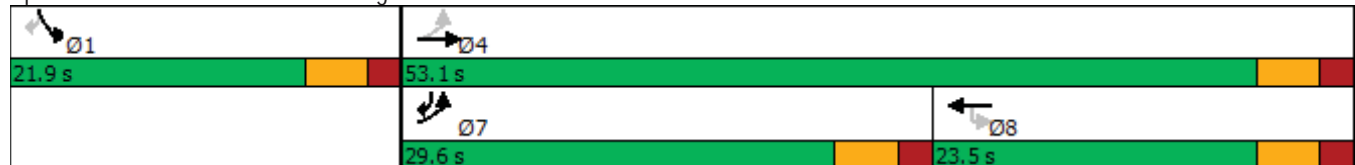


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#544	127	9	#281		#356	108
Internal Link Dist (ft)		859		5658		860	
Turn Bay Length (ft)	580		200				
Base Capacity (vph)	668	2248	141	936		387	994
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	1.09	0.40	0.03	0.92		1.01	0.37

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	74.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	41.4
Intersection LOS:	D
Intersection Capacity Utilization	94.0%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: CR 220 & Knight Boxx Rd



Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

03/27/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↙
Traffic Volume (vph)	4	1417	754	1	138	88
Future Volume (vph)	4	1417	754	1	138	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted		0.953			0.950	
Satd. Flow (perm)	0	3373	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						96
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1544	821	0	150	96
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases		4	8			
Permitted Phases	4				6	6
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	23.5	23.5		23.5	23.5
Total Split (s)	36.0	36.0	36.0		24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%		40.0%	40.0%
Maximum Green (s)	30.5	30.5	30.5		18.5	18.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Max	Max
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)		30.0	30.0		18.5	18.5
Actuated g/C Ratio		0.50	0.50		0.31	0.31
v/c Ratio		0.91	0.46		0.27	0.17
Control Delay		23.5	10.6		17.3	5.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		23.5	10.6		17.3	5.0
LOS		C	B		B	A
Approach Delay		23.5	10.6		12.5	
Approach LOS		C	B		B	
Queue Length 50th (ft)		245	92		41	0
Queue Length 95th (ft)		#403	131		80	27
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						



Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

03/27/2019

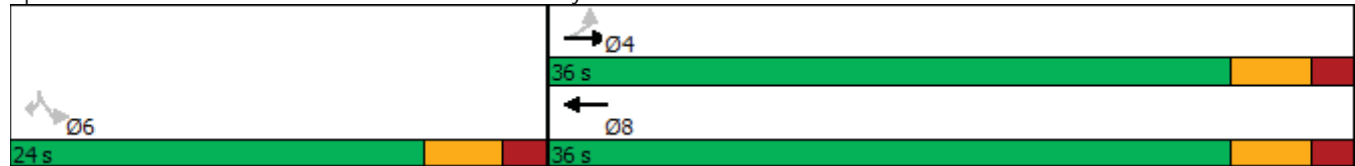


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		1729	1814		550	558
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.89	0.45		0.27	0.17

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 59.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 18.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.8%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary



Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	1090	27	45	651	683	72	57	38	723	30	262
Future Volume (vph)	340	1090	27	45	651	683	72	57	38	723	30	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		0	275		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3525	0	1770	3539	1583	0	1767	0	1681	1692	1583
Flt Permitted	0.950			0.950				0.133		0.950	0.956	
Satd. Flow (perm)	3433	3525	0	1770	3539	1583	0	240	0	1681	1692	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				742		17				285
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1362			3980			2763				3331
Travel Time (s)		20.6			60.3			41.9				50.5
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
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	370	1214	0	49	708	742	0	181	0	409	410	285
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Split	NA	pm+ov
Protected Phases	7	4		3	8			2		6	6	7
Permitted Phases						8	2					6
Detector Phase	7	4		3	8	8	2	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5		23.5	23.5	10.5
Total Split (s)	10.5	24.0		10.5	24.0	24.0	27.0	27.0		23.5	23.5	10.5
Total Split (%)	12.4%	28.2%		12.4%	28.2%	28.2%	31.8%	31.8%		27.6%	27.6%	12.4%
Maximum Green (s)	5.0	18.5		5.0	18.5	18.5	21.5	21.5		18.0	18.0	5.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?	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
Recall Mode	None	None		None	None	None	Max	Max		None	None	None
Walk Time (s)		7.0			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	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	5.0	22.7		5.0	18.5	18.5		21.5		18.0	18.0	28.5
Actuated g/C Ratio	0.06	0.27		0.06	0.22	0.22		0.25		0.21	0.21	0.34
v/c Ratio	1.84	1.29		0.47	0.92	0.80		2.48		1.15	1.15	0.40
Control Delay	423.7	167.2		54.1	51.7	10.4		723.2		129.1	126.5	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	423.7	167.2		54.1	51.7	10.4		723.2		129.1	126.5	4.5
LOS	F	F		D	D	B		F		F	F	A
Approach Delay		227.1			31.3			723.2			96.0	
Approach LOS		F			C			F			F	
Queue Length 50th (ft)	-156	-496		26	195	0		-158		-273	-273	0



Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#241	#626		#68	#301	#127		#258		#455	#455	51
Internal Link Dist (ft)		1282			3900			2683			3251	
Turn Bay Length (ft)	200			200		450				275		
Base Capacity (vph)	201	943		104	770	925		73		355	358	720
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	1.84	1.29		0.47	0.92	0.80		2.48		1.15	1.15	0.40

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Natural Cycle: 85  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.48  
 Intersection Signal Delay: 147.3  
 Intersection LOS: F  
 Intersection Capacity Utilization 76.4%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220

27 s	23.5 s	10.5 s	24 s
		10.5 s	24 s

Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1829	0	6	1350	0	0
Future Volume (vph)	1829	0	6	1350	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3539	0	1770	3539	1863	0
Flt Permitted			0.089			
Satd. Flow (perm)	3539	0	166	3539	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1988	0	7	1467	0	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	51.0		51.0	51.0	24.0	
Total Split (%)	68.0%		68.0%	68.0%	32.0%	
Maximum Green (s)	45.5		45.5	45.5	18.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	45.1		45.1	45.1		
Actuated g/C Ratio	0.60		0.60	0.60		
v/c Ratio	0.93		0.07	0.69		
Control Delay	23.1		8.2	12.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	23.1		8.2	12.1		
LOS	C		A	B		
Approach Delay	23.1			12.0		
Approach LOS	C			B		
Queue Length 50th (ft)	390		1	215		



Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

03/27/2019

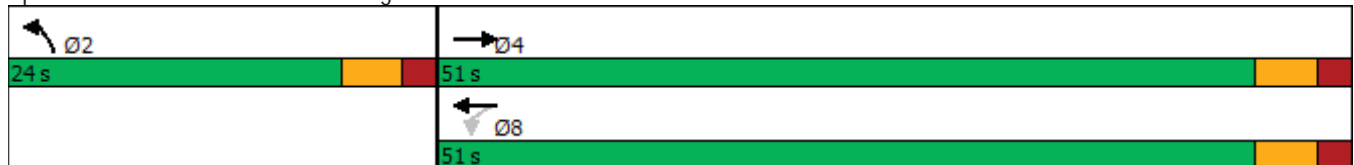


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#608		7	285		
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			
Base Capacity (vph)	2157		101	2157		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.92		0.07	0.68		

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 74.6  
 Natural Cycle: 75  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 18.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.1%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Paul Armstrong Park & CR 220



Lanes, Volumes, Timings  
9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1865	68	65	1075	174	119
Future Volume (vph)	1865	68	65	1075	174	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3522	0	1770	3539	1709	0
Flt Permitted			0.070		0.971	
Satd. Flow (perm)	3522	0	130	3539	1709	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				15	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2101	0	71	1168	318	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	64.0		64.0	64.0	26.0	
Total Split (%)	71.1%		71.1%	71.1%	28.9%	
Maximum Green (s)	58.5		58.5	58.5	20.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	57.1		57.1	57.1	20.5	
Actuated g/C Ratio	0.64		0.64	0.64	0.23	
v/c Ratio	0.93		0.86	0.51	0.78	
Control Delay	22.5		86.8	9.3	46.1	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	22.5		86.8	9.3	46.1	
LOS	C		F	A	D	
Approach Delay	22.5			13.7	46.1	
Approach LOS	C			B	D	
Queue Length 50th (ft)	484		28	162	164	



Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#658		#73	209	#297	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			
Base Capacity (vph)	2330		85	2339	407	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.90		0.84	0.50	0.78	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 88.6  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 21.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Heritage Farms Blvd & CR 220



Lanes, Volumes, Timings

10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1885	163	115	1018	1	136	0	210	7	3	14
Future Volume (vph)	6	1885	163	115	1018	1	136	0	210	7	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3497	0	1770	3539	0	0	1770	1583	0	1798	1583
Flt Permitted	0.233			0.051				0.750			0.817	
Satd. Flow (perm)	434	3497	0	95	3539	0	0	1397	1583	0	1522	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15							87			79
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2774			1330				705
Travel Time (s)		28.5			42.0			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	2226	0	125	1108	0	0	148	228	0	11	15
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	10.5	23.5		10.5	23.5		23.5	23.5	23.5	23.5		23.5
Total Split (s)	10.6	74.0		11.6	75.0		24.4	24.4	24.4	24.4		24.4
Total Split (%)	9.6%	67.3%		10.5%	68.2%		22.2%	22.2%	22.2%	22.2%		22.2%
Maximum Green (s)	5.1	68.5		6.1	69.5		18.9	18.9	18.9	18.9		18.9
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5			5.5	5.5			5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	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		Max	Max	Max	Max		Max
Walk Time (s)		7.0			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		11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0		0
Act Effct Green (s)	73.6	68.5		79.2	78.0			18.9	18.9			18.9
Actuated g/C Ratio	0.67	0.62		0.72	0.71			0.17	0.17			0.17
v/c Ratio	0.02	1.02		0.78	0.44			0.62	0.66			0.04
Control Delay	4.3	45.8		51.2	7.9			54.5	36.3			38.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	4.3	45.8		51.2	7.9			54.5	36.3			38.7
LOS	A	D		D	A			D	D			D
Approach Delay		45.7			12.3			43.4				16.5
Approach LOS		D			B			D				B
Queue Length 50th (ft)	1	-877		39	141			98	93			7



Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

03/27/2019

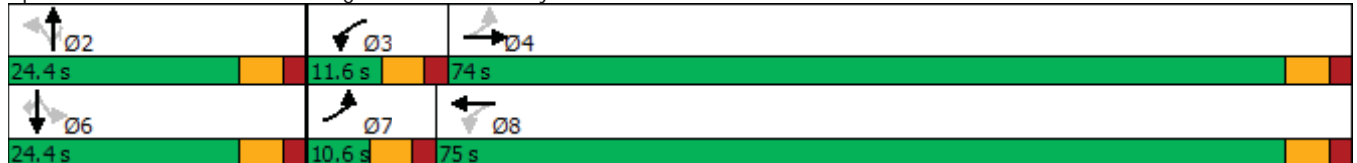


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	5	#1017		#144	253			168	180		23	0
Internal Link Dist (ft)		1800			2694			1250			625	
Turn Bay Length (ft)	260			220					50			50
Base Capacity (vph)	352	2183		161	2509			240	344		261	337
Starvation Cap Reductn	0	0		0	0			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	0.02	1.02		0.78	0.44			0.62	0.66		0.04	0.04

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Natural Cycle: 110  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 34.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 91.6%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220



Lanes, Volumes, Timings  
 11: Indian River Dr/Lakeshore Dr W & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1968	4	0	1122	51	16	0	6	101	0	69
Future Volume (vph)	52	1968	4	0	1122	51	16	0	6	101	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3539	0	1863	3518	0	0	1729	0	0	1709	0
Flt Permitted	0.950							0.966			0.971	
Satd. Flow (perm)	1770	3539	0	1863	3518	0	0	1729	0	0	1709	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2774			528			233			638	
Travel Time (s)		42.0			8.0			3.5			9.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	2143	0	0	1275	0	0	24	0	0	185	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.7%
ICU Level of Service	C
Analysis Period (min)	15



Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

03/27/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑		↙	↑↑	↙	↙
Traffic Volume (vph)	1879	203	10	961	203	109
Future Volume (vph)	1879	203	10	961	203	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	250		0	50
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Satd. Flow (prot)	3486	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3486	0	1770	3539	1770	1583
Link Speed (mph)	45			45	45	
Link Distance (ft)	528			3969	448	
Travel Time (s)	8.0			60.1	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2263	0	11	1045	221	118
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.3%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings  
13: Canova Road/Lakeshore Drive & CR 220

03/27/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Future Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	0		0	200		200
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3511	0	1770	3539	1583	0	1708	0	1770	1863	1583
Flt Permitted	0.264			0.053				0.864		0.375		
Satd. Flow (perm)	492	3511	0	99	3539	1583	0	1500	0	699	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				140		33				62
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		3969			1012			776			953	
Travel Time (s)		60.1			15.3			11.8			14.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	2227	0	123	812	140	0	304	0	216	80	20
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5		10.5	23.5	23.5
Total Split (s)	15.4	84.0		11.0	79.6	79.6	33.0	33.0		12.0	45.0	45.0
Total Split (%)	11.0%	60.0%		7.9%	56.9%	56.9%	23.6%	23.6%		8.6%	32.1%	32.1%
Maximum Green (s)	9.9	78.5		5.5	74.1	74.1	27.5	27.5		6.5	39.5	39.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	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
Recall Mode	None	None		None	None	None	Max	Max		None	Max	Max
Walk Time (s)		7.0			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	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0			0	0
Act Effct Green (s)	87.6	78.5		80.4	74.9	74.9		27.5		39.5	39.5	39.5
Actuated g/C Ratio	0.63	0.56		0.57	0.54	0.54		0.20		0.28	0.28	0.28
v/c Ratio	0.36	1.13		1.01	0.43	0.15		0.95		0.88	0.15	0.04
Control Delay	12.6	95.6		114.1	20.7	2.9		87.7		78.4	38.7	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	12.6	95.6		114.1	20.7	2.9		87.7		78.4	38.7	0.2
LOS	B	F		F	C	A		F		E	D	A
Approach Delay		90.7			29.0			87.7			63.4	
Approach LOS		F			C			F			E	
Queue Length 50th (ft)	47	~1236		~64	230	0		250		162	55	0



Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

03/27/2019

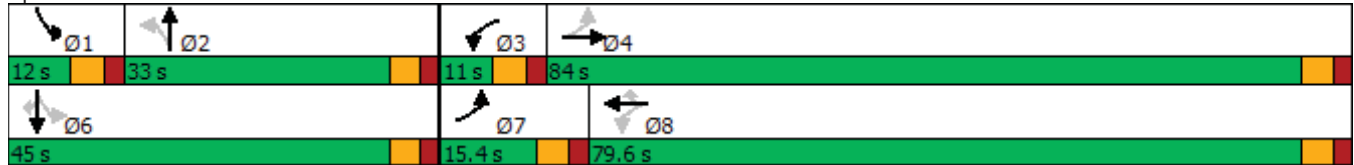


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	76	#1369		#202	282	33		#436		#306	99	0
Internal Link Dist (ft)		3889			932			696			873	
Turn Bay Length (ft)	230			215		215				200		200
Base Capacity (vph)	401	1971		122	1892	911		321		246	525	491
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.35	1.13		1.01	0.43	0.15		0.95		0.88	0.15	0.04

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Natural Cycle: 140  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.13  
 Intersection Signal Delay: 72.0 Intersection LOS: E  
 Intersection Capacity Utilization 106.1% ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Canova Road/Lakeshore Drive & CR 220



Lanes, Volumes, Timings  
1: CR 218 & Henley Road

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↗	↖	↖	↖
Traffic Volume (vph)	391	556	213	340	489	229
Future Volume (vph)	391	556	213	340	489	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.365				0.950	
Satd. Flow (perm)	680	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				370		249
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	425	604	232	370	532	249
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	16.0	39.5	23.5	23.5	30.5	16.0
Total Split (%)	22.9%	56.4%	33.6%	33.6%	43.6%	22.9%
Maximum Green (s)	10.5	34.0	18.0	18.0	25.0	10.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	29.5	29.5	13.5	13.5	25.1	41.1
Actuated g/C Ratio	0.45	0.45	0.21	0.21	0.38	0.63
v/c Ratio	0.89	0.72	0.61	0.60	0.79	0.23
Control Delay	37.1	20.4	30.6	7.3	29.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	20.4	30.6	7.3	29.6	1.6
LOS	D	C	C	A	C	A
Approach Delay		27.3	16.3		20.7	
Approach LOS		C	B		C	
Queue Length 50th (ft)	117	186	85	0	186	0



# Lanes, Volumes, Timings

## 1: CR 218 & Henley Road

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#256	295	148	60	#374	25
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	480	967	512	703	676	1085
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.62	0.45	0.53	0.79	0.23

### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 22.4

Intersection LOS: C

Intersection Capacity Utilization 73.7%

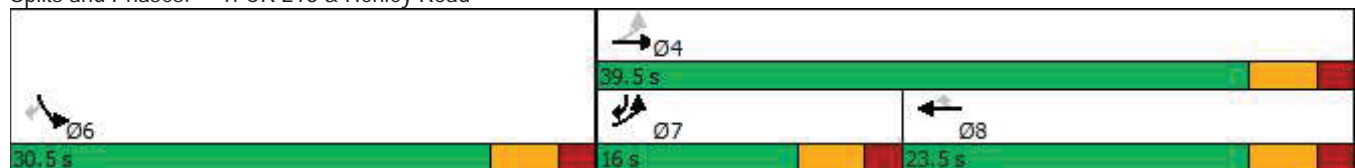
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

### Splits and Phases: 1: CR 218 & Henley Road



## Lanes, Volumes, Timings

### 2: Henley Road & Sandridge Road

04/01/2019



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	229	285	0	609	371	313	369
Future Volume (vph)	229	285	0	609	371	313	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	150		330	250	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	1583	1863	3539	1583	1770	3539
Flt Permitted	0.950					0.267	
Satd. Flow (perm)	1770	1583	1863	3539	1583	497	3539
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		91			226		
Link Speed (mph)	45			45			45
Link Distance (ft)	970			5829			11447
Travel Time (s)	14.7			88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	249	310	0	662	403	340	401
Turn Type	Prot	pm+ov	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3	1		2	3	1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	2	2	3	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	23.5	23.5	10.5	10.5	23.5
Total Split (s)	16.0	14.0	25.0	25.0	16.0	14.0	39.0
Total Split (%)	29.1%	25.5%	45.5%	45.5%	29.1%	25.5%	70.9%
Maximum Green (s)	10.5	8.5	19.5	19.5	10.5	8.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag		Lead	Lag	Lag		Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			11.0	11.0			11.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	10.1	23.9		19.7	35.3	33.5	33.5
Actuated g/C Ratio	0.18	0.44		0.36	0.65	0.61	0.61
v/c Ratio	0.76	0.42		0.52	0.37	0.68	0.18
Control Delay	39.3	9.2		15.7	2.9	13.7	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	39.3	9.2		15.7	2.9	13.7	4.9
LOS	D	A		B	A	B	A
Approach Delay	22.6			10.9			9.0
Approach LOS	C			B			A
Queue Length 50th (ft)	77	43		87	19	46	25



# Lanes, Volumes, Timings

## 2: Henley Road & Sandridge Road

04/01/2019

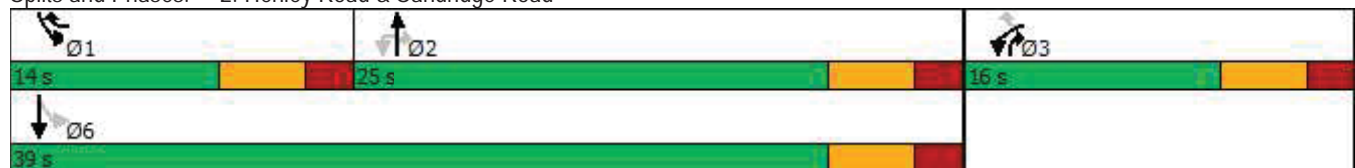


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#173	93		131	46	#92	41
Internal Link Dist (ft)	890			5749			11367
Turn Bay Length (ft)	200				330	250	
Base Capacity (vph)	340	748		1277	1113	503	2172
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.73	0.41		0.52	0.36	0.68	0.18

### Intersection Summary

Area Type: Other  
 Cycle Length: 55  
 Actuated Cycle Length: 54.6  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 13.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 60.6%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

### Splits and Phases: 2: Henley Road & Sandridge Road



### Lanes, Volumes, Timings 3: Henley Road & Russell Road

04/01/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	438	946	35	394	427
Future Volume (vph)	48	438	946	35	394	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.135	
Satd. Flow (perm)	1770	1583	3539	1583	251	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		433		34		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			6637
Travel Time (s)	18.9		173.4			100.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	476	1028	38	428	464
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.6	23.6	33.4	33.4	23.0	56.4
Total Split (%)	29.5%	29.5%	41.8%	41.8%	28.8%	70.5%
Maximum Green (s)	18.1	18.1	27.9	27.9	17.5	50.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
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)	9.9	9.9	29.7	29.7	51.1	51.1
Actuated g/C Ratio	0.14	0.14	0.41	0.41	0.71	0.71
v/c Ratio	0.21	0.81	0.71	0.06	0.83	0.19
Control Delay	28.7	16.1	22.6	7.2	30.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	16.1	22.6	7.2	30.8	4.3
LOS	C	B	C	A	C	A
Approach Delay	17.3		22.0			17.0
Approach LOS	B		C			B
Queue Length 50th (ft)	21	17	190	1	105	25

# Lanes, Volumes, Timings

## 3: Henley Road & Russell Road

04/01/2019

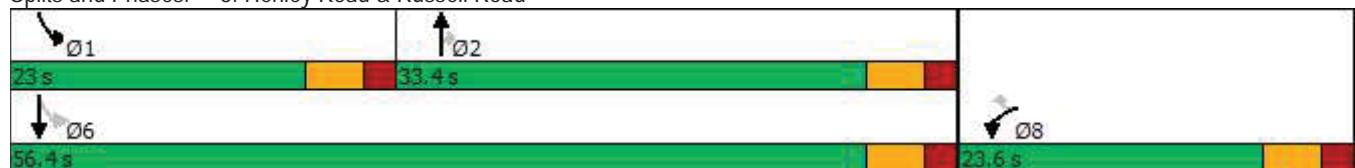


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	50	108	#327	20	#308	65
Internal Link Dist (ft)	1168		11367			6557
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	446	722	1455	671	548	2508
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.66	0.71	0.06	0.78	0.19

### Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 72.1  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 19.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.













### Splits and Phases: 3: Henley Road & Russell Road





Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑	↑	↑↑	↑↑	↑	↑↑	
Traffic Volume (vph)	0	427	0	0	599	66	369	458	785	113	291	49
Future Volume (vph)	0	427	0	0	599	66	369	458	785	113	291	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	260		260	175		175	320		0
Storage Lanes	0		0	0		2	1		2	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	0	3539	0	0	5085	1583	1770	3539	2787	1770	3461	0
Flt Permitted							0.455			0.470		
Satd. Flow (perm)	0	3539	0	0	5085	1583	848	3539	2787	875	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109			153			23
Link Speed (mph)		45			45			45				45
Link Distance (ft)		659			4866			415				1660
Travel Time (s)		10.0			73.7			6.3				25.2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	464	0	0	651	72	401	498	853	123	369	0
Turn Type		NA			NA	Perm	pm+pt	NA	Perm	Perm	NA	
Protected Phases		4			8		5	2				6
Permitted Phases						8	2		2	6		
Detector Phase		4			8	8	5	2	2	6		6
Switch Phase												
Minimum Initial (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		23.5			23.5	23.5	12.0	23.5	23.5	23.5	23.5	23.5
Total Split (s)		25.0			25.0	25.0	28.0	55.0	55.0	27.0	27.0	
Total Split (%)		31.3%			31.3%	31.3%	35.0%	68.8%	68.8%	33.8%	33.8%	
Maximum Green (s)		19.5			19.5	19.5	22.5	49.5	49.5	21.5	21.5	
Yellow Time (s)		3.5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None	None	None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)		7.0			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	11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0	0	0	
Act Effct Green (s)		16.2			16.2	16.2	52.8	52.8	52.8	33.3	33.3	
Actuated g/C Ratio		0.20			0.20	0.20	0.66	0.66	0.66	0.42	0.42	
v/c Ratio		0.65			0.63	0.18	0.56	0.21	0.45	0.34	0.25	
Control Delay		28.8			31.7	3.3	5.7	1.6	2.0	22.3	16.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay		28.8			31.7	3.3	5.8	1.6	2.1	22.3	16.5	
LOS		C			C	A	A	A	A	C	B	
Approach Delay		28.8			28.9			2.8			18.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		96			109	0	29	14	23	40	56	

Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019

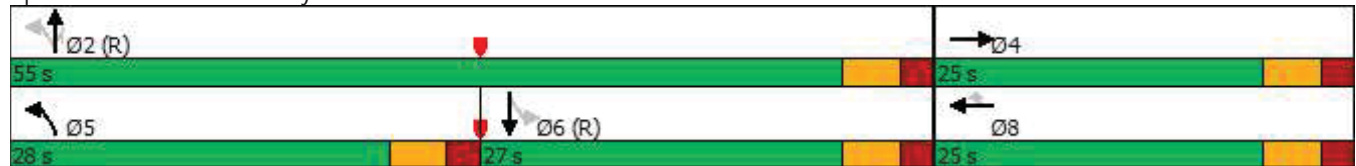


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		122			139	16	43	5	0	103	107	
Internal Link Dist (ft)		579			4786			335			1580	
Turn Bay Length (ft)						260	175		175	320		
Base Capacity (vph)		862			1239	468	818	2334	1890	363	1453	
Starvation Cap Reductn		0			0	0	8	0	257	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		0.54			0.53	0.15	0.50	0.21	0.52	0.34	0.25	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	12 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization	59.3%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: Henley Road & CR 220



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	669	828	485	308	360	335
Future Volume (vph)	669	828	485	308	360	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580			0	0	400
Storage Lanes	1			0	2	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	3539	3334	0	3433	1583
Flt Permitted	0.175				0.950	
Satd. Flow (perm)	326	3539	3334	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			195			71
Link Speed (mph)		45	45		45	
Link Distance (ft)		939	5738		940	
Travel Time (s)		14.2	86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	727	900	862	0	391	364
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		1	7
Permitted Phases	4					1
Detector Phase	7	4	8		1	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.5	23.5	23.5		10.5	10.5
Total Split (s)	31.0	54.5	23.5		15.5	31.0
Total Split (%)	44.3%	77.9%	33.6%		22.1%	44.3%
Maximum Green (s)	25.5	49.0	18.0		10.0	25.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	None
Walk Time (s)		7.0	7.0			
Flash Dont Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)	48.4	48.4	17.4		9.9	41.0
Actuated g/C Ratio	0.70	0.70	0.25		0.14	0.59
v/c Ratio	0.96	0.36	0.88		0.79	0.38
Control Delay	41.6	4.7	31.2		42.8	7.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	41.6	4.7	31.2		42.8	7.4
LOS	D	A	C		D	A
Approach Delay		21.2	31.2		25.7	
Approach LOS		C	C		C	
Queue Length 50th (ft)	240	66	145		85	57



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

04/01/2019

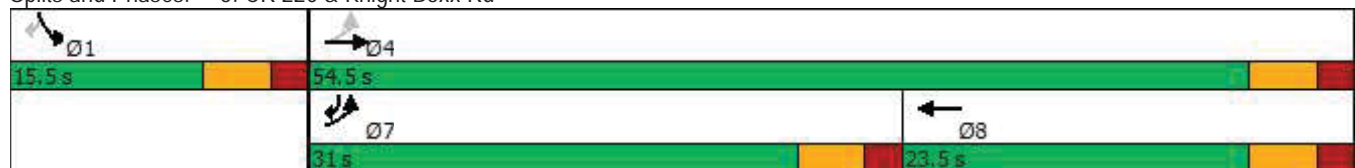


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#469	91	#246		#150	106
Internal Link Dist (ft)		859	5658		860	
Turn Bay Length (ft)	580					400
Base Capacity (vph)	758	2501	1010		495	963
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.96	0.36	0.85		0.79	0.38

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 69.4  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: CR 220 & Knight Boxx Rd



Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Volume (vph)	4	1417	754	1	138	88
Future Volume (vph)	4	1417	754	1	138	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted		0.953			0.950	
Satd. Flow (perm)	0	3373	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						96
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1544	821	0	150	96
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases		4	8			
Permitted Phases	4				6	6
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.5	23.5	23.5		23.5	23.5
Total Split (s)	36.0	36.0	36.0		24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%		40.0%	40.0%
Maximum Green (s)	30.5	30.5	30.5		18.5	18.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Max	Max
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)		30.0	30.0		18.5	18.5
Actuated g/C Ratio		0.50	0.50		0.31	0.31
v/c Ratio		0.91	0.46		0.27	0.17
Control Delay		23.5	10.6		17.3	5.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		23.5	10.6		17.3	5.0
LOS		C	B		B	A
Approach Delay		23.5	10.6		12.5	
Approach LOS		C	B		B	
Queue Length 50th (ft)		245	92		41	0
Queue Length 95th (ft)		#403	131		80	27
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						

Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

04/01/2019

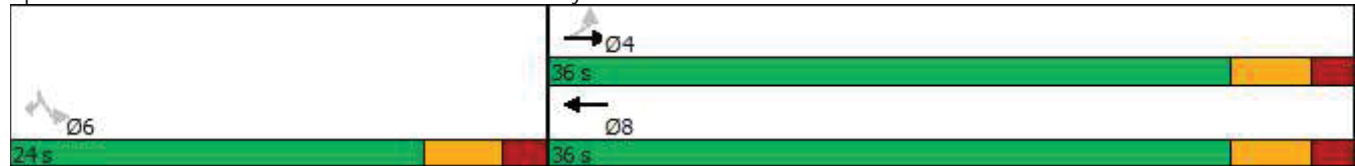


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		1729	1814		550	558
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.89	0.45		0.27	0.17

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 59.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 18.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.8%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary





Lanes, Volumes, Timings

7: Plantation Drive/College Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	1090	27	45	651	683	72	57	38	723	30	262
Future Volume (vph)	340	1090	27	45	651	683	72	57	38	723	30	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		100	300		350
Storage Lanes	2		0	1		1	0		1	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3525	0	1770	3539	2787	0	1812	1583	3221	1624	1583
Flt Permitted	0.950			0.950				0.271		0.950	0.958	
Satd. Flow (perm)	3433	3525	0	1770	3539	2787	0	505	1583	3221	1624	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				742			159			108
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1362			3980			655				755
Travel Time (s)		20.6			60.3			9.9				11.4
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
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	370	1214	0	49	708	742	0	140	41	542	277	285
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Split	NA	pm+ov
Protected Phases	7	4		3	8			2		6	6	7
Permitted Phases						8	2		2			6
Detector Phase	7	4		3	8	8	2	2	2	6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	54.0	47.0		41.0	34.0	34.0	17.0	17.0	17.0	25.0	25.0	54.0
Total Split (%)	41.5%	36.2%		31.5%	26.2%	26.2%	13.1%	13.1%	13.1%	19.2%	19.2%	41.5%
Maximum Green (s)	48.5	41.5		35.5	28.5	28.5	11.5	11.5	11.5	19.5	19.5	48.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?	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	Max	Max	Max	None	None	None
Act Effct Green (s)	16.4	41.6		8.2	30.9	30.9		11.5	11.5	19.6	19.6	41.5
Actuated g/C Ratio	0.16	0.41		0.08	0.31	0.31		0.11	0.11	0.20	0.20	0.41
v/c Ratio	0.66	0.83		0.34	0.65	0.54		2.41	0.13	0.86	0.88	0.40
Control Delay	45.6	33.3		51.2	33.8	3.7		715.3	0.8	55.5	69.0	14.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	33.3		51.2	33.8	3.7		715.3	0.8	55.5	69.0	14.3
LOS	D	C		D	C	A		F	A	E	E	B
Approach Delay		36.1			19.5			553.4			48.3	
Approach LOS		D			B			F			D	
Queue Length 50th (ft)	119	373		31	204	0		-153	0	192	196	78
Queue Length 95th (ft)	163	#492		68	287	46		#284	0	#303	#376	140
Internal Link Dist (ft)		1282			3900			575			675	
Turn Bay Length (ft)	200			200		450			100	300		350

Lanes, Volumes, Timings  
 7: Plantation Drive/College Drive & CR 220

04/01/2019

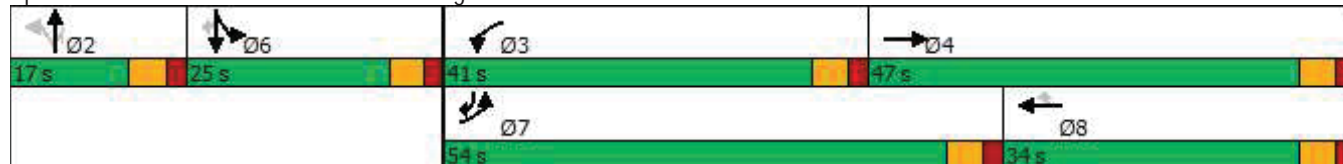


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	1662	1461		627	1121	1389		58	322	627	316	1190
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.22	0.83		0.08	0.63	0.53		2.41	0.13	0.86	0.88	0.24

Intersection Summary







Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 100.5  
 Natural Cycle: 85  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.41  
 Intersection Signal Delay: 54.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 69.4%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220



Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

04/01/2019

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	
Traffic Volume (vph)	1829	0	6	1350	0	0
Future Volume (vph)	1829	0	6	1350	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	5085	0	1770	5085	1863	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	1770	5085	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1988	0	7	1467	0	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases						
Detector Phase	4		3	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		10.5	23.5	23.5	
Total Split (s)	36.0		10.5	46.5	23.5	
Total Split (%)	51.4%		15.0%	66.4%	33.6%	
Maximum Green (s)	30.5		5.0	41.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Act Effct Green (s)	30.4		5.0	32.3		
Actuated g/C Ratio	0.50		0.08	0.53		
v/c Ratio	0.79		0.05	0.55		
Control Delay	16.7		28.8	10.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	16.7		28.8	10.5		
LOS	B		C	B		
Approach Delay	16.7			10.6		
Approach LOS	B			B		
Queue Length 50th (ft)	191		2	120		
Queue Length 95th (ft)	#361		14	153		
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			



Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2537		144	3410		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.78		0.05	0.43		

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	61.4
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.1
Intersection LOS:	B
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: Paul Armstrong Park & CR 220



Lanes, Volumes, Timings  
9: Heritage Farms Blvd & CR 220

04/01/2019

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↖	
Traffic Volume (vph)	1865	68	65	1075	174	119
Future Volume (vph)	1865	68	65	1075	174	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	5060	0	1770	5085	1709	0
Flt Permitted			0.950		0.971	
Satd. Flow (perm)	5060	0	1770	5085	1709	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9				48	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2101	0	71	1168	318	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases						
Detector Phase	4		3	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		10.5	23.5	23.5	
Total Split (s)	35.2		10.8	46.0	24.0	
Total Split (%)	50.3%		15.4%	65.7%	34.3%	
Maximum Green (s)	29.7		5.3	40.5	18.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Act Effct Green (s)	29.8		5.3	38.2	18.6	
Actuated g/C Ratio	0.44		0.08	0.56	0.27	
v/c Ratio	0.94		0.51	0.41	0.63	
Control Delay	29.7		45.6	8.8	25.6	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	29.7		45.6	8.8	25.6	
LOS	C		D	A	C	
Approach Delay	29.7			10.9	25.6	
Approach LOS	C			B	C	
Queue Length 50th (ft)	312		30	90	102	
Queue Length 95th (ft)	#438		#79	117	184	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			

Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

04/01/2019

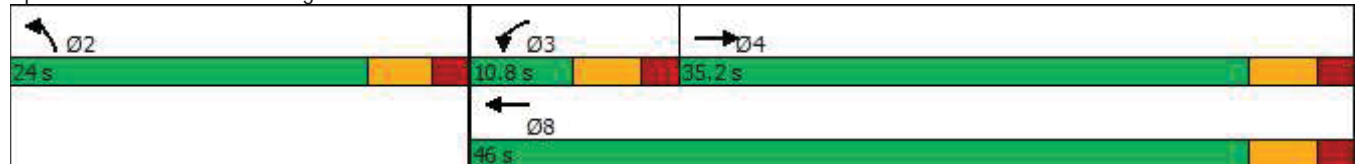


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2230		139	3049	502	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.94		0.51	0.38	0.63	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	67.8
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	23.0
Intersection LOS:	C
Intersection Capacity Utilization	72.4%
ICU Level of Service	C
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 9: Heritage Farms Blvd & CR 220





Lanes, Volumes, Timings

10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕			↕	↖		↕	↖
Traffic Volume (vph)	6	1885	163	115	1018	1	136	0	210	7	3	14
Future Volume (vph)	6	1885	163	115	1018	1	136	0	210	7	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5024	0	1770	5085	0	0	1770	1583	0	1798	1583
Flt Permitted	0.950			0.950				0.750			0.836	
Satd. Flow (perm)	1770	5024	0	1770	5085	0	0	1397	1583	0	1557	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22							142			109
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2774			1330				705
Travel Time (s)		28.5			42.0			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	2226	0	125	1108	0	0	148	228	0	11	15
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2				6
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5		23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	10.6	40.0		15.0	44.4		25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	13.3%	50.0%		18.8%	55.5%		31.3%	31.3%	31.3%	31.3%	31.3%	31.3%
Maximum Green (s)	5.1	34.5		9.5	38.9		19.5	19.5	19.5	19.5	19.5	19.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	5.1	34.8		8.8	44.2			19.6	19.6		19.6	19.6
Actuated g/C Ratio	0.07	0.45		0.11	0.57			0.25	0.25		0.25	0.25
v/c Ratio	0.06	0.98		0.62	0.38			0.42	0.45		0.03	0.03
Control Delay	36.5	36.9		47.6	9.8			29.6	13.7		23.4	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	36.5	36.9		47.6	9.8			29.6	13.7		23.4	0.1
LOS	D	D		D	A			C	B		C	A
Approach Delay		36.9			13.6			19.9			10.0	
Approach LOS		D			B			B			A	
Queue Length 50th (ft)	3	~415		60	88			63	34		4	0
Queue Length 95th (ft)	16	#535		#125	160			118	97		17	0
Internal Link Dist (ft)		1800			2694			1250			625	
Turn Bay Length (ft)	260			220					50			50

Lanes, Volumes, Timings

10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019

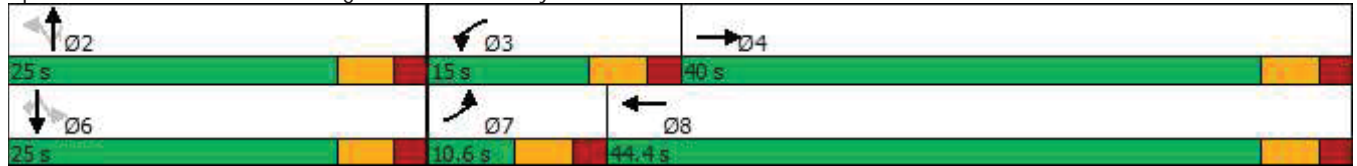


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	117	2279		220	2990			356	509		397	485
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.06	0.98		0.57	0.37			0.42	0.45		0.03	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	77
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	27.7
Intersection LOS:	C
Intersection Capacity Utilization	74.4%
ICU Level of Service	D
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220



Lanes, Volumes, Timings

11: Indian River Dr/Lakeshore Dr W & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕↗		↖	↕↕↕	↗	↖	↗		↖	↗	
Traffic Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Future Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		300	100		0	200		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	1656	0	1770	1807	0
Flt Permitted	0.950			0.950			0.692			0.231		
Satd. Flow (perm)	1770	5045	0	1770	5085	1583	1289	1656	0	430	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				147		120			11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2774			497			870			829	
Travel Time (s)		42.0			7.5			13.2			12.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	2227	0	123	812	140	96	208	0	216	100	0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5		10.5	23.5	
Total Split (s)	21.0	43.0		20.0	42.0	42.0	12.0	20.0		17.0	25.0	
Total Split (%)	21.0%	43.0%		20.0%	42.0%	42.0%	12.0%	20.0%		17.0%	25.0%	
Maximum Green (s)	15.5	37.5		14.5	36.5	36.5	6.5	14.5		11.5	19.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	26.3	43.3		11.7	28.7	28.7	18.0	10.6		28.1	18.0	
Actuated g/C Ratio	0.26	0.43		0.12	0.29	0.29	0.18	0.11		0.28	0.18	
v/c Ratio	0.30	1.02		0.59	0.56	0.25	0.36	0.74		0.76	0.30	
Control Delay	32.6	53.2		49.3	24.5	2.2	30.9	34.3		46.9	34.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.6	53.2		49.3	24.5	2.2	30.9	34.3		46.9	34.4	
LOS	C	D		D	C	A	C	C		D	C	
Approach Delay		52.0			24.4			33.2			42.9	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	71	~581		77	116	1	45	54		109	51	
Queue Length 95th (ft)	132	#724		m134	129	11	84	127		#184	96	
Internal Link Dist (ft)		2694			417			790			749	
Turn Bay Length (ft)	250			250		300	100			200		



Lanes, Volumes, Timings  
 11: Indian River Dr/Lakeshore Dr W & CR 220

04/01/2019

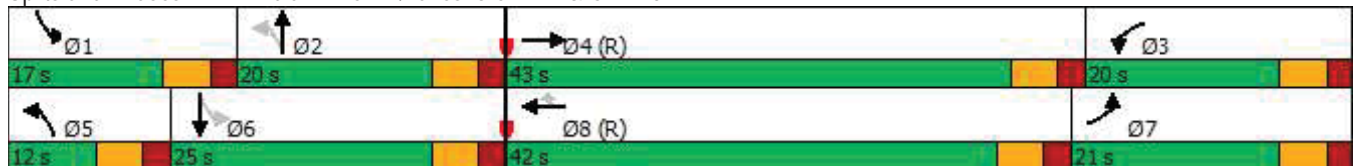


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	466	2192		256	1856	671	267	342		288	369	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.30	1.02		0.48	0.44	0.21	0.36	0.61		0.75	0.27	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 42.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 86.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Indian River Dr/Lakeshore Dr W & CR 220



Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Traffic Volume (vph)	1879	203	10	961	203	109
Future Volume (vph)	1879	203	10	961	203	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	250		0	50
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.785	
Satd. Flow (perm)	5085	1583	1770	5085	1462	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		221				78
Link Speed (mph)	45			45	45	
Link Distance (ft)	497			4004	691	
Travel Time (s)	7.5			60.7	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2042	221	11	1045	221	118
Turn Type	NA	Perm	Prot	NA	Perm	Perm
Protected Phases	4		3	8		
Permitted Phases		4			2	2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	58.4	58.4	10.5	68.9	31.1	31.1
Total Split (%)	58.4%	58.4%	10.5%	68.9%	31.1%	31.1%
Maximum Green (s)	52.9	52.9	5.0	63.4	25.6	25.6
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Act Effct Green (s)	61.3	61.3	5.0	63.4	25.6	25.6
Actuated g/C Ratio	0.61	0.61	0.05	0.63	0.26	0.26
v/c Ratio	0.66	0.21	0.12	0.32	0.59	0.25
Control Delay	5.0	0.1	48.7	8.8	40.2	13.5
Queue Delay	1.9	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	0.1	48.7	8.8	40.2	13.5
LOS	A	A	D	A	D	B
Approach Delay	6.2			9.2	30.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	66	0	7	102	124	20
Queue Length 95th (ft)	m69	m0	25	126	203	65
Internal Link Dist (ft)	417			3924	611	
Turn Bay Length (ft)		250	250			50

Lanes, Volumes, Timings  
 12: Old Hard Rd & CR 220

04/01/2019

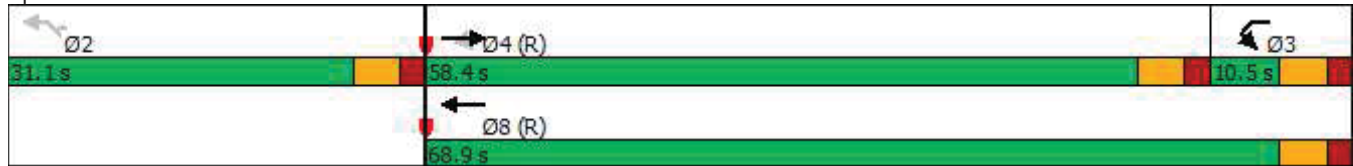


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Base Capacity (vph)	3116	1055	88	3223	374	463
Starvation Cap Reductn	864	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.21	0.13	0.32	0.59	0.25

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 9.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 56.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Old Hard Rd & CR 220





Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Future Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	100		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	1656	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.705			0.280		
Satd. Flow (perm)	1770	5045	0	1770	5085	1583	1313	1656	0	522	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				230		126				230
Link Speed (mph)		45			45			45				45
Link Distance (ft)		4004			3260			776				953
Travel Time (s)		60.7			49.4			11.8				14.4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	2227	0	123	812	140	96	208	0	216	80	20
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5		10.5	23.5	23.5
Total Split (s)	28.0	41.0		21.0	34.0	34.0	11.0	14.0		14.0	17.0	17.0
Total Split (%)	31.1%	45.6%		23.3%	37.8%	37.8%	12.2%	15.6%		15.6%	18.9%	18.9%
Maximum Green (s)	22.5	35.5		15.5	28.5	28.5	5.5	8.5		8.5	11.5	11.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Act Effct Green (s)	11.9	35.8		11.0	32.0	32.0	14.1	8.6		20.8	14.3	14.3
Actuated g/C Ratio	0.14	0.43		0.13	0.38	0.38	0.17	0.10		0.25	0.17	0.17
v/c Ratio	0.55	1.02		0.53	0.42	0.19	0.38	0.73		0.84	0.25	0.04
Control Delay	42.4	51.3		42.9	19.7	0.7	31.5	33.6		57.2	37.1	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	42.4	51.3		42.9	19.7	0.7	31.5	33.6		57.2	37.1	0.2
LOS	D	D		D	B	A	C	C		E	D	A
Approach Delay		50.8			19.9			32.9				48.5
Approach LOS		D			B			C				D
Queue Length 50th (ft)	72	~490		63	110	0	40	43		98	40	0
Queue Length 95th (ft)	127	#636		116	158	2	85	#153		#215	86	0
Internal Link Dist (ft)		3924			3180			696			873	
Turn Bay Length (ft)	230			215		215	100			200		200

Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

04/01/2019

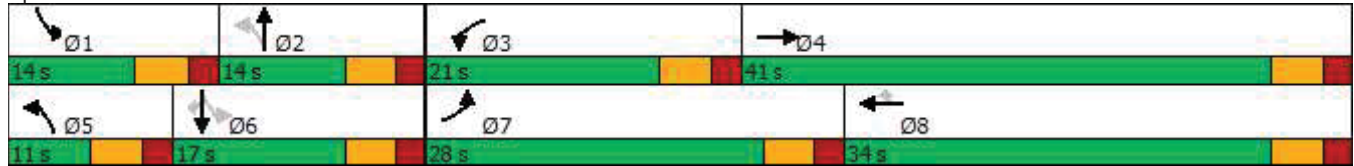


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	482	2177		332	2036	771	253	283		258	319	461
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.29	1.02		0.37	0.40	0.18	0.38	0.73		0.84	0.25	0.04

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	83.2
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	41.1
Intersection LOS:	D
Intersection Capacity Utilization	86.9%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: Canova Road/Lakeshore Drive & CR 220



Lanes, Volumes, Timings  
 14: Quadrant Intersection & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖↗	↑↑		
Traffic Volume (vph)	427	269	261	756	0	0
Future Volume (vph)	427	269	261	756	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3334	0	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3334	0	3433	3539	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	229					
Link Speed (mph)	45			45	45	
Link Distance (ft)	859			659	840	
Travel Time (s)	13.0			10.0	12.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	756	0	284	822	0	0
Turn Type	NA		Prot	NA		
Protected Phases	4		3	8		
Permitted Phases						
Detector Phase	4		3	8		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	23.5		10.5	23.5		
Total Split (s)	25.0		15.0	40.0		
Total Split (%)	62.5%		37.5%	100.0%		
Maximum Green (s)	19.5		9.5	34.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.5	5.5		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Act Effct Green (s)	20.7		8.3	40.0		
Actuated g/C Ratio	0.52		0.21	1.00		
v/c Ratio	0.41		0.40	0.23		
Control Delay	5.0		10.4	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	5.0		10.4	0.3		
LOS	A		B	A		
Approach Delay	5.0			2.9		
Approach LOS	A			A		
Queue Length 50th (ft)	31		19	0		
Queue Length 95th (ft)	59		32	0		
Internal Link Dist (ft)	779			579	760	
Turn Bay Length (ft)			200			



Lanes, Volumes, Timings  
 14: Quadrant Intersection & CR 220

04/01/2019

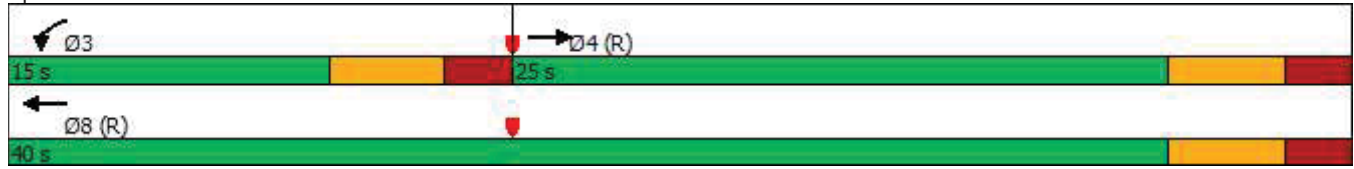


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	1839		815	3539		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.41		0.35	0.23		

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	30 (75%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	3.7
Intersection LOS:	A
Intersection Capacity Utilization	37.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 14: Quadrant Intersection & CR 220



Lanes, Volumes, Timings

15: Henley Road & Quadrant Intersection/Apalachicola Blvd

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔↔	↔		↔		↕↔		↔	↕↕	
Traffic Volume (vph)	40	2	490	2	0	2	0	1570	2	2	289	0
Future Volume (vph)	40	2	490	2	0	2	0	1570	2	2	289	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		10	0		0	90		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	0	1777	2787	1770	0	1583	0	3539	0	1770	3539	0
Flt Permitted		0.954		0.950						0.085		
Satd. Flow (perm)	0	1777	2787	1770	0	1583	0	3539	0	158	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			533			109						
Link Speed (mph)		45			45			45				45
Link Distance (ft)		840			559			6637				415
Travel Time (s)		12.7			8.5			100.6				6.3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	533	2	0	2	0	1709	0	2	314	0
Turn Type	Split	NA	Perm	Prot		Perm		NA		Perm	NA	
Protected Phases	4	4		8				2				6
Permitted Phases			4			8				6		
Detector Phase	4	4	4	8		8		2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0		5.0
Minimum Split (s)	23.5	23.5	23.5	23.5		23.5		23.5		23.5		23.5
Total Split (s)	23.5	23.5	23.5	23.5		23.5		33.0		33.0		33.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%		29.4%		41.3%		41.3%		41.3%
Maximum Green (s)	18.0	18.0	18.0	18.0		18.0		27.5		27.5		27.5
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5		3.5
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5		5.5		5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0		3.0		3.0		3.0
Recall Mode	None	None	None	None		None		C-Max		C-Max		C-Max
Act Effct Green (s)		8.8	8.8	5.7		5.7		57.9		57.9		57.9
Actuated g/C Ratio		0.11	0.11	0.07		0.07		0.72		0.72		0.72
v/c Ratio		0.23	0.68	0.02		0.01		0.67		0.02		0.12
Control Delay		37.6	14.4	34.5		0.0		9.7		4.5		3.1
Queue Delay		0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Delay		37.6	14.4	34.5		0.0		9.7		4.5		3.1
LOS		D	B	C		A		A		A		A
Approach Delay		16.2				17.3		9.7				3.1
Approach LOS		B				B		A				A
Queue Length 50th (ft)		22	0	1		0		162		0		14
Queue Length 95th (ft)		51	71	8		0		#506		m1		22
Internal Link Dist (ft)		760				479		6557				335
Turn Bay Length (ft)			300							90		

Lanes, Volumes, Timings

15: Henley Road & Quadrant Intersection/Apalachicola Blvd

04/01/2019

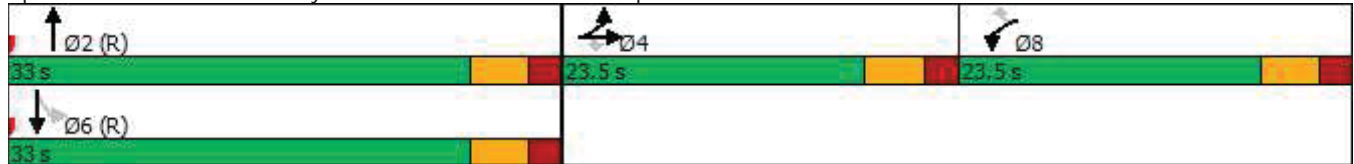


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		399	1040	398		440		2562		114	2562	
Starvation Cap Reductn		0	0	0		0		0		0	0	
Spillback Cap Reductn		0	0	0		0		0		0	0	
Storage Cap Reductn		0	0	0		0		0		0	0	
Reduced v/c Ratio		0.11	0.51	0.01		0.00		0.67		0.02	0.12	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization:	65.5%
ICU Level of Service:	C
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.






























Splits and Phases: 15: Henley Road & Quadrant Intersection/Apalachicola Blvd





Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 			 	
Traffic Volume (vph)	40	427	229	261	338	66	369	458	898	113	291	49
Future Volume (vph)	40	427	229	261	338	66	369	458	898	113	291	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		375	600		0	250		300	320		0
Storage Lanes	2		1	2		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3539	1583	3433	3451	0	1770	3539	1583	1770	3461	0
Flt Permitted	0.950			0.950			0.440			0.470		
Satd. Flow (perm)	3433	3539	1583	3433	3451	0	820	3539	1583	875	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		17				403			17
Link Speed (mph)		45			45			45				45
Link Distance (ft)		706			4866			7053				1660
Travel Time (s)		10.7			73.7			106.9				25.2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	464	249	284	439	0	401	498	976	123	369	0
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		12.0	23.5	23.5	10.5	23.5	
Total Split (s)	14.0	24.0	24.0	20.0	30.0		28.0	64.0	64.0	12.0	48.0	
Total Split (%)	11.7%	20.0%	20.0%	16.7%	25.0%		23.3%	53.3%	53.3%	10.0%	40.0%	
Maximum Green (s)	8.5	18.5	18.5	14.5	24.5		22.5	58.5	58.5	6.5	42.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	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)	7.0	18.3	18.3	13.6	27.1		71.6	59.6	59.6	53.6	47.1	
Actuated g/C Ratio	0.06	0.15	0.15	0.11	0.23		0.60	0.50	0.50	0.45	0.39	
v/c Ratio	0.22	0.86	0.55	0.73	0.55		0.63	0.28	0.99	0.28	0.27	
Control Delay	56.0	66.3	10.6	62.9	43.1		17.8	18.5	44.3	14.5	25.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.0	66.3	10.6	62.9	43.1		17.8	18.5	44.3	14.5	25.3	
LOS	E	E	B	E	D		B	B	D	B	C	
Approach Delay		47.4			50.9			31.8			22.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	16	186	0	110	154		157	117	533	40	98	

# Lanes, Volumes, Timings

## 4: Henley Road & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	35	#270	74	157	213		224	155	#867	69	142	
Internal Link Dist (ft)		626			4786			6973			1580	
Turn Bay Length (ft)	375		375	600			250		300	320		
Base Capacity (vph)	243	551	456	414	793		667	1757	989	439	1367	
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	0.18	0.84	0.55	0.69	0.55		0.60	0.28	0.99	0.28	0.27	

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 37.3

Intersection LOS: D

Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

### Splits and Phases: 4: Henley Road & CR 220



Lanes, Volumes, Timings  
1: CR 218 & Henley Road

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	153	338	266	153	412
Future Volume (vph)	356	153	338	266	153	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.238				0.950	
Satd. Flow (perm)	443	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				289		192
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	166	367	289	166	448
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	18.0	41.5	23.5	23.5	23.5	18.0
Total Split (%)	27.7%	63.8%	36.2%	36.2%	36.2%	27.7%
Maximum Green (s)	12.5	36.0	18.0	18.0	18.0	12.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	33.8	33.8	15.9	15.9	18.0	36.0
Actuated g/C Ratio	0.54	0.54	0.25	0.25	0.29	0.57
v/c Ratio	0.77	0.17	0.78	0.47	0.33	0.45
Control Delay	22.4	7.7	35.0	5.6	20.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	7.7	35.0	5.6	20.7	6.3
LOS	C	A	C	A	C	A
Approach Delay		18.0	22.0		10.2	
Approach LOS		B	C		B	
Queue Length 50th (ft)	79	29	130	0	52	49



Lanes, Volumes, Timings  
1: CR 218 & Henley Road

04/01/2019

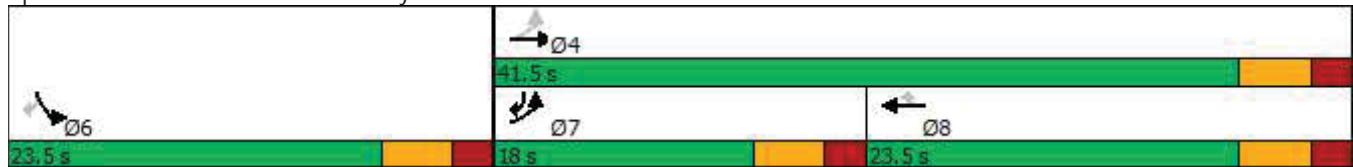


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#196	55	#241	50	100	105
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	502	1068	534	660	507	989
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.16	0.69	0.44	0.33	0.45

Intersection Summary

















Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 62.9  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 16.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 59.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: CR 218 & Henley Road



## Lanes, Volumes, Timings 2: Henley Road & Sandridge Road

04/01/2019

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations				 			 
Traffic Volume (vph)	391	281	0	423	256	268	453
Future Volume (vph)	391	281	0	423	256	268	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	150		330	250	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	1583	1863	3539	1583	1770	3539
Flt Permitted	0.950					0.361	
Satd. Flow (perm)	1770	1583	1863	3539	1583	672	3539
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		153			259		
Link Speed (mph)	45			45			45
Link Distance (ft)	970			5829			11447
Travel Time (s)	14.7			88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	425	305	0	460	278	291	492
Turn Type	Prot	pm+ov	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3	1		2	3	1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	2	2	3	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	23.5	23.5	10.5	10.5	23.5
Total Split (s)	23.8	12.2	24.0	24.0	23.8	12.2	36.2
Total Split (%)	39.7%	20.3%	40.0%	40.0%	39.7%	20.3%	60.3%
Maximum Green (s)	18.3	6.7	18.5	18.5	18.3	6.7	30.7
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag		Lead	Lag	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			11.0	11.0			11.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	16.8	29.1		18.5	40.9	30.7	30.7
Actuated g/C Ratio	0.29	0.50		0.32	0.70	0.52	0.52
v/c Ratio	0.84	0.35		0.41	0.24	0.61	0.27
Control Delay	36.5	5.6		17.5	1.1	14.8	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	36.5	5.6		17.5	1.1	14.8	8.5
LOS	D	A		B	A	B	A
Approach Delay	23.6			11.3			10.8
Approach LOS	C			B			B
Queue Length 50th (ft)	139	28		68	2	56	48

# Lanes, Volumes, Timings

## 2: Henley Road & Sandridge Road

04/01/2019

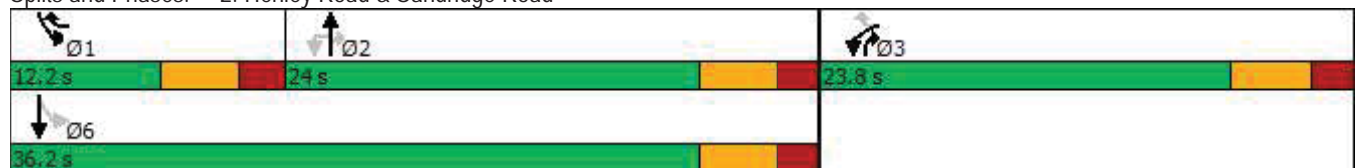


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#272	66		105	17	100	74
Internal Link Dist (ft)	890			5749			11367
Turn Bay Length (ft)	200				330	250	
Base Capacity (vph)	553	861		1119	1216	478	1856
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.77	0.35		0.41	0.23	0.61	0.27

### Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 58.6  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 15.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.















### Splits and Phases: 2: Henley Road & Sandridge Road





### Lanes, Volumes, Timings 3: Henley Road & Russell Road

04/01/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	33	470	668	30	393	870
Future Volume (vph)	33	470	668	30	393	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.213	
Satd. Flow (perm)	1770	1583	3539	1583	397	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		459		33		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			7053
Travel Time (s)	18.9		173.4			106.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	511	726	33	427	946
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.7	23.7	17.8	41.5
Total Split (%)	36.2%	36.2%	36.5%	36.5%	27.4%	63.8%
Maximum Green (s)	18.0	18.0	18.2	18.2	12.3	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
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)	9.6	9.6	18.4	18.4	36.2	36.2
Actuated g/C Ratio	0.17	0.17	0.32	0.32	0.64	0.64
v/c Ratio	0.12	0.79	0.64	0.06	0.78	0.42
Control Delay	19.8	13.4	20.4	7.2	21.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	13.4	20.4	7.2	21.7	6.6
LOS	B	B	C	A	C	A
Approach Delay	13.8		19.8			11.3
Approach LOS	B		B			B
Queue Length 50th (ft)	11	15	102	0	57	61

Lanes, Volumes, Timings  
 3: Henley Road & Russell Road

04/01/2019

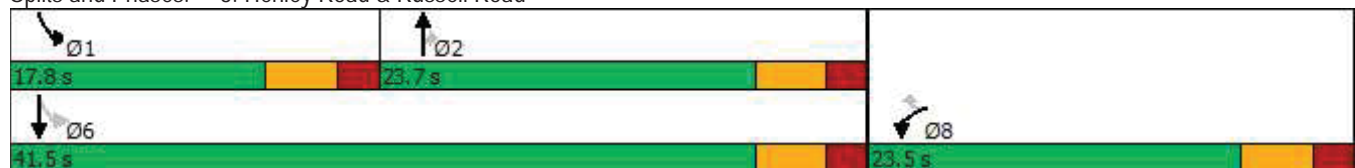


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	30	95	193	18	#254	151
Internal Link Dist (ft)	1168		11367			6973
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	563	816	1141	533	551	2252
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.63	0.64	0.06	0.77	0.42

Intersection Summary
























Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 56.9  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 14.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.2%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Henley Road & Russell Road



Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019

												
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	23	434	320	223	272	546	139	506	86	515	476	41
Future Volume (vph)	23	434	320	223	272	546	139	506	86	515	476	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0	250		300	320		0	260	0	
Storage Lanes		1	0	1		1	1		0	1	1	
Taper Length (ft)		50		50			50			50		
Satd. Flow (prot)	1770	1695	0	1770	3539	1583	1770	3461	0	1770	1583	0
Flt Permitted	0.950	0.972		0.125			0.571			0.078		
Satd. Flow (perm)	1770	1695	0	233	3539	1583	1064	3461	0	145	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		198				494		13			154	
Link Speed (mph)		45			45			45		45		
Link Distance (ft)		1297			7053			1660		4885		
Travel Time (s)		19.7			106.9			25.2		74.0		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	820	0	242	296	593	151	643	0	560	562	0
Turn Type	Prot	Prot		pm+pt	NA	Perm	pm+pt	NA		pm+pt	Prot	
Protected Phases	7	4		5	2		1	6		3	8	
Permitted Phases				2		2	6			8		
Detector Phase	7	4		5	2	2	1	6		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5		23.5	23.5	
Total Split (s)	11.7	49.0		17.0	38.2	38.2	10.8	32.0		37.0	74.3	
Total Split (%)	8.7%	36.3%		12.6%	28.3%	28.3%	8.0%	23.7%		27.4%	55.0%	
Maximum Green (s)	6.2	43.5		11.5	32.7	32.7	5.3	26.5		31.5	68.8	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Max	Max	None	Max		None	None	
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)	6.1	43.5		43.5	32.7	32.7	31.8	26.5		80.5	73.5	
Actuated g/C Ratio	0.05	0.32		0.32	0.24	0.24	0.24	0.20		0.60	0.54	
v/c Ratio	0.32	1.21		1.17	0.35	0.78	0.54	0.93		1.20	0.60	
Control Delay	73.1	136.9		152.2	43.7	16.8	47.2	73.6		147.5	18.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.1	136.9		152.2	43.7	16.8	47.2	73.6		147.5	18.6	
LOS	E	F		F	D	B	D	E		F	B	
Approach Delay		135.0			52.8			68.6		82.9		
Approach LOS		F			D			E		F		
Queue Length 50th (ft)	22	~751		~202	113	73	98	289		~549	255	



Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Queue Length 95th (ft)	53	#1004		#378	157	240	157	#405		#780	383	
Internal Link Dist (ft)		1217			6973			1580		4805		
Turn Bay Length (ft)	300	300		250		300	320			260		
Base Capacity (vph)	81	680		206	857	757	278	689		465	932	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	1.21		1.17	0.35	0.78	0.54	0.93		1.20	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 82.6

Intersection LOS: F

Intersection Capacity Utilization 119.6%

ICU Level of Service H

Analysis Period (min) 15

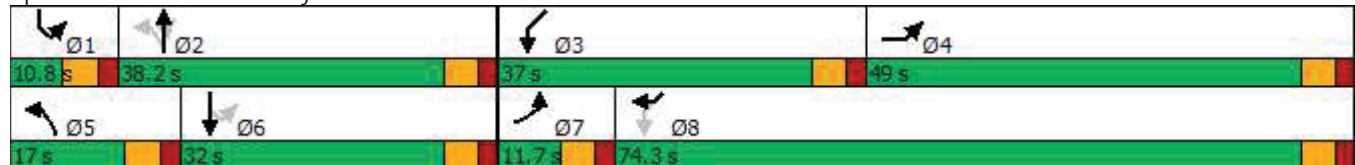
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Henley Road & CR 220



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

04/01/2019



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	384	876	0	915	353	403	472
Future Volume (vph)	384	876	0	915	353	403	472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	3539	1863	3391	0	1770	1583
Flt Permitted	0.093					0.950	
Satd. Flow (perm)	173	3539	1863	3391	0	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)				65			30
Link Speed (mph)		45		45		45	
Link Distance (ft)		939		5738		940	
Travel Time (s)		14.2		86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	417	952	0	1379	0	438	513
Turn Type	pm+pt	NA	Perm	NA		Prot	pm+ov
Protected Phases	7	4		8		1	7
Permitted Phases	4		8				1
Detector Phase	7	4	8	8		1	7
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5		10.5	10.5
Total Split (s)	25.3	68.3	43.0	43.0		31.7	25.3
Total Split (%)	25.3%	68.3%	43.0%	43.0%		31.7%	25.3%
Maximum Green (s)	19.8	62.8	37.5	37.5		26.2	19.8
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lead		Lag	Lag			Lead
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None		None	None
Walk Time (s)		7.0	7.0	7.0			
Flash Dont Walk (s)		11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0	0	0			
Act Effct Green (s)	62.8	62.8		37.5		25.9	51.2
Actuated g/C Ratio	0.63	0.63		0.38		0.26	0.51
v/c Ratio	0.98	0.43		1.05		0.95	0.62
Control Delay	68.1	10.1		68.5		69.7	20.2
Queue Delay	0.0	0.0		0.0		0.0	0.0
Total Delay	68.1	10.1		68.5		69.7	20.2
LOS	E	B		E		E	C
Approach Delay		27.8		68.5		43.0	
Approach LOS		C		E		D	
Queue Length 50th (ft)	214	148		~493		274	209

Lanes, Volumes, Timings  
 5: CR 220 & Knight Boxx Rd

04/01/2019

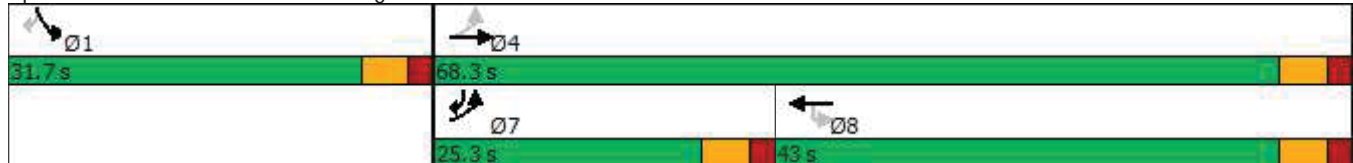


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#412	189		#631		#466	319
Internal Link Dist (ft)		859		5658		860	
Turn Bay Length (ft)	580						
Base Capacity (vph)	425	2229		1316		464	827
Starvation Cap Reductn	0	0		0		0	0
Spillback Cap Reductn	0	0		0		0	0
Storage Cap Reductn	0	0		0		0	0
Reduced v/c Ratio	0.98	0.43		1.05		0.94	0.62

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 99.7  
 Natural Cycle: 100  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 46.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 93.9%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: CR 220 & Knight Boxx Rd





Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	↓
Traffic Volume (vph)	0	1357	1523	0	6	3
Future Volume (vph)	0	1357	1523	0	6	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						3
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1475	1655	0	7	3
Turn Type		NA	NA		Perm	Perm
Protected Phases		4	8			
Permitted Phases					6	6
Detector Phase		4	8		6	6
Switch Phase						
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		23.5	23.5		23.5	23.5
Total Split (s)		36.0	36.0		24.0	24.0
Total Split (%)		60.0%	60.0%		40.0%	40.0%
Maximum Green (s)		30.5	30.5		18.5	18.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		None	None		Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		30.5	30.5		18.5	18.5
Actuated g/C Ratio		0.51	0.51		0.31	0.31
v/c Ratio		0.82	0.92		0.01	0.01
Control Delay		17.5	24.4		14.7	10.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		17.5	24.4		14.7	10.7
LOS		B	C		B	B
Approach Delay		17.5	24.4		13.5	
Approach LOS		B	C		B	
Queue Length 50th (ft)		217	266		2	0
Queue Length 95th (ft)		304	#433		9	5
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						

Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

04/01/2019

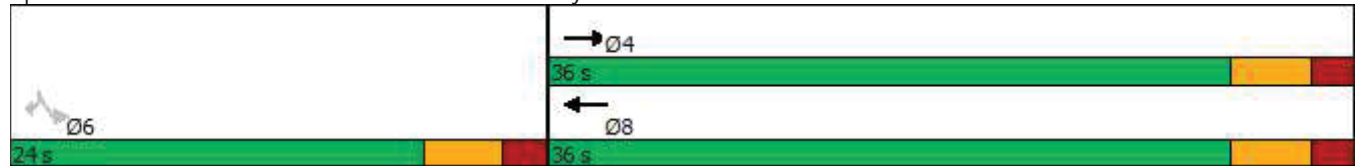


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		1799	1799		545	490
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.82	0.92		0.01	0.01

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	21.1
Intersection LOS:	C
Intersection Capacity Utilization	55.4%
ICU Level of Service	B
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary



Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1103	27	47	1200	872	30	47	11	940	11	306
Future Volume (vph)	220	1103	27	47	1200	872	30	47	11	940	11	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		0	275		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3525	0	1770	3539	1583	0	1800	0	1681	1686	1583
Flt Permitted	0.950			0.950				0.198		0.950	0.953	
Satd. Flow (perm)	3433	3525	0	1770	3539	1583	0	363	0	1681	1686	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				901		5				272
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1362			3980			2763			3331	
Travel Time (s)		20.6			60.3			41.9			50.5	
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
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	239	1228	0	51	1304	948	0	96	0	521	513	333
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Split	NA	pm+ov
Protected Phases	7	4		3	8			2		6	6	7
Permitted Phases						8	2					6
Detector Phase	7	4		3	8	8	2	2		6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5		23.5	23.5	10.5
Total Split (s)	14.0	52.5		10.5	49.0	49.0	40.0	40.0		42.0	42.0	14.0
Total Split (%)	9.7%	36.2%		7.2%	33.8%	33.8%	27.6%	27.6%		29.0%	29.0%	9.7%
Maximum Green (s)	8.5	47.0		5.0	43.5	43.5	34.5	34.5		36.5	36.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?	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
Recall Mode	None	None		None	None	None	Max	Max		None	None	None
Walk Time (s)		7.0			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	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	8.5	47.0		5.0	43.5	43.5		34.5		36.5	36.5	50.5
Actuated g/C Ratio	0.06	0.32		0.03	0.30	0.30		0.24		0.25	0.25	0.35
v/c Ratio	1.19	1.07		0.84	1.23	0.86		1.07		1.23	1.21	0.46
Control Delay	179.6	95.0		142.7	154.2	12.9		163.2		168.1	160.1	9.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	179.6	95.0		142.7	154.2	12.9		163.2		168.1	160.1	9.5
LOS	F	F		F	F	B		F		F	F	A
Approach Delay		108.8			95.8			163.2			126.5	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	-139	-676		49	-797	32		-96		-637	-620	39



Lanes, Volumes, Timings  
 7: Plantation Drive/College Drive & CR 220

04/01/2019

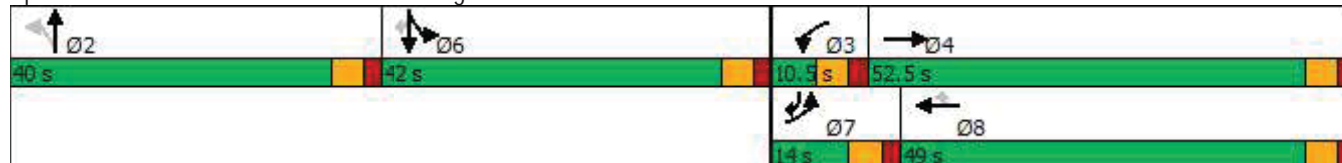


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#230	#818		#134	#937	256		#219		#876	#860	123
Internal Link Dist (ft)		1282			3900			2683			3251	
Turn Bay Length (ft)	200			200		450				275		
Base Capacity (vph)	201	1143		61	1061	1105		90		423	424	728
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	1.19	1.07		0.84	1.23	0.86		1.07		1.23	1.21	0.46

Intersection Summary

Area Type: Other  
 Cycle Length: 145  
 Actuated Cycle Length: 145  
 Natural Cycle: 145  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.23  
 Intersection Signal Delay: 108.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 86.2%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220



Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1984	0	11	2280	0	1
Future Volume (vph)	1984	0	11	2280	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.066			
Satd. Flow (perm)	3539	0	123	3539	1611	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					14	
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2157	0	12	2478	1	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	66.4		66.4	66.4	23.6	
Total Split (%)	73.8%		73.8%	73.8%	26.2%	
Maximum Green (s)	60.9		60.9	60.9	18.1	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	60.9		60.9	60.9	18.1	
Actuated g/C Ratio	0.68		0.68	0.68	0.20	
v/c Ratio	0.90		0.14	1.04	0.00	
Control Delay	18.9		10.0	44.5	0.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	18.9		10.0	44.5	0.0	
LOS	B		A	D	A	
Approach Delay	18.9			44.3		
Approach LOS	B			D		
Queue Length 50th (ft)	467		2	-805	0	

Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	611		11	#942	0	
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			
Base Capacity (vph)	2394		83	2394	335	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.90		0.14	1.04	0.00	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 32.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 76.4%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Paul Armstrong Park & CR 220





Lanes, Volumes, Timings  
9: Heritage Farms Blvd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1680	216	164	2114	207	98
Future Volume (vph)	1680	216	164	2114	207	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3479	0	1770	3539	1722	0
Flt Permitted			0.056		0.967	
Satd. Flow (perm)	3479	0	104	3539	1722	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28				14	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2061	0	178	2298	332	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	120.0		120.0	120.0	30.0	
Total Split (%)	80.0%		80.0%	80.0%	20.0%	
Maximum Green (s)	114.5		114.5	114.5	24.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	114.5		114.5	114.5	24.5	
Actuated g/C Ratio	0.76		0.76	0.76	0.16	
v/c Ratio	0.77		2.25	0.85	1.14	
Control Delay	12.7		620.5	16.1	146.9	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	12.7		620.5	16.1	146.9	
LOS	B		F	B	F	
Approach Delay	12.7			59.6	146.9	
Approach LOS	B			E	F	
Queue Length 50th (ft)	536		-203	707	-365	

Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

04/01/2019

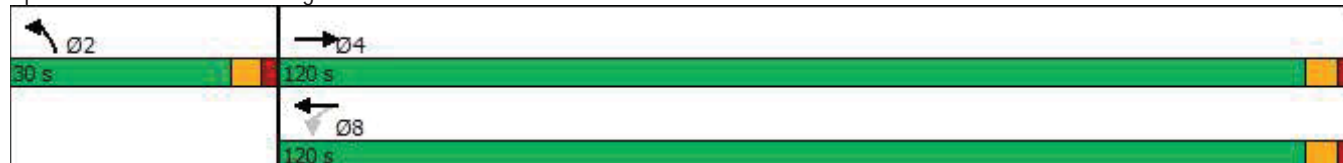


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	623		#366	821	#569	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			
Base Capacity (vph)	2662		79	2701	292	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.77		2.25	0.85	1.14	

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.25  
 Intersection Signal Delay: 45.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 93.6%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Heritage Farms Blvd & CR 220



Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1767	47	242	2304	23	43	1	104	24	0	10
Future Volume (vph)	16	1767	47	242	2304	23	43	1	104	24	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3525	0	1770	3536	0	0	1775	1583	0	1770	1583
Flt Permitted	0.046			0.043				0.712			0.726	
Satd. Flow (perm)	86	3525	0	80	3536	0	0	1326	1583	0	1352	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				113			105
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2765			1330				705
Travel Time (s)		28.5			41.9			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	1972	0	263	2529	0	0	48	113	0	26	11
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5		23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	10.6	91.4		24.2	105.0		24.4	24.4	24.4	24.4	24.4	24.4
Total Split (%)	7.6%	65.3%		17.3%	75.0%		17.4%	17.4%	17.4%	17.4%	17.4%	17.4%
Maximum Green (s)	5.1	85.9		18.7	99.5		18.9	18.9	18.9	18.9	18.9	18.9
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5			5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	88.9	83.8		107.4	103.2			18.9	18.9		18.9	18.9
Actuated g/C Ratio	0.65	0.61		0.78	0.75			0.14	0.14		0.14	0.14
v/c Ratio	0.14	0.92		0.93	0.95			0.26	0.36		0.14	0.04
Control Delay	8.0	31.7		80.0	25.4			58.5	12.6		55.5	0.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	8.0	31.7		80.0	25.4			58.5	12.6		55.5	0.2
LOS	A	C		F	C			E	B		E	A
Approach Delay		31.5			30.5			26.3			39.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	3	786		188	776			40	0		21	0



Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019

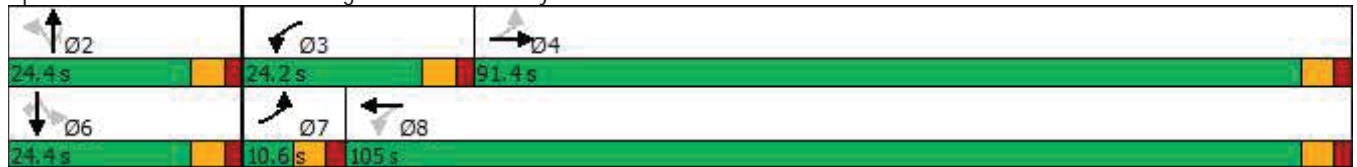


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	8	921		#355	#1390			82	58		52	0
Internal Link Dist (ft)		1800			2685			1250			625	
Turn Bay Length (ft)	260			220					50			50
Base Capacity (vph)	118	2207		292	2658			182	315		186	308
Starvation Cap Reductn	0	0		0	0			0	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	0.14	0.89		0.90	0.95			0.26	0.36		0.14	0.04

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 137.3  
 Natural Cycle: 140  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 30.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 91.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220



Lanes, Volumes, Timings  
 11: Indian River Dr/Lakeshore Dr W & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1727	7	10	2542	177	1	0	10	88	0	113
Future Volume (vph)	96	1727	7	10	2542	177	1	0	10	88	0	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3536	0	1770	3504	0	0	1625	0	0	1685	0
Flt Permitted	0.950			0.950				0.996			0.979	
Satd. Flow (perm)	1770	3536	0	1770	3504	0	0	1625	0	0	1685	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2765			505			357			584	
Travel Time (s)		41.9			7.7			5.4			8.8	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1885	0	11	2955	0	0	12	0	0	219	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	104.9%
ICU Level of Service	G
Analysis Period (min)	15

Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	1625	191	37	2615	135	17
Future Volume (vph)	1625	191	37	2615	135	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	250		0	50
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Satd. Flow (prot)	3483	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3483	0	1770	3539	1770	1583
Link Speed (mph)	45			45	45	
Link Distance (ft)	505			4004	423	
Travel Time (s)	7.7			60.7	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1974	0	40	2842	147	18
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	86.4%			ICU Level of Service E		
Analysis Period (min)	15					



Lanes, Volumes, Timings  
13: Canova Road/Lakeshore Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	1476	41	101	2514	228	115	84	58	160	64	129
Future Volume (vph)	183	1476	41	101	2514	228	115	84	58	160	64	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	0		0	200		200
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	3525	0	1770	3539	1583	0	1767	0	1770	1863	1583
Flt Permitted	0.045			0.062				0.822		0.472		
Satd. Flow (perm)	84	3525	0	115	3539	1583	0	1485	0	879	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				98		8				98
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		4004			3260			776			953	
Travel Time (s)		60.7			49.4			11.8			14.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	1649	0	110	2733	248	0	279	0	174	70	140
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5		10.5	23.5	23.5
Total Split (s)	14.0	93.0		15.0	94.0	94.0	31.5	31.5		10.5	42.0	42.0
Total Split (%)	9.3%	62.0%		10.0%	62.7%	62.7%	21.0%	21.0%		7.0%	28.0%	28.0%
Maximum Green (s)	8.5	87.5		9.5	88.5	88.5	26.0	26.0		5.0	36.5	36.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	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
Recall Mode	None	None		None	None	None	Max	Max		None	Max	Max
Walk Time (s)		7.0			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	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0			0	0
Act Effct Green (s)	97.0	88.5		97.0	88.5	88.5		26.0		36.5	36.5	36.5
Actuated g/C Ratio	0.65	0.59		0.65	0.59	0.59		0.17		0.24	0.24	0.24
v/c Ratio	1.34	0.79		0.65	1.31	0.25		1.06		0.72	0.15	0.31
Control Delay	220.6	27.4		38.2	171.3	9.3		127.1		67.6	45.8	17.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	220.6	27.4		38.2	171.3	9.3		127.1		67.6	45.8	17.5
LOS	F	C		D	F	A		F		E	D	B
Approach Delay		48.2			153.6			127.1			45.3	
Approach LOS		D			F			F			D	
Queue Length 50th (ft)	~202	634		34	~1803	64		~292		144	54	32

Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

04/01/2019

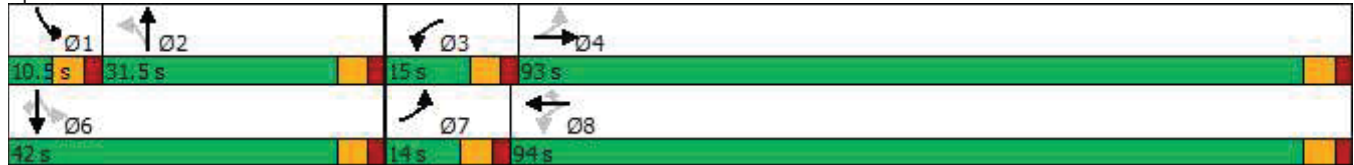


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#373	740		104	#1916	112		#485		#229	98	94
Internal Link Dist (ft)		3924			3180			696			873	
Turn Bay Length (ft)	230			215		215				200		200
Base Capacity (vph)	149	2080		179	2088	974		264		243	453	459
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	1.34	0.79		0.61	1.31	0.25		1.06		0.72	0.15	0.31

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Natural Cycle: 150  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.34  
 Intersection Signal Delay: 110.1  
 Intersection LOS: F  
 Intersection Capacity Utilization 114.4%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Canova Road/Lakeshore Drive & CR 220



# Lanes, Volumes, Timings

## 1: CR 218 & Henley Road

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	153	338	266	153	412
Future Volume (vph)	356	153	338	266	153	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430			450	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.232				0.950	
Satd. Flow (perm)	432	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				289		194
Link Speed (mph)		45	45		45	
Link Distance (ft)		2848	1796		5829	
Travel Time (s)		43.2	27.2		88.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	166	367	289	166	448
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	21.0	46.0	25.0	25.0	24.0	21.0
Total Split (%)	30.0%	65.7%	35.7%	35.7%	34.3%	30.0%
Maximum Green (s)	15.5	40.5	19.5	19.5	18.5	15.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Max	None
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	37.1	37.1	16.8	16.8	18.6	38.9
Actuated g/C Ratio	0.56	0.56	0.25	0.25	0.28	0.58
v/c Ratio	0.72	0.16	0.79	0.47	0.34	0.45
Control Delay	18.7	7.5	36.6	5.7	22.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	7.5	36.6	5.7	22.8	6.2
LOS	B	A	D	A	C	A
Approach Delay		15.3	23.0		10.7	
Approach LOS		B	C		B	
Queue Length 50th (ft)	81	30	141	0	58	52



Lanes, Volumes, Timings  
 1: CR 218 & Henley Road

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#172	55	#241	52	108	109
Internal Link Dist (ft)		2768	1716		5749	
Turn Bay Length (ft)	430			450		
Base Capacity (vph)	552	1136	547	669	493	1020
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.15	0.67	0.43	0.34	0.44

Intersection Summary

















Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 66.7  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 16.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 59.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: CR 218 & Henley Road



## Lanes, Volumes, Timings 2: Henley Road & Sandridge Road

04/01/2019

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations				 			 
Traffic Volume (vph)	391	281	0	423	256	268	453
Future Volume (vph)	391	281	0	423	256	268	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	150		330	250	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		50			50	
Satd. Flow (prot)	1770	1583	1863	3539	1583	1770	3539
Flt Permitted	0.950					0.361	
Satd. Flow (perm)	1770	1583	1863	3539	1583	672	3539
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		153			259		
Link Speed (mph)	45			45			45
Link Distance (ft)	970			5829			11447
Travel Time (s)	14.7			88.3			173.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	425	305	0	460	278	291	492
Turn Type	Prot	pm+ov	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3	1		2	3	1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	2	2	3	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	23.5	23.5	10.5	10.5	23.5
Total Split (s)	23.8	12.2	24.0	24.0	23.8	12.2	36.2
Total Split (%)	39.7%	20.3%	40.0%	40.0%	39.7%	20.3%	60.3%
Maximum Green (s)	18.3	6.7	18.5	18.5	18.3	6.7	30.7
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag		Lead	Lag	Lag		Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max
Walk Time (s)			7.0	7.0			7.0
Flash Dont Walk (s)			11.0	11.0			11.0
Pedestrian Calls (#/hr)			0	0			0
Act Effct Green (s)	16.8	29.1		18.5	40.9	30.7	30.7
Actuated g/C Ratio	0.29	0.50		0.32	0.70	0.52	0.52
v/c Ratio	0.84	0.35		0.41	0.24	0.61	0.27
Control Delay	36.5	5.6		17.5	1.1	14.8	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	36.5	5.6		17.5	1.1	14.8	8.5
LOS	D	A		B	A	B	A
Approach Delay	23.6			11.3			10.8
Approach LOS	C			B			B
Queue Length 50th (ft)	139	28		68	2	56	48

# Lanes, Volumes, Timings

## 2: Henley Road & Sandridge Road

04/01/2019

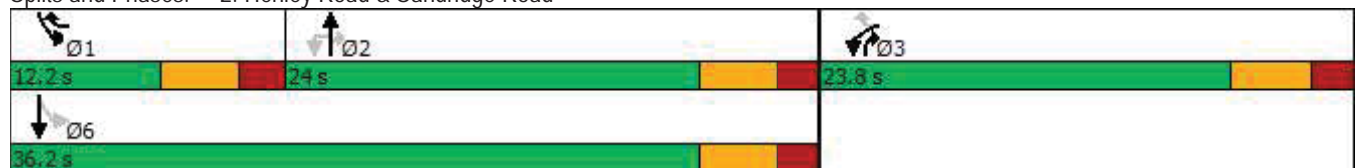


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#272	66		105	17	100	74
Internal Link Dist (ft)	890			5749			11367
Turn Bay Length (ft)	200				330	250	
Base Capacity (vph)	553	861		1119	1216	478	1856
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.77	0.35		0.41	0.23	0.61	0.27

### Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 58.6  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 15.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.















### Splits and Phases: 2: Henley Road & Sandridge Road





### Lanes, Volumes, Timings 3: Henley Road & Russell Road

04/01/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	33	470	668	30	393	870
Future Volume (vph)	33	470	668	30	393	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300		150	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.213	
Satd. Flow (perm)	1770	1583	3539	1583	397	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		459		33		
Link Speed (mph)	45		45			45
Link Distance (ft)	1248		11447			6637
Travel Time (s)	18.9		173.4			100.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	511	726	33	427	946
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	10.5	23.5
Total Split (s)	23.5	23.5	23.7	23.7	17.8	41.5
Total Split (%)	36.2%	36.2%	36.5%	36.5%	27.4%	63.8%
Maximum Green (s)	18.0	18.0	18.2	18.2	12.3	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
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)	9.6	9.6	18.4	18.4	36.2	36.2
Actuated g/C Ratio	0.17	0.17	0.32	0.32	0.64	0.64
v/c Ratio	0.12	0.79	0.64	0.06	0.78	0.42
Control Delay	19.8	13.4	20.4	7.2	21.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	13.4	20.4	7.2	21.7	6.6
LOS	B	B	C	A	C	A
Approach Delay	13.8		19.8			11.3
Approach LOS	B		B			B
Queue Length 50th (ft)	11	15	102	0	57	61

Lanes, Volumes, Timings  
 3: Henley Road & Russell Road

04/01/2019

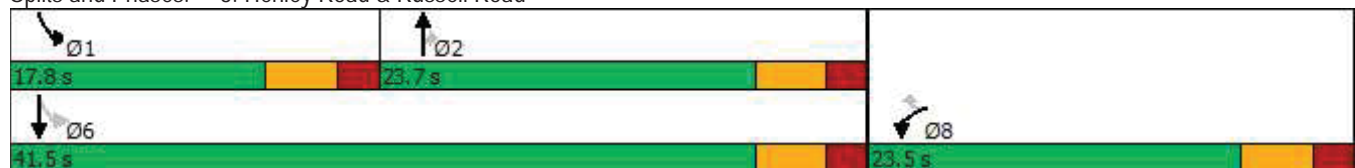


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	30	95	193	18	#254	151
Internal Link Dist (ft)	1168		11367			6557
Turn Bay Length (ft)		300		150	300	
Base Capacity (vph)	563	816	1141	533	551	2252
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.63	0.64	0.06	0.77	0.42

Intersection Summary













Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 56.9  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 14.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.2%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Henley Road & Russell Road



Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑	↑	↑↑	↑↑	↑	↑↑	
Traffic Volume (vph)	0	434	0	0	991	41	223	312	546	139	506	86
Future Volume (vph)	0	434	0	0	991	41	223	312	546	139	506	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	260		260	175		175	320		0
Storage Lanes	0		0	0		2	1		2	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	0	3539	0	0	5085	1583	1770	3539	2787	1770	3461	0
Flt Permitted							0.298			0.548		
Satd. Flow (perm)	0	3539	0	0	5085	1583	555	3539	2787	1021	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						145			419			33
Link Speed (mph)		45			45			45				45
Link Distance (ft)		659			4866			415				1660
Travel Time (s)		10.0			73.7			6.3				25.2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	0	0	1077	45	242	339	593	151	643	0
Turn Type		NA			NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase		4			8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		23.5			23.5	23.5	12.0	23.5	23.5	10.5	23.5	
Total Split (s)		23.5			23.5	23.5	12.0	25.1	25.1	11.4	24.5	
Total Split (%)		39.2%			39.2%	39.2%	20.0%	41.8%	41.8%	19.0%	40.8%	
Maximum Green (s)		18.0			18.0	18.0	6.5	19.6	19.6	5.9	19.0	
Yellow Time (s)		3.5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None			None	None	None	C-Max	C-Max	None	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)		17.4			17.4	17.4	27.7	22.5	22.5	25.5	19.6	
Actuated g/C Ratio		0.29			0.29	0.29	0.46	0.38	0.38	0.42	0.33	
v/c Ratio		0.46			0.73	0.08	0.62	0.26	0.45	0.30	0.56	
Control Delay		12.2			22.5	0.3	17.3	14.9	6.1	9.7	18.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		12.2			22.5	0.3	17.3	14.9	6.1	9.7	18.2	
LOS		B			C	A	B	B	A	A	B	
Approach Delay		12.2			21.7			11.0			16.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		73			124	0	45	47	25	26	95	



# Lanes, Volumes, Timings

## 4: Henley Road & CR 220

04/01/2019

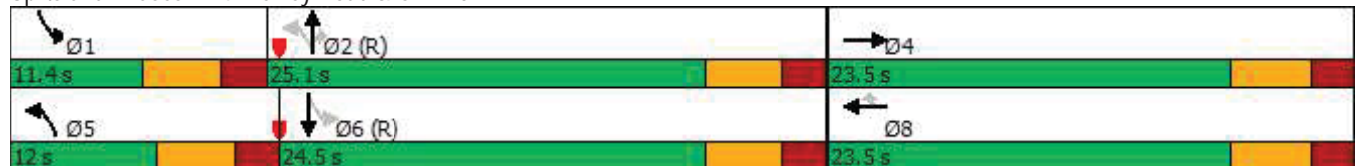


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		112			168	0	#88	76	62	52	142	
Internal Link Dist (ft)		579			4786			335			1580	
Turn Bay Length (ft)						260	175		175	320		
Base Capacity (vph)		1061			1525	576	390	1328	1307	507	1150	
Starvation Cap Reductn		0			0	0	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		0.44			0.71	0.08	0.62	0.26	0.45	0.30	0.56	

### Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 58 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

### Splits and Phases: 4: Henley Road & CR 220



Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

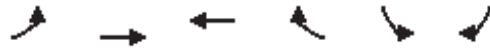
04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	384	876	915	353	403	472
Future Volume (vph)	384	876	915	353	403	472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	580			0	0	400
Storage Lanes	1			0	2	1
Taper Length (ft)	50				50	
Satd. Flow (prot)	1770	3539	3391	0	3433	1583
Flt Permitted	0.106				0.950	
Satd. Flow (perm)	197	3539	3391	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			85			40
Link Speed (mph)		45	45		45	
Link Distance (ft)		939	5738		940	
Travel Time (s)		14.2	86.9		14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	417	952	1379	0	438	513
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		1	7
Permitted Phases	4					1
Detector Phase	7	4	8		1	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.5	23.5	23.5		10.5	10.5
Total Split (s)	23.0	61.0	38.0		19.0	23.0
Total Split (%)	28.8%	76.3%	47.5%		23.8%	28.8%
Maximum Green (s)	17.5	55.5	32.5		13.5	17.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	None
Walk Time (s)		7.0	7.0			
Flash Dont Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)	55.2	55.2	32.3		13.0	35.9
Actuated g/C Ratio	0.70	0.70	0.41		0.16	0.45
v/c Ratio	0.86	0.39	0.96		0.78	0.70
Control Delay	38.5	5.6	39.2		42.7	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	38.5	5.6	39.2		42.7	21.9
LOS	D	A	D		D	C
Approach Delay		15.6	39.2		31.5	
Approach LOS		B	D		C	
Queue Length 50th (ft)	146	88	327		108	180

Lanes, Volumes, Timings  
5: CR 220 & Knight Boxx Rd

04/01/2019

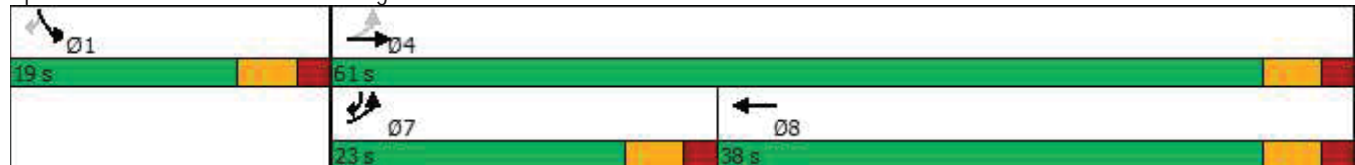


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#307	117	#485		#170	295
Internal Link Dist (ft)		859	5658		860	
Turn Bay Length (ft)	580					400
Base Capacity (vph)	484	2481	1442		585	740
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.86	0.38	0.96		0.75	0.69

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 79.2  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 28.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.1%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: CR 220 & Knight Boxx Rd





Lanes, Volumes, Timings  
6: CR 220 & Doctors Inlet Elementary

04/01/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	↓
Traffic Volume (vph)	0	1357	1523	0	6	3
Future Volume (vph)	0	1357	1523	0	6	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	3539	0	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						3
Link Speed (mph)		45	45		45	
Link Distance (ft)		5738	1362		311	
Travel Time (s)		86.9	20.6		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1475	1655	0	7	3
Turn Type		NA	NA		Perm	Perm
Protected Phases		4	8			
Permitted Phases					6	6
Detector Phase		4	8		6	6
Switch Phase						
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		23.5	23.5		23.5	23.5
Total Split (s)		36.0	36.0		24.0	24.0
Total Split (%)		60.0%	60.0%		40.0%	40.0%
Maximum Green (s)		30.5	30.5		18.5	18.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		None	None		Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		30.5	30.5		18.5	18.5
Actuated g/C Ratio		0.51	0.51		0.31	0.31
v/c Ratio		0.82	0.92		0.01	0.01
Control Delay		17.5	24.4		14.7	10.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		17.5	24.4		14.7	10.7
LOS		B	C		B	B
Approach Delay		17.5	24.4		13.5	
Approach LOS		B	C		B	
Queue Length 50th (ft)		217	266		2	0
Queue Length 95th (ft)		304	#433		9	5
Internal Link Dist (ft)		5658	1282		231	
Turn Bay Length (ft)						

Lanes, Volumes, Timings  
 6: CR 220 & Doctors Inlet Elementary

04/01/2019

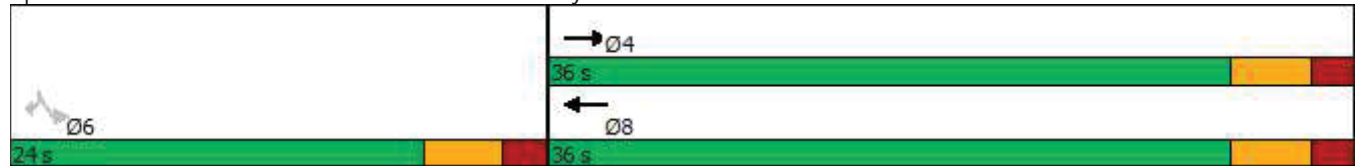


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		1799	1799		545	490
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.82	0.92		0.01	0.01

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 21.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 55.4%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: CR 220 & Doctors Inlet Elementary



Lanes, Volumes, Timings  
7: Plantation Drive/College Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1103	27	47	1200	872	30	47	11	940	11	306
Future Volume (vph)	220	1103	27	47	1200	872	30	47	11	940	11	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		450	0		100	300		350
Storage Lanes	2		0	1		1	0		1	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3525	0	1770	3539	2787	0	1827	1583	3221	1617	1583
Flt Permitted	0.950			0.950				0.223		0.950	0.954	
Satd. Flow (perm)	3433	3525	0	1770	3539	2787	0	415	1583	3221	1617	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				633			148			137
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1362			3980			655				755
Travel Time (s)		20.6			60.3			9.9				11.4
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
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	239	1228	0	51	1304	948	0	84	12	685	349	333
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Split	NA	pm+ov
Protected Phases	7	4		3	8			2		6	6	7
Permitted Phases						8	2		2			6
Detector Phase	7	4		3	8	8	2	2	2	6	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	10.5
Total Split (s)	22.0	65.0		16.0	59.0	59.0	18.0	18.0	18.0	41.0	41.0	22.0
Total Split (%)	15.7%	46.4%		11.4%	42.1%	42.1%	12.9%	12.9%	12.9%	29.3%	29.3%	15.7%
Maximum Green (s)	16.5	59.5		10.5	53.5	53.5	12.5	12.5	12.5	35.5	35.5	16.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?	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	Max	Max	Max	None	None	None
Act Effct Green (s)	14.2	61.5		8.7	53.6	53.6		12.5	12.5	33.0	33.0	52.7
Actuated g/C Ratio	0.10	0.45		0.06	0.40	0.40		0.09	0.09	0.24	0.24	0.39
v/c Ratio	0.67	0.77		0.45	0.93	0.64		2.21	0.04	0.87	0.89	0.48
Control Delay	68.2	36.3		74.6	52.2	12.5		648.1	0.3	62.3	74.0	19.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	36.3		74.6	52.2	12.5		648.1	0.3	62.3	74.0	19.6
LOS	E	D		E	D	B		F	A	E	E	B
Approach Delay		41.5			36.3			567.1				54.9
Approach LOS		D			D			F				D
Queue Length 50th (ft)	108	504		45	595	126		~122	0	321	329	125
Queue Length 95th (ft)	154	607		91	#764	210		#237	0	408	#518	212
Internal Link Dist (ft)		1282			3900			575			675	
Turn Bay Length (ft)	200			200		450			100	300		350



Lanes, Volumes, Timings  
 7: Plantation Drive/College Drive & CR 220

04/01/2019

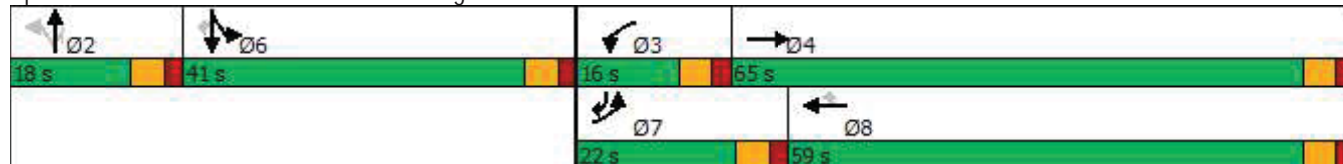


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	419	1609		137	1401	1486		38	280	846	425	724
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.57	0.76		0.37	0.93	0.64		2.21	0.04	0.81	0.82	0.46

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 135.3  
 Natural Cycle: 135  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 2.21  
 Intersection Signal Delay: 52.4      Intersection LOS: D  
 Intersection Capacity Utilization 77.7%      ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Plantation Drive/College Drive & CR 220



Lanes, Volumes, Timings  
8: Paul Armstrong Park & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	
Traffic Volume (vph)	1984	0	11	2280	0	1
Future Volume (vph)	1984	0	11	2280	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	5085	0	1770	5085	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	1770	5085	1611	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					136	
Link Speed (mph)	45			45	45	
Link Distance (ft)	3980			1857	960	
Travel Time (s)	60.3			28.1	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2157	0	12	2478	1	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases						
Detector Phase	4		3	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		10.5	23.5	23.5	
Total Split (s)	41.0		10.5	51.5	23.5	
Total Split (%)	54.7%		14.0%	68.7%	31.3%	
Maximum Green (s)	35.5		5.0	46.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Act Effct Green (s)	43.4		5.0	45.5	18.0	
Actuated g/C Ratio	0.58		0.07	0.61	0.24	
v/c Ratio	0.73		0.10	0.80	0.00	
Control Delay	14.2		35.0	13.5	0.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	14.2		35.0	13.5	0.0	
LOS	B		C	B	A	
Approach Delay	14.2			13.6		
Approach LOS	B			B		
Queue Length 50th (ft)	219		5	282	0	
Queue Length 95th (ft)	#395		21	348	0	
Internal Link Dist (ft)	3900			1777	880	
Turn Bay Length (ft)			240			

Lanes, Volumes, Timings  
 8: Paul Armstrong Park & CR 220

04/01/2019

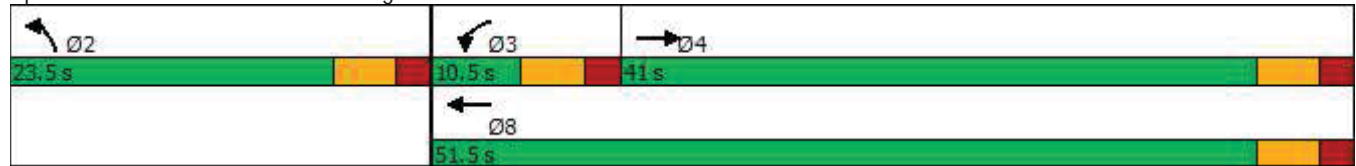


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2962		119	3140	492	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.73		0.10	0.79	0.00	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 74.5  
 Natural Cycle: 75  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 57.4%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Paul Armstrong Park & CR 220





Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	
Traffic Volume (vph)	1680	216	164	2114	207	98
Future Volume (vph)	1680	216	164	2114	207	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	4999	0	1770	5085	1722	0
Flt Permitted			0.950		0.967	
Satd. Flow (perm)	4999	0	1770	5085	1722	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	31				25	
Link Speed (mph)	45			45	45	
Link Distance (ft)	1857			1045	920	
Travel Time (s)	28.1			15.8	13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2061	0	178	2298	332	0
Turn Type	NA		Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases						
Detector Phase	4		3	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		10.5	23.5	23.5	
Total Split (s)	43.0		19.0	62.0	28.0	
Total Split (%)	47.8%		21.1%	68.9%	31.1%	
Maximum Green (s)	37.5		13.5	56.5	22.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Max	
Act Effct Green (s)	37.5		12.3	55.3	22.5	
Actuated g/C Ratio	0.42		0.14	0.62	0.25	
v/c Ratio	0.97		0.73	0.73	0.73	
Control Delay	39.1		54.6	13.2	39.3	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	39.1		54.6	13.2	39.3	
LOS	D		D	B	D	
Approach Delay	39.1			16.2	39.3	
Approach LOS	D			B	D	
Queue Length 50th (ft)	407		97	293	161	
Queue Length 95th (ft)	#535		#182	349	#282	
Internal Link Dist (ft)	1777			965	840	
Turn Bay Length (ft)			350			

Lanes, Volumes, Timings  
 9: Heritage Farms Blvd & CR 220

04/01/2019

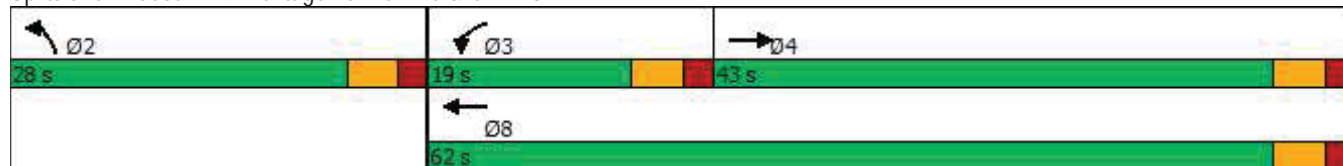


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2129		269	3235	455	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.97		0.66	0.71	0.73	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	88.8
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	27.5
Intersection LOS:	C
Intersection Capacity Utilization	77.6%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 9: Heritage Farms Blvd & CR 220



Lanes, Volumes, Timings

10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1767	47	242	2304	23	43	1	104	24	0	10
Future Volume (vph)	16	1767	47	242	2304	23	43	1	104	24	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	220		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5065	0	1770	5080	0	0	1775	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.744			0.726	
Satd. Flow (perm)	1770	5065	0	1770	5080	0	0	1386	1583	0	1352	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2				164			164
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1880			2774			1330				705
Travel Time (s)		28.5			42.0			20.2				10.7
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	1972	0	263	2529	0	0	48	113	0	26	11
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2				6
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5		23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	10.6	40.0		24.0	53.4		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	11.8%	44.4%		26.7%	59.3%		28.9%	28.9%	28.9%	28.9%	28.9%	28.9%
Maximum Green (s)	5.1	34.5		18.5	47.9		20.5	20.5	20.5	20.5	20.5	20.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5			5.5	5.5		5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	5.1	34.5		16.6	52.4			20.5	20.5		20.5	20.5
Actuated g/C Ratio	0.06	0.39		0.19	0.59			0.23	0.23		0.23	0.23
v/c Ratio	0.17	0.99		0.79	0.84			0.15	0.23		0.08	0.02
Control Delay	44.3	46.4		52.3	18.9			29.2	2.8		28.2	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	44.3	46.4		52.3	18.9			29.2	2.8		28.2	0.1
LOS	D	D		D	B			C	A		C	A
Approach Delay		46.4			22.0			10.7			19.9	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	9	~416		141	327			22	0		12	0
Queue Length 95th (ft)	31	#535		#248	#571			52	17		33	0
Internal Link Dist (ft)		1800			2694			1250			625	
Turn Bay Length (ft)	260			220					50			50



Lanes, Volumes, Timings  
 10: Swimming Pen Drive/Harmony Hall Road & CR 220

04/01/2019

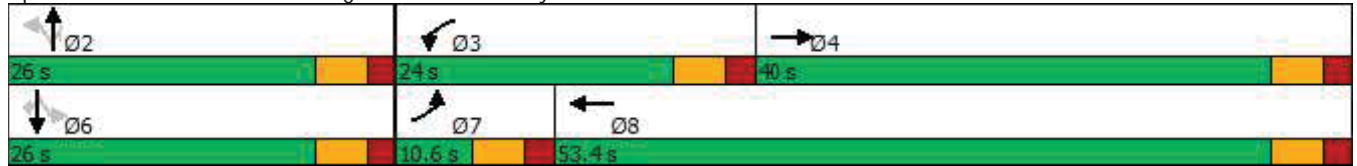


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	102	1987		371	3023			322	494		314	494
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.17	0.99		0.71	0.84			0.15	0.23		0.08	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	88.1
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	31.4
Intersection LOS:	C
Intersection Capacity Utilization	72.0%
ICU Level of Service	C
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 10: Swimming Pen Drive/Harmony Hall Road & CR 220



Lanes, Volumes, Timings

11: Indian River Dr/Lakeshore Dr W & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	1476	41	101	2514	228	115	84	58	160	64	129
Future Volume (vph)	183	1476	41	101	2514	228	115	84	58	160	64	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		300	100		0	200		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	1749	0	1770	1676	0
Flt Permitted	0.950			0.950			0.312			0.325		
Satd. Flow (perm)	1770	5065	0	1770	5085	1583	581	1749	0	605	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				180		21			63	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2774			497			870			829	
Travel Time (s)		42.0			7.5			13.2			12.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	1649	0	110	2733	248	125	154	0	174	210	0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5		10.5	23.5	
Total Split (s)	25.0	59.0		37.0	71.0	71.0	13.0	19.0		15.0	21.0	
Total Split (%)	19.2%	45.4%		28.5%	54.6%	54.6%	10.0%	14.6%		11.5%	16.2%	
Maximum Green (s)	19.5	53.5		31.5	65.5	65.5	7.5	13.5		9.5	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	17.9	71.4		13.4	66.9	66.9	21.0	12.7		25.3	14.9	
Actuated g/C Ratio	0.14	0.55		0.10	0.51	0.51	0.16	0.10		0.19	0.11	
v/c Ratio	0.82	0.59		0.60	1.04	0.28	0.74	0.81		0.82	0.85	
Control Delay	79.8	21.1		71.0	58.6	4.8	70.2	79.5		75.5	68.1	
Queue Delay	0.0	0.1		0.0	23.4	0.0	0.0	0.0		0.0	0.0	
Total Delay	79.8	21.2		71.0	82.0	4.8	70.2	79.5		75.5	68.1	
LOS	E	C		E	F	A	E	E		E	E	
Approach Delay		27.5			75.4			75.4			71.5	
Approach LOS		C			E			E			E	
Queue Length 50th (ft)	163	325		90	-935	18	89	111		128	124	
Queue Length 95th (ft)	#274	408		149	#1023	58	#154	#220		#213	#256	
Internal Link Dist (ft)		2694			417			790			749	
Turn Bay Length (ft)	250			250		300	100			200		

Lanes, Volumes, Timings  
 11: Indian River Dr/Lakeshore Dr W & CR 220

04/01/2019

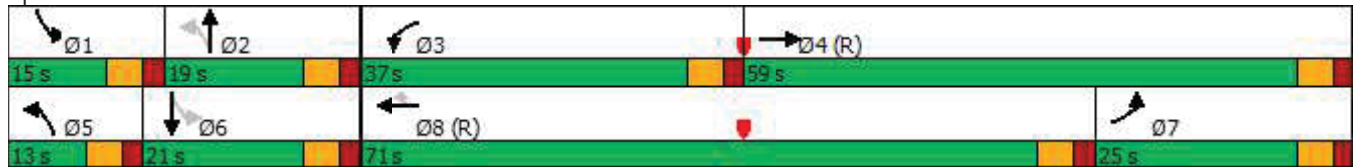


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	265	2783		428	2617	901	169	200		211	255	
Starvation Cap Reductn	0	0		0	204	0	0	0		0	0	
Spillback Cap Reductn	0	202		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.75	0.64		0.26	1.13	0.28	0.74	0.77		0.82	0.82	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 8 (6%), Referenced to phase 4:EBT and 8:WBT, Start of Green  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 59.3  
 Intersection LOS: E  
 Intersection Capacity Utilization 94.7%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Indian River Dr/Lakeshore Dr W & CR 220





Lanes, Volumes, Timings  
12: Old Hard Rd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑↑	↑	↓	↑↑↑↑	↓	↓
Traffic Volume (vph)	1879	203	10	961	203	109
Future Volume (vph)	1879	203	10	961	203	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	250		0	50
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted			0.950		0.841	
Satd. Flow (perm)	5085	1583	1770	5085	1567	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		207				60
Link Speed (mph)	45			45	45	
Link Distance (ft)	497			4004	691	
Travel Time (s)	7.5			60.7	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2042	221	11	1045	221	118
Turn Type	NA	Perm	Prot	NA	Perm	Perm
Protected Phases	4		3	8		
Permitted Phases		4			2	2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	10.5	23.5	23.5	23.5
Total Split (s)	79.0	79.0	11.0	90.0	40.0	40.0
Total Split (%)	60.8%	60.8%	8.5%	69.2%	30.8%	30.8%
Maximum Green (s)	73.5	73.5	5.5	84.5	34.5	34.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Act Effct Green (s)	80.1	80.1	5.5	84.5	34.5	34.5
Actuated g/C Ratio	0.62	0.62	0.04	0.65	0.27	0.27
v/c Ratio	0.65	0.21	0.15	0.32	0.53	0.25
Control Delay	11.6	0.6	64.6	10.3	46.4	20.7
Queue Delay	0.3	0.0	0.0	0.0	88.5	0.0
Total Delay	11.9	0.6	64.6	10.3	134.9	20.7
LOS	B	A	E	B	F	C
Approach Delay	10.8			10.9	95.1	
Approach LOS	B			B	F	
Queue Length 50th (ft)	424	0	9	132	160	37
Queue Length 95th (ft)	341	m2	30	156	245	90
Internal Link Dist (ft)	417			3924	611	
Turn Bay Length (ft)		250	250			50

Lanes, Volumes, Timings  
 12: Old Hard Rd & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Base Capacity (vph)	3133	1054	74	3305	415	464
Starvation Cap Reductn	417	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	349	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.21	0.15	0.32	3.35	0.25

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 18.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 56.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Old Hard Rd & CR 220



Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Future Volume (vph)	129	1934	115	113	747	129	88	50	142	199	74	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	215		215	100		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	1656	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.705			0.234		
Satd. Flow (perm)	1770	5045	0	1770	5085	1583	1313	1656	0	436	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				207		115				207
Link Speed (mph)		45			45			45				45
Link Distance (ft)		4004			3260			776				953
Travel Time (s)		60.7			49.4			11.8				14.4
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	2227	0	123	812	140	96	208	0	216	80	20
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5		10.5	23.5	23.5
Total Split (s)	27.0	48.0		19.0	40.0	40.0	12.0	16.0		17.0	21.0	21.0
Total Split (%)	27.0%	48.0%		19.0%	40.0%	40.0%	12.0%	16.0%		17.0%	21.0%	21.0%
Maximum Green (s)	21.5	42.5		13.5	34.5	34.5	6.5	10.5		11.5	15.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Act Effct Green (s)	13.0	42.5		11.3	40.8	40.8	17.0	10.5		26.9	17.8	17.8
Actuated g/C Ratio	0.13	0.44		0.12	0.42	0.42	0.17	0.11		0.28	0.18	0.18
v/c Ratio	0.60	1.01		0.60	0.38	0.18	0.37	0.74		0.79	0.24	0.04
Control Delay	50.2	50.1		53.9	20.9	1.2	33.0	37.1		51.7	38.9	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	50.2	50.1		53.9	20.9	1.2	33.0	37.1		51.7	38.9	0.2
LOS	D	D		D	C	A	C	D		D	D	A
Approach Delay		50.1			22.1			35.8				45.2
Approach LOS		D			C			D				D
Queue Length 50th (ft)	84	~546		74	125	0	46	56		111	45	0
Queue Length 95th (ft)	140	#660		132	174	10	89	#165		#206	90	0
Internal Link Dist (ft)		3924			3180			696			873	
Turn Bay Length (ft)	230			215		215	100			200		200



Lanes, Volumes, Timings  
 13: Canova Road/Lakeshore Drive & CR 220

04/01/2019

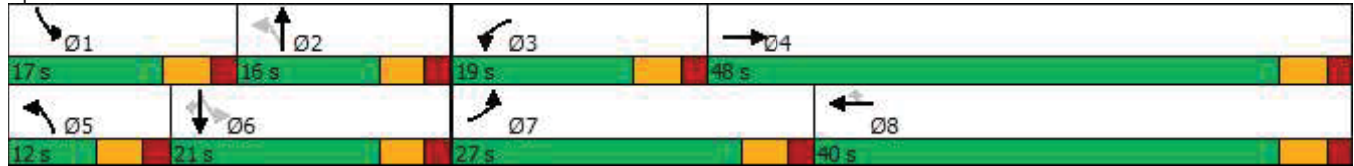


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	390	2205		244	2127	782	259	280		277	339	457
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.36	1.01		0.50	0.38	0.18	0.37	0.74		0.78	0.24	0.04

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	97.6
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	41.2
Intersection LOS:	D
Intersection Capacity Utilization	86.9%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: Canova Road/Lakeshore Drive & CR 220



Lanes, Volumes, Timings  
14: Quadrant Intersection & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖↗	↑↑		
Traffic Volume (vph)	434	360	515	785	0	0
Future Volume (vph)	434	360	515	785	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			50		50	
Satd. Flow (prot)	3299	0	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3299	0	3433	3539	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	111					
Link Speed (mph)	45			45	45	
Link Distance (ft)	859			659	840	
Travel Time (s)	13.0			10.0	12.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	863	0	560	853	0	0
Turn Type	NA		Prot	NA		
Protected Phases	4		3	8		
Permitted Phases						
Detector Phase	4		3	8		
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		
Minimum Split (s)	23.5		10.5	23.5		
Total Split (s)	35.0		25.0	60.0		
Total Split (%)	58.3%		41.7%	100.0%		
Maximum Green (s)	29.5		19.5	54.5		
Yellow Time (s)	3.5		3.5	3.5		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.5	5.5		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Act Effct Green (s)	34.0		15.0	60.0		
Actuated g/C Ratio	0.57		0.25	1.00		
v/c Ratio	0.45		0.65	0.24		
Control Delay	8.0		11.7	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	8.0		11.7	0.1		
LOS	A		B	A		
Approach Delay	8.0			4.7		
Approach LOS	A			A		
Queue Length 50th (ft)	71		29	0		
Queue Length 95th (ft)	131		39	0		
Internal Link Dist (ft)	779			579	760	
Turn Bay Length (ft)			200			

Lanes, Volumes, Timings  
 14: Quadrant Intersection & CR 220

04/01/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	1916		1115	3539		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.45		0.50	0.24		

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	5.9
Intersection LOS:	A
Intersection Capacity Utilization	47.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 14: Quadrant Intersection & CR 220





Lanes, Volumes, Timings

15: Henley Road & Quadrant Intersection/Apalachicola Blvd

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↖↖	↖		↖		↖↖		↖	↖↖	
Traffic Volume (vph)	40	2	835	2	0	2	0	1039	2	2	504	0
Future Volume (vph)	40	2	835	2	0	2	0	1039	2	2	504	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		10	0		0	90		0
Storage Lanes	0		1	1		1	0		0	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	0	1777	2787	1770	0	1583	0	3539	0	1770	3539	0
Flt Permitted		0.954		0.950						0.177		
Satd. Flow (perm)	0	1777	2787	1770	0	1583	0	3539	0	330	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			893			109						
Link Speed (mph)		45			45			45				45
Link Distance (ft)		840			559			6637				415
Travel Time (s)		12.7			8.5			100.6				6.3
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	908	2	0	2	0	1131	0	2	548	0
Turn Type	Split	NA	Perm	Prot		Perm		NA		Perm	NA	
Protected Phases	4	4		8				2				6
Permitted Phases			4			8				6		
Detector Phase	4	4	4	8		8		2		6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0		5.0
Minimum Split (s)	23.5	23.5	23.5	23.5		23.5		23.5		23.5		23.5
Total Split (s)	23.5	23.5	23.5	23.5		23.5		33.0		33.0		33.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%		29.4%		41.3%		41.3%		41.3%
Maximum Green (s)	18.0	18.0	18.0	18.0		18.0		27.5		27.5		27.5
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5		3.5
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5		5.5		5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0		3.0		3.0		3.0
Recall Mode	None	None	None	None		None		Max		Max		Max
Act Effct Green (s)		10.5	10.5	5.7		5.7		28.1		28.1		28.1
Actuated g/C Ratio		0.20	0.20	0.11		0.11		0.54		0.54		0.54
v/c Ratio		0.12	0.71	0.01		0.01		0.59		0.01		0.28
Control Delay		18.0	5.4	25.0		0.0		11.4		10.0		8.5
Queue Delay		0.0	0.0	0.0		0.0		0.0		0.0		0.0
Total Delay		18.0	5.4	25.0		0.0		11.4		10.0		8.5
LOS		B	A	C		A		B		A		A
Approach Delay		6.0				12.5		11.4				8.5
Approach LOS		A				B		B				A
Queue Length 50th (ft)		10	1	1		0		88		0		34
Queue Length 95th (ft)		37	47	7		0		285		4		118
Internal Link Dist (ft)		760				479		6557				335
Turn Bay Length (ft)			300				10			90		

Lanes, Volumes, Timings

15: Henley Road & Quadrant Intersection/Apalachicola Blvd

04/01/2019

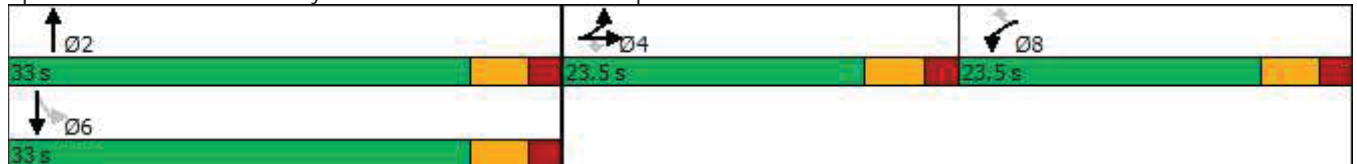


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		633	1568	631		634		1927		179	1927	
Starvation Cap Reductn		0	0	0		0		0		0	0	
Spillback Cap Reductn		0	0	0		0		0		0	0	
Storage Cap Reductn		0	0	0		0		0		0	0	
Reduced v/c Ratio		0.07	0.58	0.00		0.00		0.59		0.01	0.28	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	51.6
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	8.8
Intersection LOS:	A
Intersection Capacity Utilization	59.0%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 15: Henley Road & Quadrant Intersection/Apalachicola Blvd



Lanes, Volumes, Timings  
4: Henley Road & CR 220

04/01/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	434	320	515	476	41	223	272	546	139	506	86
Future Volume (vph)	23	434	320	515	476	41	223	272	546	139	506	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		375	600		0	250		300	320		0
Storage Lanes	2		1	2		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	3433	3539	1583	3433	3497	0	1770	3539	1583	1770	3461	0
Flt Permitted	0.950			0.950			0.230			0.571		
Satd. Flow (perm)	3433	3539	1583	3433	3497	0	428	3539	1583	1064	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259		12				421			23
Link Speed (mph)		45			45			45				45
Link Distance (ft)		682			4866			7053				1660
Travel Time (s)		10.3			73.7			106.9				25.2
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	472	348	560	562	0	242	296	593	151	643	0
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		12.0	23.5	23.5	10.5	23.5	
Total Split (s)	12.0	23.0	23.0	20.0	31.0		12.0	25.0	25.0	12.0	25.0	
Total Split (%)	15.0%	28.8%	28.8%	25.0%	38.8%		15.0%	31.3%	31.3%	15.0%	31.3%	
Maximum Green (s)	6.5	17.5	17.5	14.5	25.5		6.5	19.5	19.5	6.5	19.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	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)	6.0	15.8	15.8	14.5	31.1		28.9	20.8	20.8	26.4	19.5	
Actuated g/C Ratio	0.08	0.20	0.20	0.18	0.39		0.36	0.26	0.26	0.33	0.24	
v/c Ratio	0.10	0.67	0.67	0.90	0.41		0.83	0.32	0.82	0.37	0.75	
Control Delay	35.1	34.7	15.1	52.0	19.4		47.3	25.7	19.8	19.1	33.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	35.1	34.7	15.1	52.0	19.4		47.3	25.7	19.8	19.1	33.2	
LOS	D	C	B	D	B		D	C	B	B	C	
Approach Delay		26.6			35.7			27.2			30.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	6	112	37	142	87		83	64	76	49	151	



# Lanes, Volumes, Timings

## 4: Henley Road & CR 220

04/01/2019

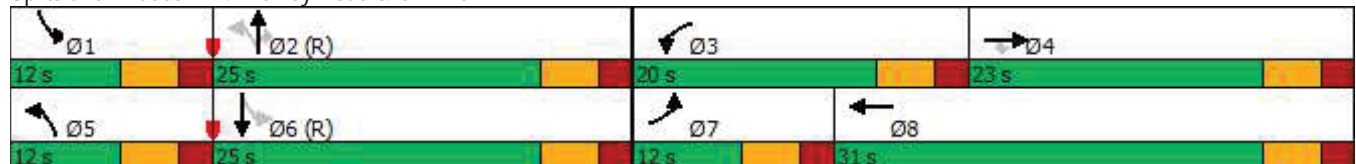


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	18	161	122	#232	164		#203	99	#273	89	211	
Internal Link Dist (ft)		602			4786			6973			1580	
Turn Bay Length (ft)	375		375	600			250		300	320		
Base Capacity (vph)	278	774	548	622	1364		291	918	722	412	861	
Starvation Cap 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	0.09	0.61	0.64	0.90	0.41		0.83	0.32	0.82	0.37	0.75	

### Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 30.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 74.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

### Splits and Phases: 4: Henley Road & CR 220



**Appendix J:**  
Concept Diagrams





County Road 220

Knight Boxx Rd

BIKE LANE  
ENDS

**ETM**  
VISION • EXPERIENCE • RESULTS

England-Thoms & Miller, Inc.  
14775 Old St. Augustine Road  
Jacksonville, FL 32258  
TEL: (904) 642-9996  
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MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

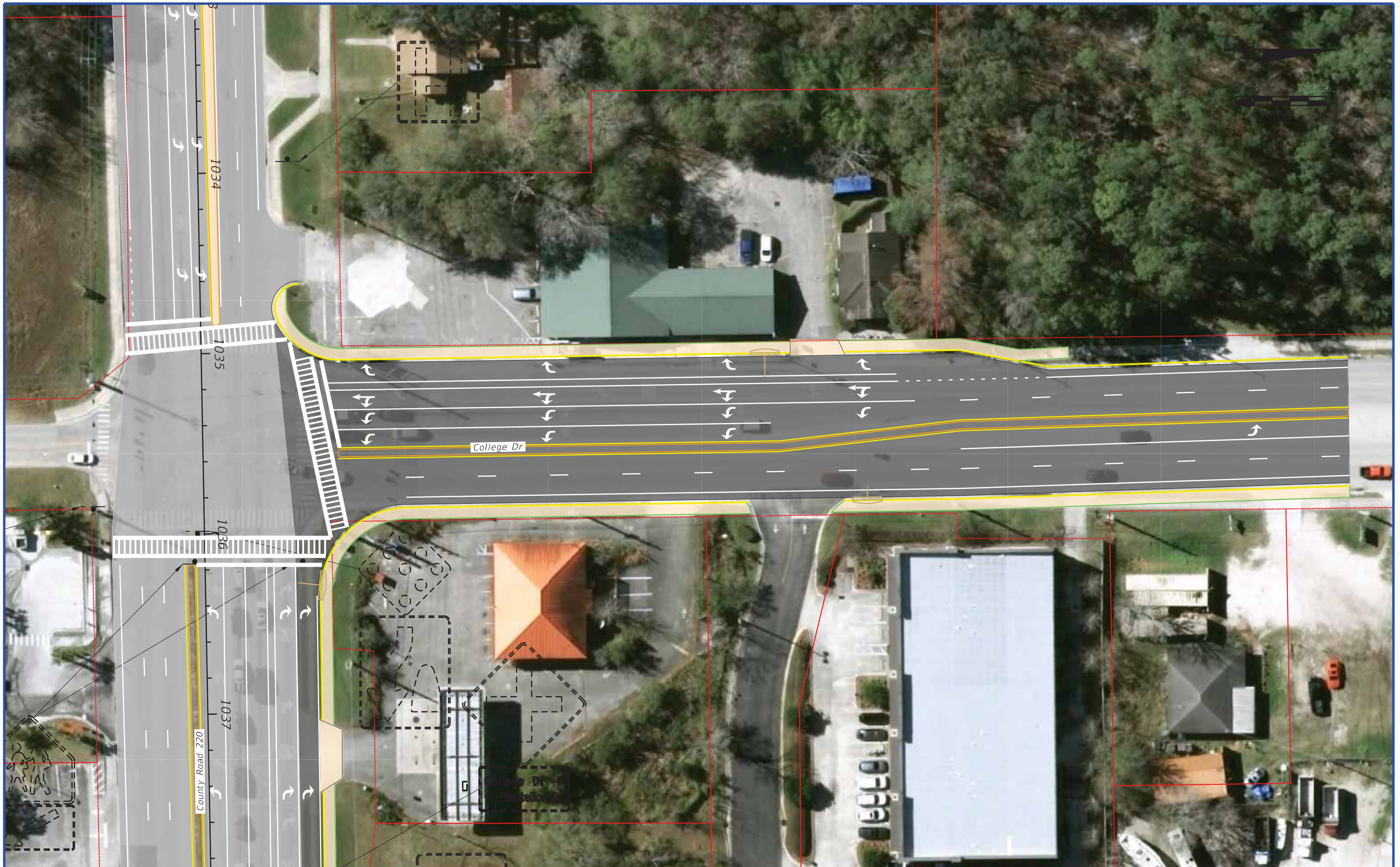
**North Florida TPO**  
Transportation Planning Organization  
PLAN • FUND • MOBILIZE

CR 220 AND HENLEY ROAD  
TRAFFIC STUDY  
CONCEPT DIAGRAM DETAIL

SHEET NO.  
1

\$USERS \$DATES \$TIMES \$FILES





MARK S. MANWELL, P.E.

England-Thoms & Miller, Inc.  
 14775 Old St. Augustine Road  
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Lic. No. NUMBER 53938



\$USERS

CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONCEPT DIAGRAM DETAIL

\$DATES

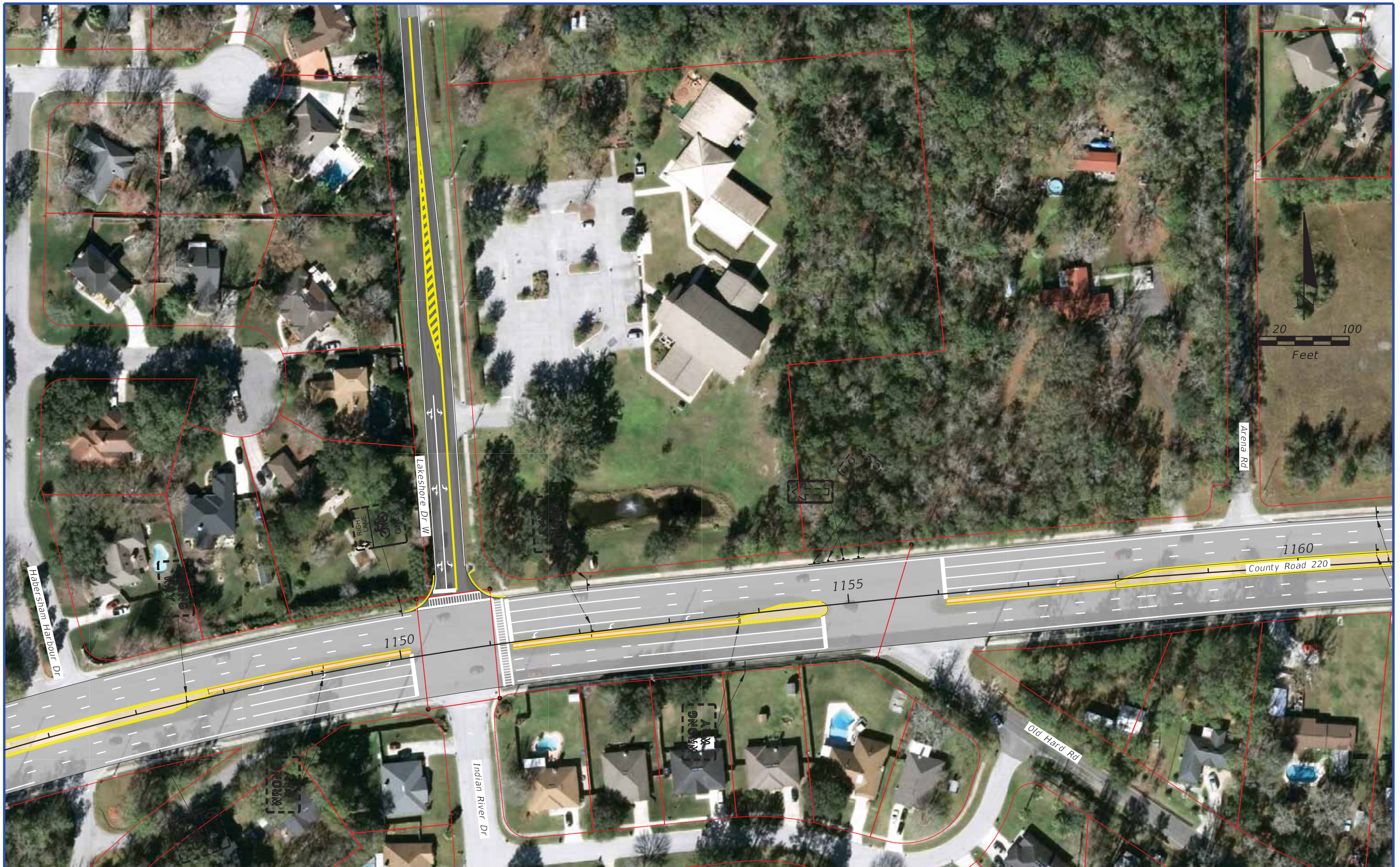
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Transportation Planning Organization

PLAN • FUND • MOBILIZE

CR 220 AND HENLEY ROAD  
 TRAFFIC STUDY  
 CONCEPT DIAGRAM DETAIL

SHEET NO.

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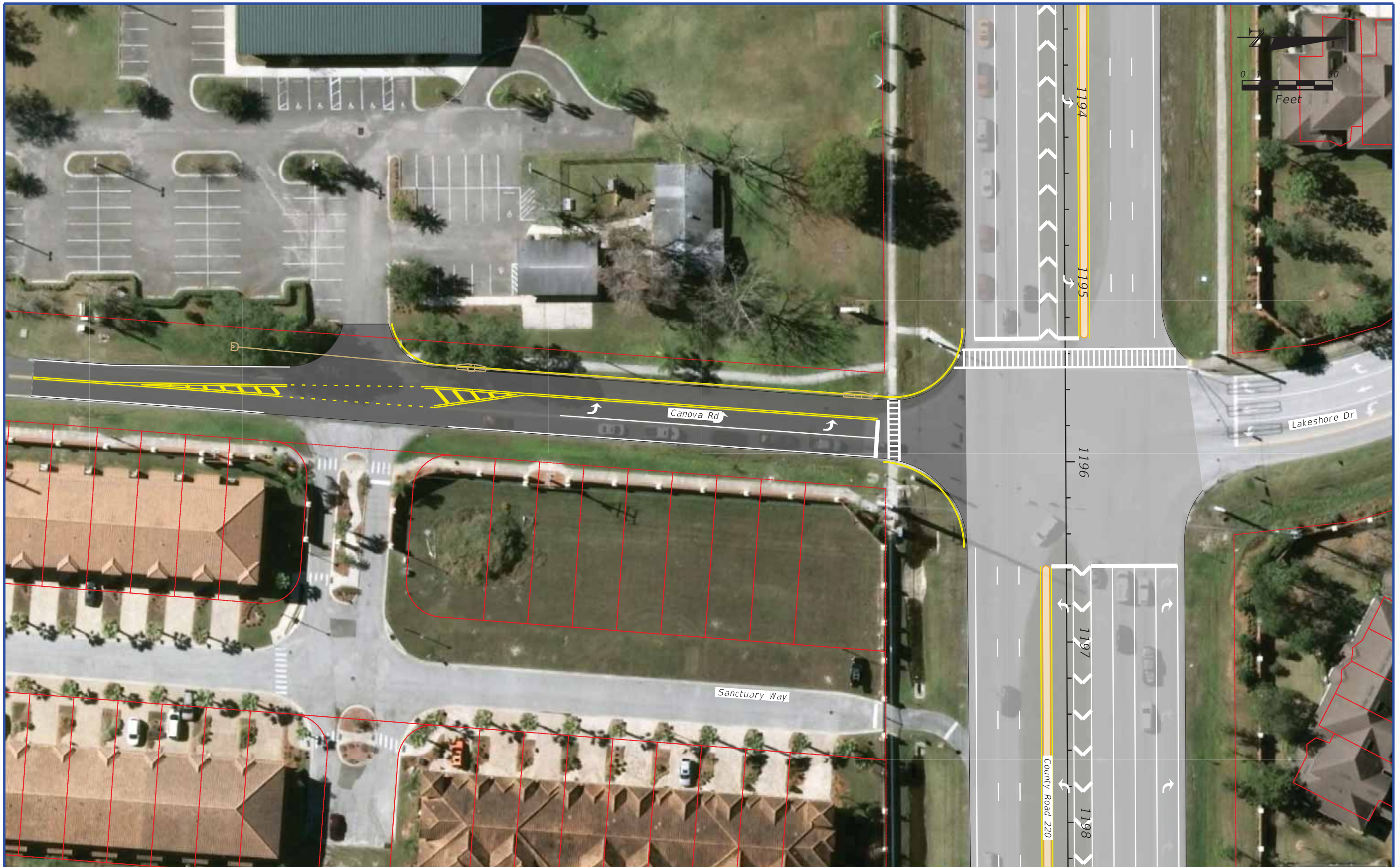
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 TRAFFIC STUDY  
 CONCEPT DIAGRAM DETAIL

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4

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## **Appendix K:**

### Improvements Cost Estimates

**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
CR 220 WIDENING IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT COST PER MILE MODEL	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. BETWEEN COLLEGE DRIVE AND SWIMMING PEN DRIVE/HARMONY HALL ROAD</b>						
	Widen Existing 4 Lane Rural Divided Arterial to 6 Lane Rural Divided; Resurface Existing 4 Lanes; Add 5' Paved Shoulders Inside & Out	1.66	MI	\$2,599,515.33	\$2,859,466.86	\$4,746,714.99
CONSTRUCTION TOTAL I						\$4,746,714.99
ENGINEERING (30%)						\$1,424,014.50
CEI (15%)						\$712,007.25
<b>TOTAL I</b>						<b>\$6,882,736.74</b>
<b>II. BETWEEN SWIMMING PEN DRIVE/HARMONY HALL ROAD AND WEST LAKESHORE DRIVE</b>						
	Widen Existing 4 Lane Rural Divided Arterial to 6 Lane Rural Divided; Resurface Existing 4 Lanes; Add 5' Paved Shoulders Inside & Out	0.52	MI	\$2,599,515.33	\$2,859,466.86	\$1,486,922.77
CONSTRUCTION TOTAL I						\$1,486,922.77
ENGINEERING (30%)						\$446,076.83
CEI (15%)						\$223,038.42
<b>TOTAL II</b>						<b>\$2,156,038.01</b>
<b>III. BETWEEN WEST LAKESHORE DRIVE AND US 17</b>						
	Widen Existing 4 Lane Rural Divided Arterial to 6 Lane Rural Divided; Resurface Existing 4 Lanes; Add 5' Paved Shoulders Inside & Out	2.10	MI	\$2,599,515.33	\$2,859,466.86	\$6,004,880.41
CONSTRUCTION TOTAL I						\$6,004,880.41
ENGINEERING (30%)						\$1,801,464.12
CEI (15%)						\$900,732.06
<b>TOTAL III</b>						<b>\$8,707,076.60</b>
<b>IV. TOTALS</b>						
<b>GRAND TOTAL</b>						<b>\$17,745,851.35</b>

**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
ITS IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. ITS IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F&I), (OPEN TRENCH)	15,860	LF	\$6.06	\$6.67	\$105,722.76
630-2-12	SIGNALS-CONDUIT, (F&I), (DIRECTIONAL BORE)	27,200	LF	\$17.36	\$19.10	\$519,411.20
630-2-15	CONDUIT, F& I, BRIDGE MOUNT	2,750	LF	\$17.43	\$19.17	\$52,725.75
633-1-122	FIBER OPTIC CABLE, (F&I), UG,13-48	60,310	LF	\$2.08	\$2.29	\$137,989.28
635-2-11	PULL & SPLICE BOX, (F&I), 13" x 24"	25	EA	\$676.67	\$744.34	\$18,608.43
635-2-12	PULL & SPLICE BOX, (F&I), 24" X 36"	65	EA	\$1,061.49	\$1,167.64	\$75,896.54
682-1-133	ITS CCTV CAMERA, F&I, DOME ENCL-NP.	12	EA	\$7,565.22	\$8,321.74	\$99,860.90
<b>SUBTOTAL I</b>						<b>\$1,010,214.85</b>
<b>V. TOTALS</b>						
<b>CONTINGENCY (15%)</b>						<b>\$151,532.23</b>
<b>MOBILIZATION (15%)</b>						<b>\$22,729.83</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$3,409.48</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$1,187,886.39</b>
<b>ENGINEERING (30%)</b>						<b>\$356,365.92</b>
<b>CEI (15%)</b>						<b>\$178,182.96</b>
<b>P.E.C.E.I. Total</b>						<b>\$534,548.88</b>
<b>GRAND TOTAL</b>						<b>\$1,722,435.27</b>



**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
KNIGHT BOXX ROAD IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.11	AC	\$40,245.08	\$44,269.59	\$4,869.65
110-4-10	REMOVAL OF EXIST CONC	100	SY	\$20.10	\$22.11	\$2,211.00
120-6	EMBANKMENT		CY	\$12.75	\$14.03	\$0.00
160-4	TYPE B STABILIZATION	630	SY	\$8.12	\$8.93	\$5,627.16
<b>SUBTOTAL I</b>						<b>\$12,707.81</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE - GROUP 9	530	SY	\$30.69	\$33.76	\$17,892.27
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	2,400	SY	\$2.51	\$2.76	\$6,626.40
334-1-12	SUPERPAVE ASPH CONC, TRAFFIC LEVEL B	45	TN	\$100.29	\$110.32	\$4,964.36
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	250	TN	\$105.70	\$116.27	\$29,067.50
425-1-461	INLETS, CURB, TYPE J-6, <10'	2	EA	\$4,629.63	\$5,092.59	\$10,185.19
430-174-118	PIPE CULV, OPT MATL, ROUND, 18"SD	30	LF	\$107.06	\$117.77	\$3,532.98
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD		EA	\$1,741.13	\$1,915.24	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	420	LF	\$18.93	\$20.82	\$8,745.66
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE		LF	\$25.58	\$28.14	\$0.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	7	SY	\$44.94	\$49.43	\$346.04
527-2	DETECTABLE WARNINGS	8	SF	\$28.93	\$31.82	\$254.58
570-1-2	PERFORMANCE TURF, SOD	150	SY	\$2.85	\$3.14	\$470.25
<b>SUBTOTAL II</b>						<b>\$82,085.22</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4	AS	\$389.70	\$428.67	\$1,714.68
700-1-50	SINGLE POST SIGN, RELOCATE	2	AS	\$222.17	\$244.39	\$488.77
700-1-60	SINGLE POST SIGN, REMOVE	2	AS	\$15.07	\$16.58	\$33.15
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0	GM	\$7,153.61	\$7,868.97	\$178.84
711-11-103	THERMOPLASTIC, STD, WHITE, SOLID, 12"	0.05	GM	\$10,020.15	\$11,022.17	\$521.88
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	40	LF	\$3.92	\$4.31	\$172.48
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	300	LF	\$4.75	\$5.23	\$1,567.50
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE		EA	\$128.55	\$141.41	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	12	EA	\$69.32	\$76.25	\$915.02
711-11-180	THERMOPLASTIC, STD, WHITE, YIELD LINE		LF	\$6.14	\$6.75	\$0.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.11	GM	\$4,139.57	\$4,553.53	\$517.45
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.09	GM	\$1,348.14	\$1,482.95	\$140.43
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"		GM	\$4,114.54	\$4,525.99	\$0.00
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"		LF	\$3.58	\$3.94	\$0.00
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	\$1,316.85	\$1,448.54	\$0.00
<b>SUBTOTAL III</b>						<b>\$6,250.21</b>
<b>IV. SIGNAL IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F & I), (OPEN TRENCH)		LF	\$6.06	\$6.67	\$0.00
630-2-12	SIGNALS-CONDUIT, (F & I), (DIRECTIONAL BORE)		LF	\$17.36	\$19.10	\$0.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL		PI	\$4,402.22	\$4,842.44	\$0.00
634-4-152	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG		PI	\$3,026.00	\$3,328.60	\$0.00
634-4-153	SPAN WIRE ASSEMBLY, (F&I), (TWO POINT), BOX		PI	\$6,355.66	\$6,991.23	\$0.00
635-2-11	PULL & SPLICE BOX, (F&I), (13" x 24" COVER SIZE)		EA	\$676.67	\$744.34	\$0.00
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT		AS	\$1,992.39	\$2,191.63	\$0.00
639-2-1	ELECTRICAL SERVICE WIRE, (F&I)		LF	\$11.50	\$12.65	\$0.00
641-2-18	PRESTRESSED CONCRETE POLE, (F&I), (TYPE P-VIII)		EA	\$8,127.50	\$8,940.25	\$0.00
641-2-70	PREST CNC POLE, REMOVE SHALLOW		EA	\$4,095.98	\$4,505.58	\$0.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	\$1,104.58	\$1,215.04	\$0.00
650-1-14	TRAFFIC SIGNAL, (F&I), 3 SECTION, 1 WAY, ALUMINUM		AS	\$946.08	\$1,040.69	\$0.00
650-1-19	TRAFFIC SIGNAL, (F&I), 5 SECTION, 1 WAY, ALUMINUM		AS	\$1,517.83	\$1,669.61	\$0.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAYS		AS	\$605.76	\$666.34	\$0.00
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS		AS	\$1,074.47	\$1,181.92	\$0.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B		EA	\$642.57	\$706.83	\$0.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F		EA	\$804.05	\$884.46	\$0.00
665-1-11	PEDESTRIAN DETECTOR, (F & I), (STANDARD)		EA	\$219.02	\$240.92	\$0.00
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, (F&I), NEMA		AS	\$25,655.31	\$28,220.84	\$0.00
<b>SUBTOTAL IV</b>						<b>\$0.00</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$101,043.25</b>
<b>CONTINGENCY (15%)</b>						<b>\$15,156.49</b>
<b>MOBILIZATION (15%)</b>						<b>\$15,156.49</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$15,156.49</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$146,512.71</b>
<b>ENGINEERING (30%)</b>						<b>\$43,953.81</b>
<b>CEI (15%)</b>						<b>\$21,976.91</b>
<b>P.E.C.E.I. Total</b>						<b>\$65,930.72</b>
<b>GRAND TOTAL</b>						<b>\$212,443.43</b>

**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
COLLEGE DRIVE IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.32	AC	\$40,245.08	\$44,269.59	\$14,166.27
110-4-10	REMOVAL OF EXIST CONC	400	SY	\$20.10	\$22.11	\$8,844.00
120-6	EMBANKMENT		CY	\$12.75	\$14.03	\$0.00
160-4	TYPE B STABILIZATION	2,000	SY	\$8.12	\$8.93	\$17,864.00
<b>SUBTOTAL I</b>						<b>\$40,874.27</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE - GROUP 9	1,550	SY	\$30.69	\$33.76	\$52,326.45
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	3,820	SY	\$2.51	\$2.76	\$10,547.02
334-1-12	SUPERPAVE ASPH CONC, TRAFFIC LEVEL B	130	TN	\$100.29	\$110.32	\$14,341.47
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	450	TN	\$105.70	\$116.27	\$52,321.50
425-1-461	INLETS, CURB, TYPE J-6, <10'	3	EA	\$4,629.63	\$5,092.59	\$15,277.78
430-174-118	PIPE CULV, OPT MATL, ROUND, 18"SD	40	LF	\$107.06	\$117.77	\$4,710.64
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD		EA	\$1,741.13	\$1,915.24	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,800	LF	\$18.93	\$20.82	\$37,481.40
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	575	LF	\$25.58	\$28.14	\$16,179.35
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,200	SY	\$44.94	\$49.43	\$59,320.80
527-2	DETECTABLE WARNINGS	80	SF	\$28.93	\$31.82	\$2,545.84
570-1-2	PERFORMANCE TURF, SOD	600	SY	\$2.85	\$3.14	\$1,881.00
<b>SUBTOTAL II</b>						<b>\$266,933.25</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4	AS	\$389.70	\$428.67	\$1,714.68
700-1-50	SINGLE POST SIGN, RELOCATE	10	AS	\$222.17	\$244.39	\$2,443.87
700-1-60	SINGLE POST SIGN, REMOVE	2	AS	\$15.07	\$16.58	\$33.15
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"		GM	\$7,153.61	\$7,868.97	\$0.00
711-11-103	THERMOPLASTIC, STD, WHITE, SOLID, 12"	0.04	GM	\$10,020.15	\$11,022.17	\$438.38
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	\$3.92	\$4.31	\$0.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	350	LF	\$4.75	\$5.23	\$1,828.75
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE		EA	\$128.55	\$141.41	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	17	EA	\$69.32	\$76.25	\$1,296.28
711-11-180	THERMOPLASTIC, STD, WHITE, YIELD LINE		LF	\$6.14	\$6.75	\$0.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.57	GM	\$4,139.57	\$4,553.53	\$2,587.23
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.16	GM	\$1,348.14	\$1,482.95	\$231.71
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"	0.21	GM	\$4,114.54	\$4,525.99	\$968.63
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"		LF	\$3.58	\$3.94	\$0.00
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	\$1,316.85	\$1,448.54	\$0.00
<b>SUBTOTAL III</b>						<b>\$11,542.69</b>
<b>IV. SIGNAL IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F & I), (OPEN TRENCH)	100	LF	\$6.06	\$6.67	\$666.60
630-2-12	SIGNALS-CONDUIT, (F & I), (DIRECTIONAL BORE)		LF	\$17.36	\$19.10	\$0.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1	PI	\$4,402.22	\$4,842.44	\$4,842.44
634-4-152	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG		PI	\$3,026.00	\$3,328.60	\$0.00
634-4-153	SPAN WIRE ASSEMBLY, (F&I), (TWO POINT), BOX	1	PI	\$6,355.66	\$6,991.23	\$6,991.23
635-2-11	PULL & SPLICE BOX, (F&I), (13" x 24" COVER SIZE)	12	EA	\$676.67	\$744.34	\$8,932.04
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	1	AS	\$1,992.39	\$2,191.63	\$2,191.63
639-2-1	ELECTRICAL SERVICE WIRE, (F&I)	20	LF	\$11.50	\$12.65	\$253.00
641-2-18	PRESTRESSED CONCRETE POLE, (F&I), (TYPE P-VIII)	4	EA	\$8,127.50	\$8,940.25	\$35,761.00
641-2-70	PREST CNC POLE, REMOVE SHALLOW	4	EA	\$4,095.98	\$4,505.58	\$18,022.31
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8	EA	\$1,104.58	\$1,215.04	\$9,720.30
650-1-14	TRAFFIC SIGNAL, (F&I), 3 SECTION, 1 WAY, ALUMINUM	12	AS	\$946.08	\$1,040.69	\$12,488.26
650-1-19	TRAFFIC SIGNAL, (F&I), 5 SECTION, 1 WAY, ALUMINUM		AS	\$1,517.83	\$1,669.61	\$0.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAYS	8	AS	\$605.76	\$666.34	\$5,330.69
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS		AS	\$1,074.47	\$1,181.92	\$0.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	8	EA	\$642.57	\$706.83	\$5,654.62
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	9	EA	\$804.05	\$884.46	\$7,960.10
665-1-11	PEDESTRIAN DETECTOR, (F & I), (STANDARD)	8	EA	\$219.02	\$240.92	\$1,927.38
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, (F&I), NEMA	1	AS	\$25,655.31	\$28,220.84	\$28,220.84
<b>SUBTOTAL IV</b>						<b>\$148,962.43</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$468,312.64</b>
<b>CONTINGENCY (15%)</b>						<b>\$70,246.90</b>
<b>MOBILIZATION (15%)</b>						<b>\$70,246.90</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$70,246.90</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$679,053.33</b>
<b>ENGINEERING (30%)</b>						<b>\$203,716.00</b>
<b>CEI (15%)</b>						<b>\$101,858.00</b>
<b>P.E.C.E.I. Total</b>						<b>\$305,574.00</b>
<b>GRAND TOTAL</b>						<b>\$984,627.33</b>

**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
LAKESHORE DRIVE WEST IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.20	AC	\$40,245.08	\$44,269.59	\$8,853.92
110-4-10	REMOVAL OF EXIST CONC	20	SY	\$20.10	\$22.11	\$442.20
120-6	EMBANKMENT		CY	\$12.75	\$14.03	\$0.00
160-4	TYPE B STABILIZATION	600	SY	\$8.12	\$8.93	\$5,359.20
<b>SUBTOTAL I</b>						<b>\$14,655.32</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE - GROUP 9	575	SY	\$30.69	\$33.76	\$19,411.43
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	1,700	SY	\$2.51	\$2.76	\$4,693.70
334-1-12	SUPERPAVE ASPH CONC, TRAFFIC LEVEL B	50	TN	\$100.29	\$110.32	\$5,515.95
337-7-83	ASPH CONC FC, TRAFFIC C.F.C-12.5, PG 76-22	200	TN	\$105.70	\$116.27	\$23,254.00
425-1-461	INLETS, CURB, TYPE J-6, <10'		EA	\$4,629.63	\$5,092.59	\$0.00
430-174-118	PIPE CULV, OPT MATL, ROUND, 18"SD		LF	\$107.06	\$117.77	\$0.00
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD		EA	\$1,741.13	\$1,915.24	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	120	LF	\$18.93	\$20.82	\$2,498.76
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE		LF	\$25.58	\$28.14	\$0.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"		SY	\$44.94	\$49.43	\$0.00
527-2	DETECTABLE WARNINGS	20	SF	\$28.93	\$31.82	\$636.46
570-1-2	PERFORMANCE TURF, SOD	300	SY	\$2.85	\$3.14	\$940.50
<b>SUBTOTAL II</b>						<b>\$56,950.80</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF		AS	\$389.70	\$428.67	\$0.00
700-1-50	SINGLE POST SIGN, RELOCATE		AS	\$222.17	\$244.39	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE		AS	\$15.07	\$16.58	\$0.00
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"		GM	\$7,153.61	\$7,868.97	\$0.00
711-11-103	THERMOPLASTIC, STD, WHITE, SOLID, 12"	0.03	GM	\$10,020.15	\$11,022.17	\$313.13
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	\$3.92	\$4.31	\$0.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	170	LF	\$4.75	\$5.23	\$888.25
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE		EA	\$128.55	\$141.41	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	6	EA	\$69.32	\$76.25	\$457.51
711-11-180	THERMOPLASTIC, STD, WHITE, YIELD LINE		LF	\$6.14	\$6.75	\$0.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.28	GM	\$4,139.57	\$4,553.53	\$1,293.62
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"		GM	\$1,348.14	\$1,482.95	\$0.00
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"	0.34	GM	\$4,114.54	\$4,525.99	\$1,542.95
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	190	LF	\$3.58	\$3.94	\$748.22
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	\$1,316.85	\$1,448.54	\$0.00
<b>SUBTOTAL III</b>						<b>\$5,243.68</b>
<b>IV. SIGNAL IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F & I), (OPEN TRENCH)	200	LF	\$6.06	\$6.67	\$1,333.20
630-2-12	SIGNALS-CONDUIT, (F & I), (DIRECTIONAL BORE)		LF	\$17.36	\$19.10	\$0.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1	PI	\$4,402.22	\$4,842.44	\$4,842.44
634-4-152	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG		PI	\$3,026.00	\$3,328.60	\$0.00
634-4-153	SPAN WIRE ASSEMBLY, (F&I), (TWO POINT), BOX	1	PI	\$6,355.66	\$6,991.23	\$6,991.23
635-2-11	PULL & SPLICE BOX, (F&I), (13" x 24" COVER SIZE)	12	EA	\$676.67	\$744.34	\$8,932.04
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	1	AS	\$1,992.39	\$2,191.63	\$2,191.63
639-2-1	ELECTRICAL SERVICE WIRE, (F&I)	25	LF	\$11.50	\$12.65	\$316.25
641-2-18	PRESTRESSED CONCRETE POLE, (F&I), (TYPE P-VIII)	4	EA	\$8,127.50	\$8,940.25	\$35,761.00
641-2-70	PREST CNC POLE, REMOVE SHALLOW		EA	\$4,095.98	\$4,505.58	\$0.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8	EA	\$1,104.58	\$1,215.04	\$9,720.30
650-1-14	TRAFFIC SIGNAL, (F&I), 3 SECTION, 1 WAY, ALUMINUM	13	AS	\$946.08	\$1,040.69	\$13,528.94
650-1-19	TRAFFIC SIGNAL, (F&I), 5 SECTION, 1 WAY, ALUMINUM		AS	\$1,517.83	\$1,669.61	\$0.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAYS	8	AS	\$605.76	\$666.34	\$5,330.69
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS		AS	\$1,074.47	\$1,181.92	\$0.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12	EA	\$642.57	\$706.83	\$8,481.92
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	3	EA	\$804.05	\$884.46	\$2,653.37
665-1-11	PEDESTRIAN DETECTOR, (F & I), (STANDARD)	8	EA	\$219.02	\$240.92	\$1,927.38
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, (F&I), NEMA	1	AS	\$25,655.31	\$28,220.84	\$28,220.84
<b>SUBTOTAL IV</b>						<b>\$130,231.23</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$207,081.03</b>
<b>CONTINGENCY (15%)</b>						<b>\$31,062.15</b>
<b>MOBILIZATION (15%)</b>						<b>\$31,062.15</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$31,062.15</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$300,267.49</b>
<b>ENGINEERING (30%)</b>						<b>\$90,080.25</b>
<b>CEI (15%)</b>						<b>\$45,040.12</b>
<b>P.E.C.E.I. Total</b>						<b>\$135,120.37</b>
<b>GRAND TOTAL</b>						<b>\$435,387.86</b>



**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
OLD HARD ROAD IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.10	AC	\$40,245.08	\$44,269.59	\$4,426.96
110-4-10	REMOVAL OF EXIST CONC		SY	\$20.10	\$22.11	\$0.00
120-6	EMBANKMENT		CY	\$12.75	\$14.03	\$0.00
160-4	TYPE B STABILIZATION		SY	\$8.12	\$8.93	\$0.00
<b>SUBTOTAL I</b>						<b>\$4,426.96</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE - GROUP 9		SY	\$30.69	\$33.76	\$0.00
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH		SY	\$2.51	\$2.76	\$0.00
334-1-12	SUPERPAVE ASPH CONC, TRAFFIC LEVEL B		TN	\$100.29	\$110.32	\$0.00
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22		TN	\$105.70	\$116.27	\$0.00
425-1-461	INLETS, CURB, TYPE J-6, <10'		EA	\$4,629.63	\$5,092.59	\$0.00
430-174-118	PIPE CULV, OPT MATL, ROUND, 18" SD		LF	\$107.06	\$117.77	\$0.00
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD		EA	\$1,741.13	\$1,915.24	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F		LF	\$18.93	\$20.82	\$0.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE		LF	\$25.58	\$28.14	\$0.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"		SY	\$44.94	\$49.43	\$0.00
527-2	DETECTABLE WARNINGS		SF	\$28.93	\$31.82	\$0.00
570-1-2	PERFORMANCE TURF, SOD		SY	\$2.85	\$3.14	\$0.00
<b>SUBTOTAL II</b>						<b>\$0.00</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF		AS	\$389.70	\$428.67	\$0.00
700-1-50	SINGLE POST SIGN, RELOCATE		AS	\$222.17	\$244.39	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE		AS	\$15.07	\$16.58	\$0.00
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"		GM	\$7,153.61	\$7,868.97	\$0.00
711-11-103	THERMOPLASTIC, STD, WHITE, SOLID, 12"		GM	\$10,020.15	\$11,022.17	\$0.00
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	\$3.92	\$4.31	\$0.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"		LF	\$4.75	\$5.23	\$0.00
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE		EA	\$128.55	\$141.41	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW		EA	\$69.32	\$76.25	\$0.00
711-11-180	THERMOPLASTIC, STD, WHITE, YIELD LINE		LF	\$6.14	\$6.75	\$0.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"		GM	\$4,139.57	\$4,553.53	\$0.00
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"		GM	\$1,348.14	\$1,482.95	\$0.00
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"		GM	\$4,114.54	\$4,525.99	\$0.00
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"		LF	\$3.58	\$3.94	\$0.00
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"		GM	\$1,316.85	\$1,448.54	\$0.00
<b>SUBTOTAL III</b>						<b>\$0.00</b>
<b>IV. SIGNAL IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F & I), (OPEN TRENCH)	200	LF	\$6.06	\$6.67	\$1,333.20
630-2-12	SIGNALS-CONDUIT, (F & I), (DIRECTIONAL BORE)		LF	\$17.36	\$19.10	\$0.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1	PI	\$4,402.22	\$4,842.44	\$4,842.44
634-4-152	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG	1	PI	\$3,026.00	\$3,328.60	\$3,328.60
634-4-153	SPAN WIRE ASSEMBLY, (F&I), (TWO POINT), BOX		PI	\$6,355.66	\$6,991.23	\$0.00
635-2-11	PULL & SPLICE BOX, (F&I), (13" x 24" COVER SIZE)	12	EA	\$676.67	\$744.34	\$8,932.04
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	1	AS	\$1,992.39	\$2,191.63	\$2,191.63
639-2-1	ELECTRICAL SERVICE WIRE, (F&I)	25	LF	\$11.50	\$12.65	\$316.25
641-2-18	PRESTRESSED CONCRETE POLE, (F&I), (TYPE P-VIII)	2	EA	\$8,127.50	\$8,940.25	\$17,880.50
641-2-70	PREST CNC POLE, REMOVE SHALLOW		EA	\$4,095.98	\$4,505.58	\$0.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2	EA	\$1,104.58	\$1,215.04	\$2,430.08
650-1-14	TRAFFIC SIGNAL, (F&I), 3 SECTION, 1 WAY, ALUMINUM	9	AS	\$946.08	\$1,040.69	\$9,366.19
650-1-19	TRAFFIC SIGNAL, (F&I), 5 SECTION, 1 WAY, ALUMINUM		AS	\$1,517.83	\$1,669.61	\$0.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAYS	2	AS	\$605.76	\$666.34	\$1,332.67
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS		AS	\$1,074.47	\$1,181.92	\$0.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12	EA	\$642.57	\$706.83	\$8,481.92
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	2	EA	\$804.05	\$884.46	\$1,768.91
665-1-11	PEDESTRIAN DETECTOR, (F & I), (STANDARD)	2	EA	\$219.02	\$240.92	\$481.84
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, (F&I), NEMA	1	AS	\$25,655.31	\$28,220.84	\$28,220.84
<b>SUBTOTAL IV</b>						<b>\$90,907.12</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$95,334.08</b>
<b>CONTINGENCY (15%)</b>						<b>\$14,300.11</b>
<b>MOBILIZATION (15%)</b>						<b>\$14,300.11</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$14,300.11</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$138,234.42</b>
<b>ENGINEERING (30%)</b>						<b>\$41,470.33</b>
<b>CEI (15%)</b>						<b>\$20,735.16</b>
<b>P.E.C.E.I. Total</b>						<b>\$62,205.49</b>
<b>GRAND TOTAL</b>						<b>\$200,439.91</b>

**ENGINEER'S OPINION OF PROBABLE COST  
CR 220 AND HENLEY ROAD TRAFFIC STUDY  
CANOVA ROAD IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 3/01/18 - 2/28/19 AREA 05	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.10	AC	\$40,245.08	\$44,269.59	\$4,426.96
110-4-10	REMOVAL OF EXIST CONC		SY	\$20.10	\$22.11	\$0.00
120-6	EMBANKMENT	300	CY	\$12.75	\$14.03	\$4,207.50
160-4	TYPE B STABILIZATION	700	SY	\$8.12	\$8.93	\$6,252.40
<b>SUBTOTAL I</b>						<b>\$14,886.86</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE - GROUP 9	670	SY	\$30.69	\$33.76	\$22,618.53
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	1,300	SY	\$2.51	\$2.76	\$3,589.30
334-1-12	SUPERPAVE ASPH CONC, TRAFFIC LEVEL B	55	TN	\$100.29	\$110.32	\$6,067.55
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	160	TN	\$105.70	\$116.27	\$18,603.20
425-1-461	INLETS, CURB, TYPE J-6, <10'	2	EA	\$4,629.63	\$5,092.59	\$10,185.19
430-174-118	PIPE CULV, OPT MATL, ROUND, 18"SD	350	LF	\$107.06	\$117.77	\$41,218.10
430-982-125	MITERED END SECT, OPTIONAL RD, 18" CD	1	EA	\$1,741.13	\$1,915.24	\$1,915.24
520-1-10	CONCRETE CURB & GUTTER, TYPE F	450	LF	\$18.93	\$20.82	\$9,370.35
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE		LF	\$25.58	\$28.14	\$0.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"		SY	\$44.94	\$49.43	\$0.00
527-2	DETECTABLE WARNINGS	25	SF	\$28.93	\$31.82	\$795.58
570-1-2	PERFORMANCE TURF, SOD	350	SY	\$2.85	\$3.14	\$1,097.25
<b>SUBTOTAL II</b>						<b>\$115,460.28</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF		AS	\$389.70	\$428.67	\$0.00
700-1-50	SINGLE POST SIGN, RELOCATE		AS	\$222.17	\$244.39	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE		AS	\$15.07	\$16.58	\$0.00
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"		GM	\$7,153.61	\$7,868.97	\$0.00
711-11-103	THERMOPLASTIC, STD, WHITE, SOLID, 12"	0.01	GM	\$10,020.15	\$11,022.17	\$146.13
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"		LF	\$3.92	\$4.31	\$0.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	70	LF	\$4.75	\$5.23	\$365.75
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE		EA	\$128.55	\$141.41	\$0.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	3	EA	\$69.32	\$76.25	\$228.76
711-11-180	THERMOPLASTIC, STD, WHITE, YIELD LINE		LF	\$6.14	\$6.75	\$0.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.13	GM	\$4,139.57	\$4,553.53	\$603.69
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"		GM	\$1,348.14	\$1,482.95	\$0.00
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"	0.21	GM	\$4,114.54	\$4,525.99	\$942.92
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	60	LF	\$3.58	\$3.94	\$236.28
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	0.03	GM	\$1,316.85	\$1,448.54	\$48.01
<b>SUBTOTAL III</b>						<b>\$2,571.53</b>
<b>IV. SIGNAL IMPROVEMENTS</b>						
630-2-11	SIGNALS-CONDUIT, (F & I), (OPEN TRENCH)		LF	\$6.06	\$6.67	\$0.00
630-2-12	SIGNALS-CONDUIT, (F & I), (DIRECTIONAL BORE)		LF	\$17.36	\$19.10	\$0.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL		PI	\$4,402.22	\$4,842.44	\$0.00
634-4-152	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG		PI	\$3,026.00	\$3,328.60	\$0.00
634-4-153	SPAN WIRE ASSEMBLY, (F&I), (TWO POINT), BOX		PI	\$6,355.66	\$6,991.23	\$0.00
635-2-11	PULL & SPLICE BOX, (F&I), (13" x 24" COVER SIZE)		EA	\$676.67	\$744.34	\$0.00
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT		AS	\$1,992.39	\$2,191.63	\$0.00
639-2-1	ELECTRICAL SERVICE WIRE, (F&I)		LF	\$11.50	\$12.65	\$0.00
641-2-18	PRESTRESSED CONCRETE POLE, (F&I), (TYPE P-VIII)		EA	\$8,127.50	\$8,940.25	\$0.00
641-2-70	PREST CNC POLE, REMOVE SHALLOW		EA	\$4,095.98	\$4,505.58	\$0.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	\$1,104.58	\$1,215.04	\$0.00
650-1-14	TRAFFIC SIGNAL, (F&I), 3 SECTION, 1 WAY, ALUMINUM		AS	\$946.08	\$1,040.69	\$0.00
650-1-19	TRAFFIC SIGNAL, (F&I), 5 SECTION, 1 WAY, ALUMINUM		AS	\$1,517.83	\$1,669.61	\$0.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 1 WAYS		AS	\$605.76	\$666.34	\$0.00
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS		AS	\$1,074.47	\$1,181.92	\$0.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B		EA	\$642.57	\$706.83	\$0.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F		EA	\$804.05	\$884.46	\$0.00
665-1-11	PEDESTRIAN DETECTOR, (F & I), (STANDARD)		EA	\$219.02	\$240.92	\$0.00
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, (F&I), NEMA		AS	\$25,655.31	\$28,220.84	\$0.00
<b>SUBTOTAL IV</b>						<b>\$0.00</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$132,918.66</b>
<b>CONTINGENCY (15%)</b>						<b>\$19,937.80</b>
<b>MOBILIZATION (15%)</b>						<b>\$19,937.80</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$19,937.80</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$192,732.06</b>
<b>ENGINEERING (30%)</b>						<b>\$57,819.62</b>
<b>CEI (15%)</b>						<b>\$28,909.81</b>
<b>P.E.C.E.I. Total</b>						<b>\$86,729.43</b>
<b>GRAND TOTAL</b>						<b>\$279,461.49</b>

**Appendix L:**  
Turning Movement Counts



# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	25	84	0	109	10	10	0	20	53	42	0	95	224
06:45 AM	20	86	0	106	18	8	0	26	41	57	0	98	230
<b>Total</b>	<b>45</b>	<b>170</b>	<b>0</b>	<b>215</b>	<b>28</b>	<b>18</b>	<b>0</b>	<b>46</b>	<b>94</b>	<b>99</b>	<b>0</b>	<b>193</b>	<b>454</b>
07:00 AM	32	59	0	91	18	19	0	37	50	37	0	87	215
07:15 AM	28	56	0	84	37	14	0	51	48	59	0	107	242
07:30 AM	31	79	0	110	21	15	0	36	60	54	0	114	260
07:45 AM	28	73	0	101	47	33	0	80	96	39	0	135	316
<b>Total</b>	<b>119</b>	<b>267</b>	<b>0</b>	<b>386</b>	<b>123</b>	<b>81</b>	<b>0</b>	<b>204</b>	<b>254</b>	<b>189</b>	<b>0</b>	<b>443</b>	<b>1033</b>
08:00 AM	36	56	0	92	59	46	0	105	78	53	0	131	328
08:15 AM	37	23	1	61	28	32	0	60	25	39	0	64	185
08:30 AM	37	20	0	57	16	19	0	35	31	30	0	61	153
08:45 AM	28	17	0	45	14	18	0	32	32	51	0	83	160
<b>Total</b>	<b>138</b>	<b>116</b>	<b>1</b>	<b>255</b>	<b>117</b>	<b>115</b>	<b>0</b>	<b>232</b>	<b>166</b>	<b>173</b>	<b>0</b>	<b>339</b>	<b>826</b>
<b>Grand Total</b>	<b>302</b>	<b>553</b>	<b>1</b>	<b>856</b>	<b>268</b>	<b>214</b>	<b>0</b>	<b>482</b>	<b>514</b>	<b>461</b>	<b>0</b>	<b>975</b>	<b>2313</b>
Apprch %	35.3	64.6	0.1		55.6	44.4	0		52.7	47.3	0		
Total %	13.1	23.9	0	37	11.6	9.3	0	20.8	22.2	19.9	0	42.2	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	28	56	84	37	14	51	48	<b>59</b>	107	242
07:30 AM	31	<b>79</b>	<b>110</b>	21	15	36	60	54	114	260
07:45 AM	28	73	101	47	33	80	<b>96</b>	39	<b>135</b>	316
08:00 AM	<b>36</b>	56	92	<b>59</b>	<b>46</b>	<b>105</b>	78	53	131	<b>328</b>
Total Volume	123	264	387	164	108	272	282	205	487	1146
% App. Total	31.8	68.2		60.3	39.7		57.9	42.1		
PHF	.854	.835	.880	.695	.587	.648	.734	.869	.902	.873

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	0	5	0	5	0	1	0	1	2	1	0	3	9
06:45 AM	0	3	0	3	0	2	0	2	4	0	0	4	9
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>18</b>
07:00 AM	0	1	0	1	3	3	0	6	2	1	0	3	10
07:15 AM	1	0	0	1	0	2	0	2	5	4	0	9	12
07:30 AM	0	1	0	1	5	2	0	7	4	4	0	8	16
07:45 AM	2	3	0	5	4	3	0	7	7	1	0	8	20
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>58</b>
08:00 AM	0	1	0	1	14	2	0	16	8	1	0	9	26
08:15 AM	0	1	0	1	3	4	0	7	0	0	0	0	8
08:30 AM	1	3	0	4	3	1	0	4	3	2	0	5	13
08:45 AM	4	1	0	5	4	0	0	4	2	0	0	2	11
<b>Total</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>58</b>
<b>Grand Total</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>20</b>	<b>0</b>	<b>56</b>	<b>37</b>	<b>14</b>	<b>0</b>	<b>51</b>	<b>134</b>
Apprch %	29.6	70.4	0		64.3	35.7	0		72.5	27.5	0		
Total %	6	14.2	0	20.1	26.9	14.9	0	41.8	27.6	10.4	0	38.1	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	0	2	2	5	4	9	12
07:30 AM	0	1	1	5	2	7	4	4	8	16
07:45 AM	2	3	5	4	3	7	7	1	8	20
08:00 AM	0	1	1	14	2	16	8	1	9	26
<b>Total Volume</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>23</b>	<b>9</b>	<b>32</b>	<b>24</b>	<b>10</b>	<b>34</b>	<b>74</b>
% App. Total	37.5	62.5		71.9	28.1		70.6	29.4		
PHF	.375	.417	.400	.411	.750	.500	.750	.625	.944	.712

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	25	89	0	114	10	11	0	21	55	43	0	98	233
06:45 AM	20	89	0	109	18	10	0	28	45	57	0	102	239
<b>Total</b>	<b>45</b>	<b>178</b>	<b>0</b>	<b>223</b>	<b>28</b>	<b>21</b>	<b>0</b>	<b>49</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>200</b>	<b>472</b>
07:00 AM	32	60	0	92	21	22	0	43	52	38	0	90	225
07:15 AM	29	56	0	85	37	16	0	53	53	63	0	116	254
07:30 AM	31	80	0	111	26	17	0	43	64	58	0	122	276
07:45 AM	30	76	0	106	51	36	0	87	103	40	0	143	336
<b>Total</b>	<b>122</b>	<b>272</b>	<b>0</b>	<b>394</b>	<b>135</b>	<b>91</b>	<b>0</b>	<b>226</b>	<b>272</b>	<b>199</b>	<b>0</b>	<b>471</b>	<b>1091</b>
08:00 AM	36	57	0	93	73	48	0	121	86	54	0	140	354
08:15 AM	37	24	1	62	31	36	0	67	25	39	0	64	193
08:30 AM	38	23	0	61	19	20	0	39	34	32	0	66	166
08:45 AM	32	18	0	50	18	18	0	36	34	51	0	85	171
<b>Total</b>	<b>143</b>	<b>122</b>	<b>1</b>	<b>266</b>	<b>141</b>	<b>122</b>	<b>0</b>	<b>263</b>	<b>179</b>	<b>176</b>	<b>0</b>	<b>355</b>	<b>884</b>
<b>Grand Total</b>	<b>310</b>	<b>572</b>	<b>1</b>	<b>883</b>	<b>304</b>	<b>234</b>	<b>0</b>	<b>538</b>	<b>551</b>	<b>475</b>	<b>0</b>	<b>1026</b>	<b>2447</b>
Apprch %	35.1	64.8	0.1		56.5	43.5	0		53.7	46.3	0		
Total %	12.7	23.4	0	36.1	12.4	9.6	0	22	22.5	19.4	0	41.9	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	29	56	85	37	16	53	53	<b>63</b>	116	254
07:30 AM	31	<b>80</b>	<b>111</b>	26	17	43	64	58	122	276
07:45 AM	30	76	106	51	36	87	<b>103</b>	40	<b>143</b>	336
08:00 AM	<b>36</b>	57	93	<b>73</b>	<b>48</b>	<b>121</b>	86	54	140	<b>354</b>
Total Volume	126	269	395	187	117	304	306	215	521	1220
% App. Total	31.9	68.1		61.5	38.5		58.7	41.3		
PHF	.875	.841	.890	.640	.609	.628	.743	.853	.911	.862



# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	30	7	0	37	20	17	0	37	11	30	0	41	115
11:45 AM	22	20	0	42	17	16	0	33	22	24	0	46	121
<b>Total</b>	<b>52</b>	<b>27</b>	<b>0</b>	<b>79</b>	<b>37</b>	<b>33</b>	<b>0</b>	<b>70</b>	<b>33</b>	<b>54</b>	<b>0</b>	<b>87</b>	<b>236</b>
12:00 PM	25	17	0	42	20	26	0	46	15	41	0	56	144
12:15 PM	37	15	0	52	11	11	0	22	16	27	0	43	117
12:30 PM	26	9	0	35	19	19	0	38	19	30	0	49	122
12:45 PM	30	13	0	43	16	17	0	33	13	34	0	47	123
<b>Total</b>	<b>118</b>	<b>54</b>	<b>0</b>	<b>172</b>	<b>66</b>	<b>73</b>	<b>0</b>	<b>139</b>	<b>63</b>	<b>132</b>	<b>0</b>	<b>195</b>	<b>506</b>
01:00 PM	34	17	0	51	21	16	0	37	17	34	0	51	139
01:15 PM	32	10	0	42	21	28	0	49	16	26	0	42	133
<b>Grand Total</b>	<b>236</b>	<b>108</b>	<b>0</b>	<b>344</b>	<b>145</b>	<b>150</b>	<b>0</b>	<b>295</b>	<b>129</b>	<b>246</b>	<b>0</b>	<b>375</b>	<b>1014</b>
Apprch %	68.6	31.4	0		49.2	50.8	0		34.4	65.6	0		
Total %	23.3	10.7	0	33.9	14.3	14.8	0	29.1	12.7	24.3	0	37	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	26	9	35	19	19	38	<b>19</b>	30	49	122
12:45 PM	30	13	43	16	17	33	13	<b>34</b>	47	123
01:00 PM	<b>34</b>	<b>17</b>	<b>51</b>	<b>21</b>	16	37	17	34	<b>51</b>	<b>139</b>
01:15 PM	32	10	42	21	<b>28</b>	<b>49</b>	16	26	42	133
Total Volume	122	49	171	77	80	157	65	124	189	517
% App. Total	71.3	28.7		49	51		34.4	65.6		
PHF	.897	.721	.838	.917	.714	.801	.855	.912	.926	.930

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	0	2	0	2	0	1	0	1	3	2	0	5	8
11:45 AM	1	3	0	4	3	1	0	4	2	0	0	2	10
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>18</b>
12:00 PM	1	2	0	3	4	0	0	4	2	0	0	2	9
12:15 PM	1	0	0	1	3	3	0	6	1	1	0	2	9
12:30 PM	0	1	0	1	3	2	0	5	0	2	0	2	8
12:45 PM	0	2	0	2	1	5	0	6	3	1	0	4	12
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>38</b>
01:00 PM	1	5	0	6	2	2	0	4	3	0	0	3	13
01:15 PM	1	4	0	5	2	2	0	4	7	0	0	7	16
<b>Grand Total</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>24</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>34</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>85</b>
Apprch %	20.8	79.2	0		52.9	47.1	0		77.8	22.2	0		
Total %	5.9	22.4	0	28.2	21.2	18.8	0	40	24.7	7.1	0	31.8	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	0	1	1	3	2	5	0	2	2	8
12:45 PM	0	2	2	1	5	6	3	1	4	12
01:00 PM	1	5	6	2	2	4	3	0	3	13
01:15 PM	1	4	5	2	2	4	7	0	7	16
<b>Total Volume</b>	<b>2</b>	<b>12</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>49</b>
% App. Total	14.3	85.7		42.1	57.9		81.2	18.8		
PHF	.500	.600	.583	.667	.550	.792	.464	.375	.571	.766

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	30	9	0	39	20	18	0	38	14	32	0	46	123
11:45 AM	23	23	0	46	20	17	0	37	24	24	0	48	131
<b>Total</b>	<b>53</b>	<b>32</b>	<b>0</b>	<b>85</b>	<b>40</b>	<b>35</b>	<b>0</b>	<b>75</b>	<b>38</b>	<b>56</b>	<b>0</b>	<b>94</b>	<b>254</b>
12:00 PM	26	19	0	45	24	26	0	50	17	41	0	58	153
12:15 PM	38	15	0	53	14	14	0	28	17	28	0	45	126
12:30 PM	26	10	0	36	22	21	0	43	19	32	0	51	130
12:45 PM	30	15	0	45	17	22	0	39	16	35	0	51	135
<b>Total</b>	<b>120</b>	<b>59</b>	<b>0</b>	<b>179</b>	<b>77</b>	<b>83</b>	<b>0</b>	<b>160</b>	<b>69</b>	<b>136</b>	<b>0</b>	<b>205</b>	<b>544</b>
01:00 PM	35	22	0	57	23	18	0	41	20	34	0	54	152
01:15 PM	33	14	0	47	23	30	0	53	23	26	0	49	149
<b>Grand Total</b>	<b>241</b>	<b>127</b>	<b>0</b>	<b>368</b>	<b>163</b>	<b>166</b>	<b>0</b>	<b>329</b>	<b>150</b>	<b>252</b>	<b>0</b>	<b>402</b>	<b>1099</b>
Apprch %	65.5	34.5	0		49.5	50.5	0		37.3	62.7	0		
Total %	21.9	11.6	0	33.5	14.8	15.1	0	29.9	13.6	22.9	0	36.6	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	26	10	36	22	21	43	19	32	51	130
12:45 PM	30	15	45	17	22	39	16	35	51	135
01:00 PM	<b>35</b>	<b>22</b>	<b>57</b>	<b>23</b>	18	41	20	34	<b>54</b>	<b>152</b>
01:15 PM	33	14	47	23	<b>30</b>	<b>53</b>	<b>23</b>	26	49	149
Total Volume	124	61	185	85	91	176	78	127	205	566
% App. Total	67	33		48.3	51.7		38	62		
PHF	.886	.693	.811	.924	.758	.830	.848	.907	.949	.931



# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	32	27	0	59	55	39	0	94	27	32	0	59	212
02:15 PM	27	37	0	64	28	27	0	55	37	54	0	91	210
02:30 PM	55	32	0	87	63	72	0	135	23	39	0	62	284
02:45 PM	54	18	0	72	40	39	0	79	11	28	0	39	190
<b>Total</b>	<b>168</b>	<b>114</b>	<b>0</b>	<b>282</b>	<b>186</b>	<b>177</b>	<b>0</b>	<b>363</b>	<b>98</b>	<b>153</b>	<b>0</b>	<b>251</b>	<b>896</b>
03:00 PM	43	20	0	63	29	16	0	45	26	34	0	60	168
03:15 PM	45	29	0	74	34	41	0	75	26	33	0	59	208
<b>Grand Total</b>	<b>256</b>	<b>163</b>	<b>0</b>	<b>419</b>	<b>249</b>	<b>234</b>	<b>0</b>	<b>483</b>	<b>150</b>	<b>220</b>	<b>0</b>	<b>370</b>	<b>1272</b>
Apprch %	61.1	38.9	0		51.6	48.4	0		40.5	59.5	0		
Total %	20.1	12.8	0	32.9	19.6	18.4	0	38	11.8	17.3	0	29.1	

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	32	27	0	59	55	39	0	94	27	32	0	59	212
02:15 PM	27	37	0	64	28	27	0	55	37	54	0	91	210
02:30 PM	55	32	0	87	63	72	0	135	23	39	0	62	284
02:45 PM	54	18	0	72	40	39	0	79	11	28	0	39	190
Total Volume	168	114	0	282	186	177	0	363	98	153	0	251	896
% App. Total	59.6	40.4	0		51.2	48.8	0		39	61	0		
PHF	.764	.770	0	.810	.738	.615	0	.672	.662	.708	0	.690	.789

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	1	1	0	2	7	3	0	10	4	1	0	5	17
02:15 PM	3	8	0	11	0	1	0	1	4	1	0	5	17
02:30 PM	1	3	0	4	6	9	0	15	0	2	0	2	21
02:45 PM	5	0	0	5	2	2	0	4	5	2	0	7	16
<b>Total</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>71</b>
03:00 PM	3	1	0	4	0	0	0	0	3	5	0	8	12
03:15 PM	0	1	0	1	0	0	0	0	2	2	0	4	5
<b>Grand Total</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>27</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>88</b>
Apprch %	48.1	51.9	0		50	50	0		58.1	41.9	0		
Total %	14.8	15.9	0	30.7	17	17	0	34.1	20.5	14.8	0	35.2	

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	1	1	0	2	7	3	0	10	4	1	0	5	17
02:15 PM	3	8	0	11	0	1	0	1	4	1	0	5	17
02:30 PM	1	3	0	4	6	9	0	15	0	2	0	2	21
02:45 PM	5	0	0	5	2	2	0	4	5	2	0	7	16
<b>Total Volume</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>71</b>
% App. Total	45.5	54.5	0		50	50	0		68.4	31.6	0		
PHF	.500	.375	.000	.500	.536	.417	.000	.500	.650	.750	.000	.679	.845

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	33	28	0	61	62	42	0	104	31	33	0	64	229
02:15 PM	30	45	0	75	28	28	0	56	41	55	0	96	227
02:30 PM	56	35	0	91	69	81	0	150	23	41	0	64	305
02:45 PM	59	18	0	77	42	41	0	83	16	30	0	46	206
<b>Total</b>	<b>178</b>	<b>126</b>	<b>0</b>	<b>304</b>	<b>201</b>	<b>192</b>	<b>0</b>	<b>393</b>	<b>111</b>	<b>159</b>	<b>0</b>	<b>270</b>	<b>967</b>
03:00 PM	46	21	0	67	29	16	0	45	29	39	0	68	180
03:15 PM	45	30	0	75	34	41	0	75	28	35	0	63	213
<b>Grand Total</b>	<b>269</b>	<b>177</b>	<b>0</b>	<b>446</b>	<b>264</b>	<b>249</b>	<b>0</b>	<b>513</b>	<b>168</b>	<b>233</b>	<b>0</b>	<b>401</b>	<b>1360</b>
Apprch %	60.3	39.7	0		51.5	48.5	0		41.9	58.1	0		
Total %	19.8	13	0	32.8	19.4	18.3	0	37.7	12.4	17.1	0	29.5	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	33	28	61	62	42	104	31	33	64	229
02:15 PM	30	45	75	28	28	56	41	55	96	227
02:30 PM	56	35	91	69	81	150	23	41	64	305
02:45 PM	59	18	77	42	41	83	16	30	46	206
Total Volume	178	126	304	201	192	393	111	159	270	967
% App. Total	58.6	41.4		51.1	48.9		41.1	58.9		
PHF	.754	.700	.835	.728	.593	.655	.677	.723	.703	.793



# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	68	26	0	94	37	46	0	83	22	35	0	57	234
04:15 PM	59	24	0	83	43	48	0	91	18	45	0	63	237
04:30 PM	60	26	0	86	39	49	0	88	19	42	0	61	235
04:45 PM	61	16	0	77	41	47	0	88	21	52	0	73	238
<b>Total</b>	<b>248</b>	<b>92</b>	<b>0</b>	<b>340</b>	<b>160</b>	<b>190</b>	<b>0</b>	<b>350</b>	<b>80</b>	<b>174</b>	<b>0</b>	<b>254</b>	<b>944</b>
05:00 PM	62	15	0	77	44	43	0	87	20	48	0	68	232
05:15 PM	67	30	0	97	41	54	0	95	22	61	0	83	275
05:30 PM	55	31	0	86	31	47	0	78	28	52	0	80	244
05:45 PM	69	20	0	89	35	46	0	81	14	46	0	60	230
<b>Total</b>	<b>253</b>	<b>96</b>	<b>0</b>	<b>349</b>	<b>151</b>	<b>190</b>	<b>0</b>	<b>341</b>	<b>84</b>	<b>207</b>	<b>0</b>	<b>291</b>	<b>981</b>
<b>Grand Total</b>	<b>501</b>	<b>188</b>	<b>0</b>	<b>689</b>	<b>311</b>	<b>380</b>	<b>0</b>	<b>691</b>	<b>164</b>	<b>381</b>	<b>0</b>	<b>545</b>	<b>1925</b>
Apprch %	72.7	27.3	0		45	55	0		30.1	69.9	0		
Total %	26	9.8	0	35.8	16.2	19.7	0	35.9	8.5	19.8	0	28.3	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	61	16	77	41	47	88	21	52	73	238
05:00 PM	62	15	77	<b>44</b>	43	87	20	48	68	232
05:15 PM	<b>67</b>	30	<b>97</b>	41	<b>54</b>	<b>95</b>	22	<b>61</b>	<b>83</b>	<b>275</b>
05:30 PM	55	<b>31</b>	86	31	47	78	<b>28</b>	52	80	244
Total Volume	245	92	337	157	191	348	91	213	304	989
% App. Total	72.7	27.3		45.1	54.9		29.9	70.1		
PHF	.914	.742	.869	.892	.884	.916	.813	.873	.916	.899

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	3	1	0	4	0	1	0	1	4	1	0	5	10
04:15 PM	1	1	0	2	1	3	0	4	3	2	0	5	11
04:30 PM	1	1	0	2	2	5	0	7	2	0	0	2	11
04:45 PM	2	1	0	3	2	3	0	5	0	3	0	3	11
<b>Total</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>43</b>
05:00 PM	1	0	0	1	0	4	0	4	1	0	0	1	6
05:15 PM	0	0	0	0	2	4	0	6	1	0	0	1	7
05:30 PM	2	0	0	2	0	3	0	3	0	0	0	0	5
05:45 PM	0	0	0	0	2	1	0	3	1	0	0	1	4
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>22</b>
<b>Grand Total</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>65</b>
Apprch %	71.4	28.6	0		27.3	72.7	0		66.7	33.3	0		
Total %	15.4	6.2	0	21.5	13.8	36.9	0	50.8	18.5	9.2	0	27.7	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	1	4	0	1	1	4	1	5	10
04:15 PM	1	1	2	1	3	4	3	2	5	11
04:30 PM	1	1	2	2	5	7	2	0	2	11
04:45 PM	2	1	3	2	3	5	0	3	3	11
<b>Total Volume</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>5</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>15</b>	<b>43</b>
% App. Total	63.6	36.4		29.4	70.6		60	40		
PHF	.583	1.00	.688	.625	.600	.607	.563	.500	.750	.977

# Peggy Malone & Associates

(888) 247-8602

File Name : 1-Henley Rd and CR 218 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				CR 218 Westbound				CR 218 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	71	27	0	98	37	47	0	84	26	36	0	62	244
04:15 PM	60	25	0	85	44	51	0	95	21	47	0	68	248
04:30 PM	61	27	0	88	41	54	0	95	21	42	0	63	246
04:45 PM	63	17	0	80	43	50	0	93	21	55	0	76	249
<b>Total</b>	<b>255</b>	<b>96</b>	<b>0</b>	<b>351</b>	<b>165</b>	<b>202</b>	<b>0</b>	<b>367</b>	<b>89</b>	<b>180</b>	<b>0</b>	<b>269</b>	<b>987</b>
05:00 PM	63	15	0	78	44	47	0	91	21	48	0	69	238
05:15 PM	67	30	0	97	43	58	0	101	23	61	0	84	282
05:30 PM	57	31	0	88	31	50	0	81	28	52	0	80	249
05:45 PM	69	20	0	89	37	47	0	84	15	46	0	61	234
<b>Total</b>	<b>256</b>	<b>96</b>	<b>0</b>	<b>352</b>	<b>155</b>	<b>202</b>	<b>0</b>	<b>357</b>	<b>87</b>	<b>207</b>	<b>0</b>	<b>294</b>	<b>1003</b>
<b>Grand Total</b>	<b>511</b>	<b>192</b>	<b>0</b>	<b>703</b>	<b>320</b>	<b>404</b>	<b>0</b>	<b>724</b>	<b>176</b>	<b>387</b>	<b>0</b>	<b>563</b>	<b>1990</b>
Apprch %	72.7	27.3	0		44.2	55.8	0		31.3	68.7	0		
Total %	25.7	9.6	0	35.3	16.1	20.3	0	36.4	8.8	19.4	0	28.3	

Start Time	Henley Rd Southbound			CR 218 Westbound			CR 218 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	63	17	80	43	50	93	21	55	76	249
05:00 PM	63	15	78	<b>44</b>	47	91	21	48	69	238
05:15 PM	<b>67</b>	30	<b>97</b>	43	<b>58</b>	<b>101</b>	23	<b>61</b>	<b>84</b>	<b>282</b>
05:30 PM	57	<b>31</b>	88	31	50	81	<b>28</b>	52	80	249
Total Volume	250	93	343	161	205	366	93	216	309	1018
% App. Total	72.9	27.1		44	56		30.1	69.9		
PHF	.933	.750	.884	.915	.884	.906	.830	.885	.920	.902



# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	40	18	0	58	49	37	0	86	30	76	0	106	250
06:45 AM	53	23	0	76	40	37	1	78	54	80	0	134	288
<b>Total</b>	<b>93</b>	<b>41</b>	<b>0</b>	<b>134</b>	<b>89</b>	<b>74</b>	<b>1</b>	<b>164</b>	<b>84</b>	<b>156</b>	<b>0</b>	<b>240</b>	<b>538</b>
07:00 AM	48	28	0	76	57	32	0	89	39	59	0	98	263
07:15 AM	44	40	0	84	47	24	0	71	51	87	0	138	293
07:30 AM	56	28	0	84	37	33	0	70	56	80	0	136	290
07:45 AM	53	40	6	99	33	35	6	74	44	76	0	120	293
<b>Total</b>	<b>201</b>	<b>136</b>	<b>6</b>	<b>343</b>	<b>174</b>	<b>124</b>	<b>6</b>	<b>304</b>	<b>190</b>	<b>302</b>	<b>0</b>	<b>492</b>	<b>1139</b>
08:00 AM	51	50	4	105	31	30	3	64	56	97	0	153	322
08:15 AM	43	58	11	112	57	30	7	94	45	72	1	118	324
08:30 AM	37	29	9	75	42	29	8	79	33	61	2	96	250
08:45 AM	37	25	11	73	33	16	7	56	29	65	1	95	224
<b>Total</b>	<b>168</b>	<b>162</b>	<b>35</b>	<b>365</b>	<b>163</b>	<b>105</b>	<b>25</b>	<b>293</b>	<b>163</b>	<b>295</b>	<b>4</b>	<b>462</b>	<b>1120</b>
<b>Grand Total</b>	<b>462</b>	<b>339</b>	<b>41</b>	<b>842</b>	<b>426</b>	<b>303</b>	<b>32</b>	<b>761</b>	<b>437</b>	<b>753</b>	<b>4</b>	<b>1194</b>	<b>2797</b>
Apprch %	54.9	40.3	4.9		56	39.8	4.2		36.6	63.1	0.3		
Total %	16.5	12.1	1.5	30.1	15.2	10.8	1.1	27.2	15.6	26.9	0.1	42.7	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	<b>56</b>	28	84	37	33	70	<b>56</b>	80	136	290
07:45 AM	53	40	93	33	<b>35</b>	68	44	76	120	281
08:00 AM	51	50	<b>101</b>	31	30	61	56	<b>97</b>	<b>153</b>	<b>315</b>
08:15 AM	43	<b>58</b>	101	<b>57</b>	30	<b>87</b>	45	72	117	305
Total Volume	203	176	379	158	128	286	201	325	526	1191
% App. Total	53.6	46.4		55.2	44.8		38.2	61.8		
PHF	.906	.759	.938	.693	.914	.822	.897	.838	.859	.945

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	3	2	0	5	1	1	0	2	0	1	0	1	8
06:45 AM	2	0	0	2	0	2	0	2	0	2	0	2	6
<b>Total</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>14</b>
07:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	1	2	0	3	2	1	0	3	6
07:30 AM	1	0	0	1	0	1	0	1	1	9	0	10	12
07:45 AM	2	1	0	3	0	1	0	1	2	3	0	5	9
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>31</b>
08:00 AM	2	0	0	2	3	0	0	3	6	8	0	14	19
08:15 AM	2	1	0	3	1	0	0	1	1	1	0	2	6
08:30 AM	4	2	0	6	1	1	0	2	1	0	0	1	9
08:45 AM	3	1	0	4	2	3	0	5	0	4	0	4	13
<b>Total</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>21</b>	<b>47</b>
<b>Grand Total</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>44</b>	<b>92</b>
Apprch %	71.4	28.6	0		45	55	0		29.5	70.5	0		
Total %	21.7	8.7	0	30.4	9.8	12	0	21.7	14.1	33.7	0	47.8	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	0	2	3	0	3	6	8	14	19
08:15 AM	2	1	3	1	0	1	1	1	2	6
08:30 AM	4	2	6	1	1	2	1	0	1	9
08:45 AM	3	1	4	2	3	5	0	4	4	13
<b>Total Volume</b>	<b>11</b>	<b>4</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>21</b>	<b>47</b>
% App. Total	73.3	26.7		63.6	36.4		38.1	61.9		
PHF	.688	.500	.625	.583	.333	.550	.333	.406	.375	.618

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	43	20	0	63	50	38	0	88	30	77	0	107	258
06:45 AM	55	23	0	78	40	39	1	80	54	82	0	136	294
<b>Total</b>	<b>98</b>	<b>43</b>	<b>0</b>	<b>141</b>	<b>90</b>	<b>77</b>	<b>1</b>	<b>168</b>	<b>84</b>	<b>159</b>	<b>0</b>	<b>243</b>	<b>552</b>
07:00 AM	49	29	0	78	57	32	0	89	39	61	0	100	267
07:15 AM	44	40	0	84	48	26	0	74	53	88	0	141	299
07:30 AM	57	28	0	85	37	34	0	71	57	89	0	146	302
07:45 AM	55	41	6	102	33	36	6	75	46	79	0	125	302
<b>Total</b>	<b>205</b>	<b>138</b>	<b>6</b>	<b>349</b>	<b>175</b>	<b>128</b>	<b>6</b>	<b>309</b>	<b>195</b>	<b>317</b>	<b>0</b>	<b>512</b>	<b>1170</b>
08:00 AM	53	50	4	107	34	30	3	67	62	105	0	167	341
08:15 AM	45	59	11	115	58	30	7	95	46	73	1	120	330
08:30 AM	41	31	9	81	43	30	8	81	34	61	2	97	259
08:45 AM	40	26	11	77	35	19	7	61	29	69	1	99	237
<b>Total</b>	<b>179</b>	<b>166</b>	<b>35</b>	<b>380</b>	<b>170</b>	<b>109</b>	<b>25</b>	<b>304</b>	<b>171</b>	<b>308</b>	<b>4</b>	<b>483</b>	<b>1167</b>
<b>Grand Total</b>	<b>482</b>	<b>347</b>	<b>41</b>	<b>870</b>	<b>435</b>	<b>314</b>	<b>32</b>	<b>781</b>	<b>450</b>	<b>784</b>	<b>4</b>	<b>1238</b>	<b>2889</b>
Apprch %	55.4	39.9	4.7		55.7	40.2	4.1		36.3	63.3	0.3		
Total %	16.7	12	1.4	30.1	15.1	10.9	1.1	27	15.6	27.1	0.1	42.9	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	<b>57</b>	28	85	37	34	71	57	89	146	302
07:45 AM	55	41	96	33	<b>36</b>	69	46	79	125	290
08:00 AM	53	50	103	34	30	64	<b>62</b>	<b>105</b>	<b>167</b>	<b>334</b>
08:15 AM	45	<b>59</b>	<b>104</b>	<b>58</b>	30	<b>88</b>	46	73	119	311
Total Volume	210	178	388	162	130	292	211	346	557	1237
% App. Total	54.1	45.9		55.5	44.5		37.9	62.1		
PHF	.921	.754	.933	.698	.903	.830	.851	.824	.834	.926



# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	33	20	0	53	29	22	2	53	22	48	0	70	176
11:45 AM	54	38	0	92	25	21	0	46	20	38	0	58	196
<b>Total</b>	87	58	0	145	54	43	2	99	42	86	0	128	372
12:00 PM	36	39	0	75	23	30	0	53	28	47	0	75	203
12:15 PM	42	38	0	80	26	21	0	47	24	29	0	53	180
12:30 PM	44	31	0	75	24	21	0	45	33	48	0	81	201
12:45 PM	42	21	0	63	26	29	0	55	33	45	0	78	196
<b>Total</b>	164	129	0	293	99	101	0	200	118	169	0	287	780
01:00 PM	37	28	0	65	22	26	0	48	25	45	0	70	183
01:15 PM	35	24	0	59	32	22	1	55	24	47	0	71	185
<b>Grand Total</b>	323	239	0	562	207	192	3	402	209	347	0	556	1520
Apprch %	57.5	42.5	0		51.5	47.8	0.7		37.6	62.4	0		
Total %	21.2	15.7	0	37	13.6	12.6	0.2	26.4	13.8	22.8	0	36.6	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	54	38	92	25	21	46	20	38	58	196
12:00 PM	36	39	75	23	30	53	28	47	75	203
12:15 PM	42	38	80	26	21	47	24	29	53	180
12:30 PM	44	31	75	24	21	45	33	48	81	201
<b>Total Volume</b>	176	146	322	98	93	191	105	162	267	780
% App. Total	54.7	45.3		51.3	48.7		39.3	60.7		
PHF	.815	.936	.875	.942	.775	.901	.795	.844	.824	.961

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	2	0	0	2	1	0	0	1	1	1	0	2	5
11:45 AM	3	0	0	3	2	0	0	2	0	3	0	3	8
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>13</b>
12:00 PM	3	0	0	3	2	2	0	4	2	2	0	4	11
12:15 PM	1	0	0	1	2	0	0	2	1	4	0	5	8
12:30 PM	2	0	0	2	1	0	0	1	1	4	0	5	8
12:45 PM	4	2	0	6	0	0	0	0	0	1	0	1	7
<b>Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>34</b>
01:00 PM	3	1	0	4	1	1	0	2	1	3	0	4	10
01:15 PM	3	0	0	3	1	1	0	2	0	1	0	1	6
<b>Grand Total</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>63</b>
Apprch %	87.5	12.5	0		71.4	28.6	0		24	76	0		
Total %	33.3	4.8	0	38.1	15.9	6.3	0	22.2	9.5	30.2	0	39.7	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	3	0	3	2	0	2	0	3	3	8
12:00 PM	3	0	3	2	2	4	2	2	4	11
12:15 PM	1	0	1	2	0	2	1	4	5	8
12:30 PM	2	0	2	1	0	1	1	4	5	8
Total Volume	9	0	9	7	2	9	4	13	17	35
% App. Total	100	0		77.8	22.2		23.5	76.5		
PHF	.750	.000	.750	.875	.250	.563	.500	.813	.850	.795

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	35	20	0	55	30	22	2	54	23	49	0	72	181
11:45 AM	57	38	0	95	27	21	0	48	20	41	0	61	204
<b>Total</b>	92	58	0	150	57	43	2	102	43	90	0	133	385
12:00 PM	39	39	0	78	25	32	0	57	30	49	0	79	214
12:15 PM	43	38	0	81	28	21	0	49	25	33	0	58	188
12:30 PM	46	31	0	77	25	21	0	46	34	52	0	86	209
12:45 PM	46	23	0	69	26	29	0	55	33	46	0	79	203
<b>Total</b>	174	131	0	305	104	103	0	207	122	180	0	302	814
01:00 PM	40	29	0	69	23	27	0	50	26	48	0	74	193
01:15 PM	38	24	0	62	33	23	1	57	24	48	0	72	191
<b>Grand Total</b>	344	242	0	586	217	196	3	416	215	366	0	581	1583
Apprch %	58.7	41.3	0		52.2	47.1	0.7		37	63	0		
Total %	21.7	15.3	0	37	13.7	12.4	0.2	26.3	13.6	23.1	0	36.7	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	57	38	95	27	21	48	20	41	61	204
12:00 PM	39	39	78	25	32	57	30	49	79	214
12:15 PM	43	38	81	28	21	49	25	33	58	188
12:30 PM	46	31	77	25	21	46	34	52	86	209
<b>Total Volume</b>	185	146	331	105	95	200	109	175	284	815
% App. Total	55.9	44.1		52.5	47.5		38.4	61.6		
PHF	.811	.936	.871	.938	.742	.877	.801	.841	.826	.952



# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	51	30	0	81	29	46	0	75	45	68	0	113	269
02:15 PM	61	35	0	96	29	55	0	84	33	58	0	91	271
02:30 PM	74	36	1	111	25	37	2	64	28	59	0	87	262
02:45 PM	76	36	0	112	38	56	5	99	57	97	8	162	373
<b>Total</b>	<b>262</b>	<b>137</b>	<b>1</b>	<b>400</b>	<b>121</b>	<b>194</b>	<b>7</b>	<b>322</b>	<b>163</b>	<b>282</b>	<b>8</b>	<b>453</b>	<b>1175</b>
03:00 PM	63	55	0	118	35	47	0	82	18	55	0	73	273
03:15 PM	57	49	0	106	38	35	0	73	28	51	0	79	258
<b>Grand Total</b>	<b>382</b>	<b>241</b>	<b>1</b>	<b>624</b>	<b>194</b>	<b>276</b>	<b>7</b>	<b>477</b>	<b>209</b>	<b>388</b>	<b>8</b>	<b>605</b>	<b>1706</b>
Apprch %	61.2	38.6	0.2		40.7	57.9	1.5		34.5	64.1	1.3		
Total %	22.4	14.1	0.1	36.6	11.4	16.2	0.4	28	12.3	22.7	0.5	35.5	

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:15 PM													
02:15 PM	61	35		96	29	55		84	33	58		91	271
02:30 PM	74	36		110	25	37		62	28	59		87	259
02:45 PM	<b>76</b>	36		112	<b>38</b>	<b>56</b>		<b>94</b>	<b>57</b>	<b>97</b>		<b>154</b>	<b>360</b>
03:00 PM	63	<b>55</b>		<b>118</b>	35	47		82	18	55		73	273
Total Volume	274	162		436	127	195		322	136	269		405	1163
% App. Total	62.8	37.2			39.4	60.6			33.6	66.4			
PHF	.901	.736		.924	.836	.871		.856	.596	.693		.657	.808

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	2	1	0	3	1	0	0	1	4	1	0	5	9
02:15 PM	6	1	0	7	0	2	0	2	1	1	0	2	11
02:30 PM	2	1	0	3	2	1	0	3	5	1	0	6	12
02:45 PM	2	4	0	6	1	3	0	4	1	4	0	5	15
<b>Total</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>47</b>
03:00 PM	5	1	0	6	2	2	0	4	0	4	0	4	14
03:15 PM	7	0	0	7	2	2	0	4	0	1	0	1	12
<b>Grand Total</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>73</b>
Apprch %	75	25	0		44.4	55.6	0		47.8	52.2	0		
Total %	32.9	11	0	43.8	11	13.7	0	24.7	15.1	16.4	0	31.5	

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	2	1	0	3	2	1	0	3	5	1	0	6	12
02:45 PM	2	4	0	6	1	3	0	4	1	4	0	5	15
03:00 PM	5	1	0	6	2	2	0	4	0	4	0	4	14
03:15 PM	7	0	0	7	2	2	0	4	0	1	0	1	12
<b>Total Volume</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>53</b>
% App. Total	72.7	27.3	0		46.7	53.3	0		37.5	62.5	0		
PHF	.571	.375	0	.786	.875	.667	0	.938	.300	.625	0	.667	.883

**Peggy Malone & Associates**  
(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	53	31	0	84	30	46	0	76	49	69	0	118	278
02:15 PM	67	36	0	103	29	57	0	86	34	59	0	93	282
02:30 PM	76	37	1	114	27	38	2	67	33	60	0	93	274
02:45 PM	78	40	0	118	39	59	5	103	58	101	8	167	388
<b>Total</b>	<b>274</b>	<b>144</b>	<b>1</b>	<b>419</b>	<b>125</b>	<b>200</b>	<b>7</b>	<b>332</b>	<b>174</b>	<b>289</b>	<b>8</b>	<b>471</b>	<b>1222</b>
03:00 PM	68	56	0	124	37	49	0	86	18	59	0	77	287
03:15 PM	64	49	0	113	40	37	0	77	28	52	0	80	270
<b>Grand Total</b>	<b>406</b>	<b>249</b>	<b>1</b>	<b>656</b>	<b>202</b>	<b>286</b>	<b>7</b>	<b>495</b>	<b>220</b>	<b>400</b>	<b>8</b>	<b>628</b>	<b>1779</b>
Apprch %	61.9	38	0.2		40.8	57.8	1.4		35	63.7	1.3		
Total %	22.8	14	0.1	36.9	11.4	16.1	0.4	27.8	12.4	22.5	0.4	35.3	

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:15 PM													
02:15 PM	67	36	0	103	29	57	0	86	34	59	0	93	282
02:30 PM	76	37	1	114	27	38	2	67	33	60	0	93	271
02:45 PM	<b>78</b>	<b>40</b>	<b>0</b>	<b>118</b>	<b>39</b>	<b>59</b>	<b>5</b>	<b>98</b>	<b>58</b>	<b>101</b>	<b>8</b>	<b>159</b>	<b>375</b>
03:00 PM	68	<b>56</b>	<b>0</b>	<b>124</b>	37	49	0	86	18	59	0	77	287
Total Volume	289	169		458	132	203		335	143	279		422	1215
% App. Total	63.1	36.9			39.4	60.6			33.9	66.1			
PHF	.926	.754		.923	.846	.860		.855	.616	.691		.664	.810



# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	67	42	0	109	50	55	0	105	40	64	6	110	324
04:15 PM	67	44	0	111	38	60	2	100	39	53	3	95	306
04:30 PM	74	47	0	121	40	59	0	99	39	80	2	121	341
04:45 PM	74	51	0	125	40	71	0	111	52	60	0	112	348
<b>Total</b>	<b>282</b>	<b>184</b>	<b>0</b>	<b>466</b>	<b>168</b>	<b>245</b>	<b>2</b>	<b>415</b>	<b>170</b>	<b>257</b>	<b>11</b>	<b>438</b>	<b>1319</b>
05:00 PM	65	46	0	111	58	74	1	133	57	49	0	106	350
05:15 PM	74	37	0	111	35	60	0	95	35	90	0	125	331
05:30 PM	88	45	0	133	54	58	0	112	28	82	0	110	355
05:45 PM	83	39	0	122	42	69	1	112	49	50	0	99	333
<b>Total</b>	<b>310</b>	<b>167</b>	<b>0</b>	<b>477</b>	<b>189</b>	<b>261</b>	<b>2</b>	<b>452</b>	<b>169</b>	<b>271</b>	<b>0</b>	<b>440</b>	<b>1369</b>
<b>Grand Total</b>	<b>592</b>	<b>351</b>	<b>0</b>	<b>943</b>	<b>357</b>	<b>506</b>	<b>4</b>	<b>867</b>	<b>339</b>	<b>528</b>	<b>11</b>	<b>878</b>	<b>2688</b>
Apprch %	62.8	37.2	0		41.2	58.4	0.5		38.6	60.1	1.3		
Total %	22	13.1	0	35.1	13.3	18.8	0.1	32.3	12.6	19.6	0.4	32.7	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	74	<b>51</b>	125	40	71	111	52	60	112	348
05:00 PM	65	46	111	<b>58</b>	<b>74</b>	<b>132</b>	<b>57</b>	49	106	349
05:15 PM	74	37	111	35	60	95	35	<b>90</b>	<b>125</b>	331
05:30 PM	<b>88</b>	45	<b>133</b>	54	58	112	28	82	110	<b>355</b>
Total Volume	301	179	480	187	263	450	172	281	453	1383
% App. Total	62.7	37.3		41.6	58.4		38	62		
PHF	.855	.877	.902	.806	.889	.852	.754	.781	.906	.974

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	2	2	0	4	1	2	0	3	1	0	0	1	8
04:15 PM	1	0	0	1	0	2	0	2	1	3	0	4	7
04:30 PM	1	1	0	2	0	2	0	2	1	1	0	2	6
04:45 PM	2	0	0	2	0	1	0	1	1	4	0	5	8
<b>Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>29</b>
05:00 PM	1	1	0	2	3	0	0	3	0	0	0	0	5
05:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>11</b>
<b>Grand Total</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>40</b>
Apprch %	66.7	33.3	0		36.4	63.6	0		35.7	64.3	0		
Total %	25	12.5	0	37.5	10	17.5	0	27.5	12.5	22.5	0	35	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	2	4	1	2	3	1	0	1	8
04:15 PM	1	0	1	0	2	2	1	3	4	7
04:30 PM	1	1	2	0	2	2	1	1	2	6
04:45 PM	2	0	2	0	1	1	1	4	5	8
<b>Total Volume</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>29</b>
% App. Total	66.7	33.3		12.5	87.5		33.3	66.7		
PHF	.750	.375	.563	.250	.875	.667	1.00	.500	.600	.906

# Peggy Malone & Associates

(888) 247-8602

File Name : 2-Henley Rd and Sandridge Rd PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Sandridge Rd Westbound				Henley Rd Northbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	69	44	0	113	51	57	0	108	41	64	6	111	332
04:15 PM	68	44	0	112	38	62	2	102	40	56	3	99	313
04:30 PM	75	48	0	123	40	61	0	101	40	81	2	123	347
04:45 PM	76	51	0	127	40	72	0	112	53	64	0	117	356
<b>Total</b>	<b>288</b>	<b>187</b>	<b>0</b>	<b>475</b>	<b>169</b>	<b>252</b>	<b>2</b>	<b>423</b>	<b>174</b>	<b>265</b>	<b>11</b>	<b>450</b>	<b>1348</b>
05:00 PM	66	47	0	113	61	74	1	136	57	49	0	106	355
05:15 PM	75	37	0	112	35	60	0	95	35	91	0	126	333
05:30 PM	89	46	0	135	54	58	0	112	28	82	0	110	357
05:45 PM	84	39	0	123	42	69	1	112	50	50	0	100	335
<b>Total</b>	<b>314</b>	<b>169</b>	<b>0</b>	<b>483</b>	<b>192</b>	<b>261</b>	<b>2</b>	<b>455</b>	<b>170</b>	<b>272</b>	<b>0</b>	<b>442</b>	<b>1380</b>
<b>Grand Total</b>	<b>602</b>	<b>356</b>	<b>0</b>	<b>958</b>	<b>361</b>	<b>513</b>	<b>4</b>	<b>878</b>	<b>344</b>	<b>537</b>	<b>11</b>	<b>892</b>	<b>2728</b>
Apprch %	62.8	37.2	0		41.1	58.4	0.5		38.6	60.2	1.2		
Total %	22.1	13	0	35.1	13.2	18.8	0.1	32.2	12.6	19.7	0.4	32.7	

Start Time	Henley Rd Southbound			Sandridge Rd Westbound			Henley Rd Northbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	76	<b>51</b>	127	40	72	112	53	64	117	356
05:00 PM	66	47	113	<b>61</b>	<b>74</b>	<b>135</b>	<b>57</b>	49	106	354
05:15 PM	75	37	112	35	60	95	35	<b>91</b>	<b>126</b>	333
05:30 PM	<b>89</b>	46	<b>135</b>	54	58	112	28	82	110	<b>357</b>
Total Volume	306	181	487	190	264	454	173	286	459	1400
% App. Total	62.8	37.2		41.9	58.1		37.7	62.3		
PHF	.860	.887	.902	.779	.892	.841	.759	.786	.911	.980



# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	36	69	0	105	51	2	0	53	3	170	0	0	173	331
06:45 AM	64	64	0	128	42	7	0	49	3	160	0	0	163	340
<b>Total</b>	<b>100</b>	<b>133</b>	<b>0</b>	<b>233</b>	<b>93</b>	<b>9</b>	<b>0</b>	<b>102</b>	<b>6</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>336</b>	<b>671</b>
07:00 AM	58	79	0	137	60	6	0	66	6	144	0	0	150	353
07:15 AM	63	72	0	135	84	11	0	95	4	180	0	0	184	414
07:30 AM	74	72	0	146	74	5	0	79	8	171	1	0	180	405
07:45 AM	76	58	0	134	70	7	0	77	4	128	0	0	132	343
<b>Total</b>	<b>271</b>	<b>281</b>	<b>0</b>	<b>552</b>	<b>288</b>	<b>29</b>	<b>0</b>	<b>317</b>	<b>22</b>	<b>623</b>	<b>1</b>	<b>0</b>	<b>646</b>	<b>1515</b>
08:00 AM	79	54	0	133	64	9	0	73	8	152	0	0	160	366
08:15 AM	68	72	0	140	54	5	0	59	3	141	0	0	144	343
08:30 AM	61	49	0	110	42	7	0	49	6	140	0	0	146	305
08:45 AM	62	35	0	97	39	2	0	41	4	134	0	0	138	276
<b>Total</b>	<b>270</b>	<b>210</b>	<b>0</b>	<b>480</b>	<b>199</b>	<b>23</b>	<b>0</b>	<b>222</b>	<b>21</b>	<b>567</b>	<b>0</b>	<b>0</b>	<b>588</b>	<b>1290</b>
<b>Grand Total</b>	<b>641</b>	<b>624</b>	<b>0</b>	<b>1265</b>	<b>580</b>	<b>61</b>	<b>0</b>	<b>641</b>	<b>49</b>	<b>1520</b>	<b>1</b>	<b>0</b>	<b>1570</b>	<b>3476</b>
Apprch %	50.7	49.3	0		90.5	9.5	0		3.1	96.8	0.1	0		
Total %	18.4	18	0	36.4	16.7	1.8	0	18.4	1.4	43.7	0	0	45.2	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	63	<b>72</b>	135	<b>84</b>	<b>11</b>	<b>95</b>	4	<b>180</b>	0	<b>184</b>	<b>414</b>
07:30 AM	74	72	<b>146</b>	74	5	79	<b>8</b>	171	<b>1</b>	180	405
07:45 AM	76	58	134	70	7	77	4	128	0	132	343
08:00 AM	<b>79</b>	54	133	64	9	73	8	152	0	160	366
Total Volume	292	256	548	292	32	324	24	631	1	656	1528
% App. Total	53.3	46.7		90.1	9.9		3.7	96.2	0.2		
PHF	.924	.889	.938	.869	.727	.853	.750	.876	.250	.891	.923

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	1	1	0	2	0	2	0	0	2	4
06:45 AM	1	1	0	2	1	0	0	1	0	1	0	0	1	4
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>
07:00 AM	1	2	0	3	0	0	0	0	0	2	0	0	2	5
07:15 AM	1	5	0	6	4	1	0	5	0	3	0	0	3	14
07:30 AM	2	3	0	5	1	0	0	1	0	10	0	0	10	16
07:45 AM	0	4	0	4	3	0	0	3	0	6	0	0	6	13
<b>Total</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>48</b>
08:00 AM	0	4	0	4	2	0	0	2	0	3	0	0	3	9
08:15 AM	3	1	0	4	2	0	0	2	0	10	0	0	10	16
08:30 AM	5	4	0	9	4	0	0	4	0	3	0	0	3	16
08:45 AM	1	1	0	2	1	0	0	1	0	6	0	0	6	9
<b>Total</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>
<b>Grand Total</b>	<b>14</b>	<b>25</b>	<b>0</b>	<b>39</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>106</b>
Apprch %	35.9	64.1	0		90.5	9.5	0		0	100	0	0		
Total %	13.2	23.6	0	36.8	17.9	1.9	0	19.8	0	43.4	0	0	43.4	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	2	3	5	1	0	1	0	10	0	10	16
07:45 AM	0	4	4	3	0	3	0	6	0	6	13
08:00 AM	0	4	4	2	0	2	0	3	0	3	9
08:15 AM	3	1	4	2	0	2	0	10	0	10	16
<b>Total Volume</b>	<b>5</b>	<b>12</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>54</b>
% App. Total	29.4	70.6		100	0		0	100	0		
PHF	.417	.750	.850	.667	.000	.667	.000	.725	.000	.725	.844

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	36	69	0	105	52	3	0	55	3	172	0	0	175	335
06:45 AM	65	65	0	130	43	7	0	50	3	161	0	0	164	344
<b>Total</b>	<b>101</b>	<b>134</b>	<b>0</b>	<b>235</b>	<b>95</b>	<b>10</b>	<b>0</b>	<b>105</b>	<b>6</b>	<b>333</b>	<b>0</b>	<b>0</b>	<b>339</b>	<b>679</b>
07:00 AM	59	81	0	140	60	6	0	66	6	146	0	0	152	358
07:15 AM	64	77	0	141	88	12	0	100	4	183	0	0	187	428
07:30 AM	76	75	0	151	75	5	0	80	8	181	1	0	190	421
07:45 AM	76	62	0	138	73	7	0	80	4	134	0	0	138	356
<b>Total</b>	<b>275</b>	<b>295</b>	<b>0</b>	<b>570</b>	<b>296</b>	<b>30</b>	<b>0</b>	<b>326</b>	<b>22</b>	<b>644</b>	<b>1</b>	<b>0</b>	<b>667</b>	<b>1563</b>
08:00 AM	79	58	0	137	66	9	0	75	8	155	0	0	163	375
08:15 AM	71	73	0	144	56	5	0	61	3	151	0	0	154	359
08:30 AM	66	53	0	119	46	7	0	53	6	143	0	0	149	321
08:45 AM	63	36	0	99	40	2	0	42	4	140	0	0	144	285
<b>Total</b>	<b>279</b>	<b>220</b>	<b>0</b>	<b>499</b>	<b>208</b>	<b>23</b>	<b>0</b>	<b>231</b>	<b>21</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>610</b>	<b>1340</b>
<b>Grand Total</b>	<b>655</b>	<b>649</b>	<b>0</b>	<b>1304</b>	<b>599</b>	<b>63</b>	<b>0</b>	<b>662</b>	<b>49</b>	<b>1566</b>	<b>1</b>	<b>0</b>	<b>1616</b>	<b>3582</b>
Apprch %	50.2	49.8	0		90.5	9.5	0		3	96.9	0.1	0		
Total %	18.3	18.1	0	36.4	16.7	1.8	0	18.5	1.4	43.7	0	0	45.1	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	64	77	141	88	12	100	4	183	0	187	428
07:30 AM	76	75	151	75	5	80	8	181	1	190	421
07:45 AM	76	62	138	73	7	80	4	134	0	138	356
08:00 AM	79	58	137	66	9	75	8	155	0	163	375
<b>Total Volume</b>	<b>295</b>	<b>272</b>	<b>567</b>	<b>302</b>	<b>33</b>	<b>335</b>	<b>24</b>	<b>653</b>	<b>1</b>	<b>678</b>	<b>1580</b>
% App. Total	52	48		90.1	9.9		3.5	96.3	0.1		
PHF	.934	.883	.939	.858	.688	.838	.750	.892	.250	.892	.923

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	80	36	0	116	36	4	0	40	6	100	0	0	106	262
11:45 AM	109	33	0	142	37	3	0	40	3	74	0	0	77	259
<b>Total</b>	189	69	0	258	73	7	0	80	9	174	0	0	183	521
12:00 PM	104	39	0	143	41	3	1	45	6	83	0	0	89	277
12:15 PM	101	40	0	141	49	9	0	58	3	66	0	0	69	268
12:30 PM	98	29	0	127	38	1	0	39	5	74	0	0	79	245
12:45 PM	76	41	0	117	46	4	0	50	7	83	0	0	90	257
<b>Total</b>	379	149	0	528	174	17	1	192	21	306	0	0	327	1047
01:00 PM	92	39	0	131	40	6	0	46	1	64	0	0	65	242
01:15 PM	67	57	0	124	25	4	0	29	5	93	0	0	98	251
<b>Grand Total</b>	727	314	0	1041	312	34	1	347	36	637	0	0	673	2061
Apprch %	69.8	30.2	0		89.9	9.8	0.3		5.3	94.7	0	0		
<b>Total %</b>	35.3	15.2	0	50.5	15.1	1.6	0	16.8	1.7	30.9	0	0	32.7	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	80	36	116	36	4	40	6	100	0	106	262
11:45 AM	109	33	142	37	3	40	3	74	0	77	259
12:00 PM	104	39	143	41	3	44	6	83	0	89	276
12:15 PM	101	40	141	49	9	58	3	66	0	69	268
<b>Total Volume</b>	394	148	542	163	19	182	18	323	0	341	1065
% App. Total	72.7	27.3		89.6	10.4		5.3	94.7	0		
PHF	.904	.925	.948	.832	.528	.784	.750	.808	.000	.804	.965



# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	2	1	0	3	2	0	0	2	1	5	0	0	6	11
11:45 AM	3	1	0	4	2	1	0	3	0	2	0	0	2	9
<b>Total</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>20</b>
12:00 PM	4	1	0	5	0	0	0	0	0	3	0	0	3	8
12:15 PM	0	7	0	7	2	0	0	2	1	7	0	0	8	17
12:30 PM	4	3	0	7	1	0	0	1	0	5	0	0	5	13
12:45 PM	5	5	0	10	2	0	0	2	1	1	0	0	2	14
<b>Total</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>
01:00 PM	4	1	0	5	2	0	0	2	0	2	0	0	2	9
01:15 PM	5	3	0	8	8	0	0	8	0	3	0	0	3	19
<b>Grand Total</b>	<b>27</b>	<b>22</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>
Apprch %	55.1	44.9	0		95	5	0		9.7	90.3	0	0		
<b>Total %</b>	<b>27</b>	<b>22</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>31</b>	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:30 PM											
12:30 PM	4	3	7	1	0	1	0	5	0	5	13
12:45 PM	5	5	10	2	0	2	1	1	0	2	14
01:00 PM	4	1	5	2	0	2	0	2	0	2	9
01:15 PM	5	3	8	8	0	8	0	3	0	3	19
<b>Total Volume</b>	<b>18</b>	<b>12</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>55</b>
<b>% App. Total</b>	<b>60</b>	<b>40</b>		<b>100</b>	<b>0</b>		<b>8.3</b>	<b>91.7</b>	<b>0</b>		
PHF	.900	.600	.750	.406	.000	.406	.250	.550	.000	.600	.724

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	82	37	0	119	38	4	0	42	7	105	0	0	112	273
11:45 AM	112	34	0	146	39	4	0	43	3	76	0	0	79	268
Total	194	71	0	265	77	8	0	85	10	181	0	0	191	541
12:00 PM	108	40	0	148	41	3	1	45	6	86	0	0	92	285
12:15 PM	101	47	0	148	51	9	0	60	4	73	0	0	77	285
12:30 PM	102	32	0	134	39	1	0	40	5	79	0	0	84	258
12:45 PM	81	46	0	127	48	4	0	52	8	84	0	0	92	271
Total	392	165	0	557	179	17	1	197	23	322	0	0	345	1099
01:00 PM	96	40	0	136	42	6	0	48	1	66	0	0	67	251
01:15 PM	72	60	0	132	33	4	0	37	5	96	0	0	101	270
Grand Total	754	336	0	1090	331	35	1	367	39	665	0	0	704	2161
Apprch %	69.2	30.8	0		90.2	9.5	0.3		5.5	94.5	0	0		
Total %	34.9	15.5	0	50.4	15.3	1.6	0	17	1.8	30.8	0	0	32.6	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	82	37	119	38	4	42	7	105	0	112	273
11:45 AM	112	34	146	39	4	43	3	76	0	79	268
12:00 PM	108	40	148	41	3	44	6	86	0	92	284
12:15 PM	101	47	148	51	9	60	4	73	0	77	285
Total Volume	403	158	561	169	20	189	20	340	0	360	1110
% App. Total	71.8	28.2		89.4	10.6		5.6	94.4	0		
PHF	.900	.840	.948	.828	.556	.788	.714	.810	.000	.804	.974

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	99	50	0	149	40	3	0	43	3	95	0	0	98	290
02:15 PM	113	44	0	157	56	6	0	62	2	102	0	0	104	323
02:30 PM	107	58	0	165	55	5	0	60	6	94	0	0	100	325
02:45 PM	120	65	0	185	66	9	0	75	6	115	0	0	121	381
<b>Total</b>	<b>439</b>	<b>217</b>	<b>0</b>	<b>656</b>	<b>217</b>	<b>23</b>	<b>0</b>	<b>240</b>	<b>17</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>423</b>	<b>1319</b>
03:00 PM	135	62	0	197	43	7	0	50	6	89	0	0	95	342
03:15 PM	130	64	0	194	47	7	0	54	6	93	0	0	99	347
<b>Grand Total</b>	<b>704</b>	<b>343</b>	<b>0</b>	<b>1047</b>	<b>307</b>	<b>37</b>	<b>0</b>	<b>344</b>	<b>29</b>	<b>588</b>	<b>0</b>	<b>0</b>	<b>617</b>	<b>2008</b>
Apprch %	67.2	32.8	0		89.2	10.8	0		4.7	95.3	0	0		
Total %	35.1	17.1	0	52.1	15.3	1.8	0	17.1	1.4	29.3	0	0	30.7	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	107	58	165	55	5	60	6	94	0	100	325
02:45 PM	120	<b>65</b>	185	<b>66</b>	<b>9</b>	<b>75</b>	6	<b>115</b>	0	<b>121</b>	<b>381</b>
03:00 PM	<b>135</b>	62	<b>197</b>	43	7	50	6	89	0	95	342
03:15 PM	130	64	194	47	7	54	6	93	0	99	347
Total Volume	492	249	741	211	28	239	24	391	0	415	1395
% App. Total	66.4	33.6		88.3	11.7		5.8	94.2	0		
PHF	.911	.958	.940	.799	.778	.797	1.00	.850	.000	.857	.915

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	5	7	0	12	1	0	0	1	0	4	0	0	4	17
02:15 PM	4	1	0	5	1	0	0	1	0	2	0	0	2	8
02:30 PM	4	5	0	9	3	0	0	3	0	3	0	0	3	15
02:45 PM	8	2	0	10	3	0	0	3	1	4	0	0	5	18
<b>Total</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>
03:00 PM	4	2	0	6	4	0	0	4	2	3	0	0	5	15
03:15 PM	6	5	0	11	2	2	0	4	0	2	0	0	2	17
<b>Grand Total</b>	<b>31</b>	<b>22</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>90</b>
Apprch %	58.5	41.5	0		87.5	12.5	0		14.3	85.7	0	0		
Total %	34.4	24.4	0	58.9	15.6	2.2	0	17.8	3.3	20	0	0	23.3	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	4	5	9	3	0	3	0	3	0	3	15
02:45 PM	8	2	10	3	0	3	1	4	0	5	18
03:00 PM	4	2	6	4	0	4	2	3	0	5	15
03:15 PM	6	5	11	2	2	4	0	2	0	2	17
Total Volume	22	14	36	12	2	14	3	12	0	15	65
% App. Total	61.1	38.9		85.7	14.3		20	80	0		
PHF	.688	.700	.818	.750	.250	.875	.375	.750	.000	.750	.903



# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	104	57	0	161	41	3	0	44	3	99	0	0	102	307
02:15 PM	117	45	0	162	57	6	0	63	2	104	0	0	106	331
02:30 PM	111	63	0	174	58	5	0	63	6	97	0	0	103	340
02:45 PM	128	67	0	195	69	9	0	78	7	119	0	0	126	399
<b>Total</b>	<b>460</b>	<b>232</b>	<b>0</b>	<b>692</b>	<b>225</b>	<b>23</b>	<b>0</b>	<b>248</b>	<b>18</b>	<b>419</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>1377</b>
03:00 PM	139	64	0	203	47	7	0	54	8	92	0	0	100	357
03:15 PM	136	69	0	205	49	9	0	58	6	95	0	0	101	364
Grand Total	735	365	0	1100	321	39	0	360	32	606	0	0	638	2098
Apprch %	66.8	33.2	0		89.2	10.8	0		5	95	0	0		
Total %	35	17.4	0	52.4	15.3	1.9	0	17.2	1.5	28.9	0	0	30.4	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	111	63	174	58	5	63	6	97	0	103	340
02:45 PM	128	67	195	<b>69</b>	<b>9</b>	<b>78</b>	7	<b>119</b>	0	<b>126</b>	<b>399</b>
03:00 PM	<b>139</b>	64	203	47	7	54	<b>8</b>	92	0	100	357
03:15 PM	136	<b>69</b>	<b>205</b>	49	9	58	6	95	0	101	364
Total Volume	514	263	777	223	30	253	27	403	0	430	1460
% App. Total	66.2	33.8		88.1	11.9		6.3	93.7	0		
PHF	.924	.953	.948	.808	.833	.811	.844	.847	.000	.853	.915

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	121	54	0	175	79	9	0	88	12	131	0	0	143	406
04:15 PM	148	46	0	194	75	11	0	86	5	83	0	0	88	368
04:30 PM	130	73	0	203	69	5	0	74	8	93	0	0	101	378
04:45 PM	137	50	0	187	69	9	0	78	7	79	0	0	86	351
<b>Total</b>	<b>536</b>	<b>223</b>	<b>0</b>	<b>759</b>	<b>292</b>	<b>34</b>	<b>0</b>	<b>326</b>	<b>32</b>	<b>386</b>	<b>0</b>	<b>0</b>	<b>418</b>	<b>1503</b>
05:00 PM	137	69	0	206	76	8	0	84	6	128	0	0	134	424
05:15 PM	154	68	0	222	108	5	0	113	5	110	0	0	115	450
05:30 PM	164	71	0	235	76	3	0	79	8	132	0	0	140	454
05:45 PM	147	66	0	213	66	7	0	73	2	87	0	0	89	375
<b>Total</b>	<b>602</b>	<b>274</b>	<b>0</b>	<b>876</b>	<b>326</b>	<b>23</b>	<b>0</b>	<b>349</b>	<b>21</b>	<b>457</b>	<b>0</b>	<b>0</b>	<b>478</b>	<b>1703</b>
<b>Grand Total</b>	<b>1138</b>	<b>497</b>	<b>0</b>	<b>1635</b>	<b>618</b>	<b>57</b>	<b>0</b>	<b>675</b>	<b>53</b>	<b>843</b>	<b>0</b>	<b>0</b>	<b>896</b>	<b>3206</b>
Apprch %	69.6	30.4	0		91.6	8.4	0		5.9	94.1	0	0		
Total %	35.5	15.5	0	51	19.3	1.8	0	21.1	1.7	26.3	0	0	27.9	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	137	69	206	76	<b>8</b>	84	6	128	0	134	424
05:15 PM	154	68	222	<b>108</b>	5	<b>113</b>	5	110	0	115	450
05:30 PM	<b>164</b>	<b>71</b>	<b>235</b>	76	3	79	<b>8</b>	<b>132</b>	0	<b>140</b>	<b>454</b>
05:45 PM	147	66	213	66	7	73	2	87	0	89	375
<b>Total Volume</b>	<b>602</b>	<b>274</b>	<b>876</b>	<b>326</b>	<b>23</b>	<b>349</b>	<b>21</b>	<b>457</b>	<b>0</b>	<b>478</b>	<b>1703</b>
% App. Total	68.7	31.3		93.4	6.6		4.4	95.6	0		
PHF	.918	.965	.932	.755	.719	.772	.656	.866	.000	.854	.938

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	3	0	7	4	0	0	4	1	2	0	0	3	14
04:15 PM	1	1	0	2	4	0	0	4	0	2	0	0	2	8
04:30 PM	1	1	0	2	2	0	0	2	0	4	0	0	4	8
04:45 PM	3	1	0	4	0	0	0	0	0	3	0	0	3	7
<b>Total</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>37</b>
05:00 PM	2	0	0	2	2	0	0	2	0	4	0	0	4	8
05:15 PM	1	0	0	1	0	0	0	0	0	4	0	0	4	5
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>
<b>Grand Total</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>
Apprch %	70	30	0		100	0	0		4.8	95.2	0	0		
Total %	26.4	11.3	0	37.7	22.6	0	0	22.6	1.9	37.7	0	0	39.6	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	4	3	7	4	0	4	1	2	0	3	14
04:15 PM	1	1	2	4	0	4	0	2	0	2	8
04:30 PM	1	1	2	2	0	2	0	4	0	4	8
04:45 PM	3	1	4	0	0	0	0	3	0	3	7
<b>Total Volume</b>	<b>9</b>	<b>6</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>37</b>
% App. Total	60	40		100	0		8.3	91.7	0		
PHF	.563	.500	.536	.625	.000	.625	.250	.688	.000	.750	.661

# Peggy Malone & Associates

(888) 247-8602

File Name : 3-Henley Rd and CR 209 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound				Russell Rd Westbound				Henley Rd Northbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	125	57	0	182	83	9	0	92	13	133	0	0	146	420
04:15 PM	149	47	0	196	79	11	0	90	5	85	0	0	90	376
04:30 PM	131	74	0	205	71	5	0	76	8	97	0	0	105	386
04:45 PM	140	51	0	191	69	9	0	78	7	82	0	0	89	358
<b>Total</b>	<b>545</b>	<b>229</b>	<b>0</b>	<b>774</b>	<b>302</b>	<b>34</b>	<b>0</b>	<b>336</b>	<b>33</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>430</b>	<b>1540</b>
05:00 PM	139	69	0	208	78	8	0	86	6	132	0	0	138	432
05:15 PM	155	68	0	223	108	5	0	113	5	114	0	0	119	455
05:30 PM	165	71	0	236	76	3	0	79	8	133	0	0	141	456
05:45 PM	148	66	0	214	66	7	0	73	2	87	0	0	89	376
<b>Total</b>	<b>607</b>	<b>274</b>	<b>0</b>	<b>881</b>	<b>328</b>	<b>23</b>	<b>0</b>	<b>351</b>	<b>21</b>	<b>466</b>	<b>0</b>	<b>0</b>	<b>487</b>	<b>1719</b>
<b>Grand Total</b>	<b>1152</b>	<b>503</b>	<b>0</b>	<b>1655</b>	<b>630</b>	<b>57</b>	<b>0</b>	<b>687</b>	<b>54</b>	<b>863</b>	<b>0</b>	<b>0</b>	<b>917</b>	<b>3259</b>
Apprch %	69.6	30.4	0		91.7	8.3	0		5.9	94.1	0	0		
Total %	35.3	15.4	0	50.8	19.3	1.7	0	21.1	1.7	26.5	0	0	28.1	

Start Time	Henley Rd Southbound			Russell Rd Westbound			Henley Rd Northbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	139	69	208	78	<b>8</b>	86	6	132	0	138	432
05:15 PM	155	68	223	<b>108</b>	5	<b>113</b>	5	114	0	119	455
05:30 PM	<b>165</b>	<b>71</b>	<b>236</b>	76	3	79	<b>8</b>	<b>133</b>	0	<b>141</b>	<b>456</b>
05:45 PM	148	66	214	66	7	73	2	87	0	89	376
Total Volume	607	274	881	328	23	351	21	466	0	487	1719
% App. Total	68.9	31.1		93.4	6.6		4.3	95.7	0		
PHF	.920	.965	.933	.759	.719	.777	.656	.876	.000	.863	.942



# Peggy Malone & Associates

## (888) 247-8602

File Name : 4-Henley Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	7	30	19	0	56	10	39	34	1	84	127	70	67	0	264	26	65	3	0	94	498
06:45 AM	8	41	16	0	65	9	66	32	0	107	122	64	78	0	264	36	60	2	0	98	534
<b>Total</b>	<b>15</b>	<b>71</b>	<b>35</b>	<b>0</b>	<b>121</b>	<b>19</b>	<b>105</b>	<b>66</b>	<b>1</b>	<b>191</b>	<b>249</b>	<b>134</b>	<b>145</b>	<b>0</b>	<b>528</b>	<b>62</b>	<b>125</b>	<b>5</b>	<b>0</b>	<b>192</b>	<b>1032</b>
07:00 AM	15	45	18	0	78	8	54	42	0	104	120	73	75	0	268	40	73	9	0	122	572
07:15 AM	4	50	25	0	79	12	61	48	0	121	162	85	46	0	293	40	94	9	0	143	636
07:30 AM	4	60	20	0	84	15	46	56	0	117	153	74	62	0	289	35	67	6	0	108	598
07:45 AM	6	63	25	0	94	9	51	44	0	104	114	52	46	7	219	34	64	10	0	108	525
<b>Total</b>	<b>29</b>	<b>218</b>	<b>88</b>	<b>0</b>	<b>335</b>	<b>44</b>	<b>212</b>	<b>190</b>	<b>0</b>	<b>446</b>	<b>549</b>	<b>284</b>	<b>229</b>	<b>7</b>	<b>1069</b>	<b>149</b>	<b>298</b>	<b>34</b>	<b>0</b>	<b>481</b>	<b>2331</b>
08:00 AM	7	43	15	0	65	13	44	60	0	117	143	72	39	0	254	42	61	20	0	123	559
08:15 AM	28	46	42	0	116	10	46	50	0	106	124	61	54	0	239	33	60	20	0	113	574
08:30 AM	7	26	11	0	44	10	58	34	0	102	139	50	50	0	239	35	83	4	0	122	507
08:45 AM	6	27	16	0	49	11	49	59	0	119	132	41	47	0	220	27	62	5	0	94	482
<b>Total</b>	<b>48</b>	<b>142</b>	<b>84</b>	<b>0</b>	<b>274</b>	<b>44</b>	<b>197</b>	<b>203</b>	<b>0</b>	<b>444</b>	<b>538</b>	<b>224</b>	<b>190</b>	<b>0</b>	<b>952</b>	<b>137</b>	<b>266</b>	<b>49</b>	<b>0</b>	<b>452</b>	<b>2122</b>
<b>Grand Total</b>	<b>92</b>	<b>431</b>	<b>207</b>	<b>0</b>	<b>730</b>	<b>107</b>	<b>514</b>	<b>459</b>	<b>1</b>	<b>1081</b>	<b>1336</b>	<b>642</b>	<b>564</b>	<b>7</b>	<b>2549</b>	<b>348</b>	<b>689</b>	<b>88</b>	<b>0</b>	<b>1125</b>	<b>5485</b>
Apprch %	12.6	59	28.4	0		9.9	47.5	42.5	0.1		52.4	25.2	22.1	0.3		30.9	61.2	7.8	0		
Total %	1.7	7.9	3.8	0	13.3	2	9.4	8.4	0	19.7	24.4	11.7	10.3	0.1	46.5	6.3	12.6	1.6	0	20.5	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	8	41	16	65	9	66	32	107	122	64	78	264	36	60	2	98	534
07:00 AM	15	45	18	78	8	54	42	104	120	73	75	268	40	73	9	122	572
07:15 AM	4	50	25	79	12	61	48	121	162	85	46	293	40	94	9	143	636
07:30 AM	4	60	20	84	15	46	56	117	153	74	62	289	35	67	6	108	598
Total Volume	31	196	79	306	44	227	178	449	557	296	261	1114	151	294	26	471	2340
% App. Total	10.1	64.1	25.8		9.8	50.6	39.6		50	26.6	23.4		32.1	62.4	5.5		
PHF	.517	.817	.790	.911	.733	.860	.795	.928	.860	.871	.837	.951	.944	.782	.722	.823	.920

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	1	0	0	2	0	4	1	0	5	3	1	2	0	6	0	5	0	0	5	18
06:45 AM	2	1	0	0	3	0	3	0	0	3	2	0	0	0	2	2	2	1	0	5	13
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>31</b>
07:00 AM	1	2	0	0	3	0	1	1	0	2	0	1	1	0	2	1	1	0	0	2	9
07:15 AM	0	3	0	0	3	0	3	1	0	4	2	2	1	0	5	2	1	1	0	4	16
07:30 AM	0	1	0	0	1	2	2	2	0	6	5	2	3	0	10	4	0	0	0	4	21
07:45 AM	0	5	0	0	5	0	0	2	0	2	2	3	1	0	6	3	1	1	0	5	18
<b>Total</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>64</b>
08:00 AM	1	3	0	0	4	0	0	0	0	0	2	5	4	0	11	2	2	0	0	4	19
08:15 AM	4	1	0	0	5	0	4	2	0	6	0	7	8	0	15	4	3	1	0	8	34
08:30 AM	6	3	0	0	9	0	9	1	0	10	1	6	3	0	10	2	2	1	0	5	34
08:45 AM	2	2	0	0	4	1	2	1	0	4	3	3	3	0	9	0	0	0	0	0	17
<b>Total</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>6</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>45</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>104</b>
<b>Grand Total</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>3</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>30</b>	<b>26</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>199</b>
Apprch %	43.6	56.4	0	0		7.1	66.7	26.2	0		26.3	39.5	34.2	0		47.6	40.5	11.9	0		
Total %	8.5	11.1	0	0	19.6	1.5	14.1	5.5	0	21.1	10.1	15.1	13.1	0	38.2	10.1	8.5	2.5	0	21.1	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	0	5	0	0	2	2	2	3	1	6	3	1	1	5	18
08:00 AM	1	3	0	4	0	0	0	0	2	5	4	11	2	2	0	4	19
08:15 AM	4	1	0	5	0	4	2	6	0	7	8	15	4	3	1	8	34
08:30 AM	6	3	0	9	0	9	1	10	1	6	3	10	2	2	1	5	34
<b>Total Volume</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>18</b>	<b>5</b>	<b>21</b>	<b>16</b>	<b>42</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>22</b>	<b>105</b>
% App. Total	47.8	52.2	0		0	72.2	27.8		11.9	50	38.1		50	36.4	13.6		
PHF	.458	.600	.000	.639	.000	.361	.625	.450	.625	.750	.500	.700	.688	.667	.750	.688	.772

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	8	31	19	0	58	10	43	35	1	89	130	71	69	0	270	26	70	3	0	99	516
06:45 AM	10	42	16	0	68	9	69	32	0	110	124	64	78	0	266	38	62	3	0	103	547
<b>Total</b>	<b>18</b>	<b>73</b>	<b>35</b>	<b>0</b>	<b>126</b>	<b>19</b>	<b>112</b>	<b>67</b>	<b>1</b>	<b>199</b>	<b>254</b>	<b>135</b>	<b>147</b>	<b>0</b>	<b>536</b>	<b>64</b>	<b>132</b>	<b>6</b>	<b>0</b>	<b>202</b>	<b>1063</b>
07:00 AM	16	47	18	0	81	8	55	43	0	106	120	74	76	0	270	41	74	9	0	124	581
07:15 AM	4	53	25	0	82	12	64	49	0	125	164	87	47	0	298	42	95	10	0	147	652
07:30 AM	4	61	20	0	85	17	48	58	0	123	158	76	65	0	299	39	67	6	0	112	619
07:45 AM	6	68	25	0	99	9	51	46	0	106	116	55	47	7	225	37	65	11	0	113	543
<b>Total</b>	<b>30</b>	<b>229</b>	<b>88</b>	<b>0</b>	<b>347</b>	<b>46</b>	<b>218</b>	<b>196</b>	<b>0</b>	<b>460</b>	<b>558</b>	<b>292</b>	<b>235</b>	<b>7</b>	<b>1092</b>	<b>159</b>	<b>301</b>	<b>36</b>	<b>0</b>	<b>496</b>	<b>2395</b>
08:00 AM	8	46	15	0	69	13	44	60	0	117	145	77	43	0	265	44	63	20	0	127	578
08:15 AM	32	47	42	0	121	10	50	52	0	112	124	68	62	0	254	37	63	21	0	121	608
08:30 AM	13	29	11	0	53	10	67	35	0	112	140	56	53	0	249	37	85	5	0	127	541
08:45 AM	8	29	16	0	53	12	51	60	0	123	135	44	50	0	229	27	62	5	0	94	499
<b>Total</b>	<b>61</b>	<b>151</b>	<b>84</b>	<b>0</b>	<b>296</b>	<b>45</b>	<b>212</b>	<b>207</b>	<b>0</b>	<b>464</b>	<b>544</b>	<b>245</b>	<b>208</b>	<b>0</b>	<b>997</b>	<b>145</b>	<b>273</b>	<b>51</b>	<b>0</b>	<b>469</b>	<b>2226</b>
<b>Grand Total</b>	<b>109</b>	<b>453</b>	<b>207</b>	<b>0</b>	<b>769</b>	<b>110</b>	<b>542</b>	<b>470</b>	<b>1</b>	<b>1123</b>	<b>1356</b>	<b>672</b>	<b>590</b>	<b>7</b>	<b>2625</b>	<b>368</b>	<b>706</b>	<b>93</b>	<b>0</b>	<b>1167</b>	<b>5684</b>
Apprch %	14.2	58.9	26.9	0		9.8	48.3	41.9	0.1		51.7	25.6	22.5	0.3		31.5	60.5	8	0		
Total %	1.9	8	3.6	0	13.5	1.9	9.5	8.3	0	19.8	23.9	11.8	10.4	0.1	46.2	6.5	12.4	1.6	0	20.5	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	10	42	16	68	9	<b>69</b>	32	110	124	64	<b>78</b>	266	38	62	3	103	547
07:00 AM	<b>16</b>	47	18	81	8	55	43	106	120	74	76	270	41	74	9	124	581
07:15 AM	4	53	<b>25</b>	82	12	64	49	<b>125</b>	<b>164</b>	<b>87</b>	47	298	<b>42</b>	<b>95</b>	<b>10</b>	<b>147</b>	<b>652</b>
07:30 AM	4	<b>61</b>	20	<b>85</b>	<b>17</b>	48	<b>58</b>	123	158	76	65	<b>299</b>	39	67	6	112	619
Total Volume	34	203	79	316	46	236	182	464	566	301	266	1133	160	298	28	486	2399
% App. Total	10.8	64.2	25		9.9	50.9	39.2		50	26.6	23.5		32.9	61.3	5.8		
PHF	.531	.832	.790	.929	.676	.855	.784	.928	.863	.865	.853	.947	.952	.784	.700	.827	.920

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	25	7	0	37	6	49	70	0	125	86	24	40	0	150	43	73	4	0	120	432
11:45 AM	3	35	7	0	45	7	73	87	0	167	76	21	47	0	144	30	61	4	0	95	451
<b>Total</b>	<b>8</b>	<b>60</b>	<b>14</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>122</b>	<b>157</b>	<b>0</b>	<b>292</b>	<b>162</b>	<b>45</b>	<b>87</b>	<b>0</b>	<b>294</b>	<b>73</b>	<b>134</b>	<b>8</b>	<b>0</b>	<b>215</b>	<b>883</b>
12:00 PM	6	33	15	0	54	8	69	75	0	152	74	35	37	0	146	36	83	3	0	122	474
12:15 PM	3	29	8	0	40	7	60	99	1	167	76	30	41	0	147	39	54	3	0	96	450
12:30 PM	3	35	12	0	50	16	74	74	0	164	69	23	47	0	139	27	57	3	0	87	440
12:45 PM	7	38	9	0	54	9	73	60	0	142	72	33	41	0	146	40	60	4	0	104	446
<b>Total</b>	<b>19</b>	<b>135</b>	<b>44</b>	<b>0</b>	<b>198</b>	<b>40</b>	<b>276</b>	<b>308</b>	<b>1</b>	<b>625</b>	<b>291</b>	<b>121</b>	<b>166</b>	<b>0</b>	<b>578</b>	<b>142</b>	<b>254</b>	<b>13</b>	<b>0</b>	<b>409</b>	<b>1810</b>
01:00 PM	6	42	8	0	56	12	63	73	0	148	64	29	32	0	125	35	51	0	0	86	415
01:15 PM	7	39	13	0	59	11	69	69	1	150	67	30	33	0	130	35	54	2	0	91	430
<b>Grand Total</b>	<b>40</b>	<b>276</b>	<b>79</b>	<b>0</b>	<b>395</b>	<b>76</b>	<b>530</b>	<b>607</b>	<b>2</b>	<b>1215</b>	<b>584</b>	<b>225</b>	<b>318</b>	<b>0</b>	<b>1127</b>	<b>285</b>	<b>493</b>	<b>23</b>	<b>0</b>	<b>801</b>	<b>3538</b>
Apprch %	10.1	69.9	20	0		6.3	43.6	50	0.2		51.8	20	28.2	0		35.6	61.5	2.9	0		
Total %	1.1	7.8	2.2	0	11.2	2.1	15	17.2	0.1	34.3	16.5	6.4	9	0	31.9	8.1	13.9	0.7	0	22.6	

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	3	<b>35</b>	7		45	7	73	87		<b>167</b>	<b>76</b>	21	<b>47</b>		144	30	61	<b>4</b>		95	451
12:00 PM	<b>6</b>	33	<b>15</b>		<b>54</b>	8	69	75		152	74	<b>35</b>	37		146	36	<b>83</b>	3		<b>122</b>	<b>474</b>
12:15 PM	3	29	8		40	7	60	<b>99</b>		166	76	30	41		<b>147</b>	<b>39</b>	54	3		96	449
12:30 PM	3	35	12		50	<b>16</b>	<b>74</b>	74		164	69	23	47		139	27	57	3		87	440
Total Volume	15	132	42		189	38	276	335		649	295	109	172		576	132	255	13		400	1814
% App. Total	7.9	69.8	22.2			5.9	42.5	51.6			51.2	18.9	29.9			33	63.8	3.2			
PHF	.625	.943	.700		.875	.594	.932	.846		.972	.970	.779	.915		.980	.846	.768	.813		.820	.957



# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	2	0	0	2	1	3	4	0	8	5	1	2	0	8	0	3	0	0	3	21
11:45 AM	0	3	0	0	3	0	3	0	0	3	2	0	2	0	4	3	3	0	0	6	16
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>37</b>
12:00 PM	0	3	0	0	3	1	0	3	0	4	1	1	2	0	4	1	1	0	0	2	13
12:15 PM	0	2	0	0	2	0	0	0	0	0	3	2	2	0	7	9	2	1	0	12	21
12:30 PM	0	5	1	0	6	0	0	2	0	2	1	3	0	0	4	0	0	1	0	1	13
12:45 PM	1	4	2	0	7	0	0	4	0	4	0	2	2	0	4	4	1	0	0	5	20
<b>Total</b>	<b>1</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>67</b>
01:00 PM	1	1	0	0	2	0	1	4	0	5	3	1	2	0	6	3	9	0	0	12	25
01:15 PM	1	0	1	0	2	1	4	2	0	7	4	4	2	0	10	6	6	1	0	13	32
<b>Grand Total</b>	<b>3</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>161</b>
Apprch %	11.1	74.1	14.8	0		9.1	33.3	57.6	0		40.4	29.8	29.8	0		48.1	46.3	5.6	0		
Total %	1.9	12.4	2.5	0	16.8	1.9	6.8	11.8	0	20.5	11.8	8.7	8.7	0	29.2	16.1	15.5	1.9	0	33.5	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	5	1	6	0	0	2	2	1	3	0	4	0	0	1	1	13
12:45 PM	1	4	2	7	0	0	4	4	0	2	2	4	4	1	0	5	20
01:00 PM	1	1	0	2	0	1	4	5	3	1	2	6	3	9	0	12	25
01:15 PM	1	0	1	2	1	4	2	7	4	4	2	10	6	6	1	13	32
<b>Total Volume</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>24</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>31</b>	<b>90</b>
% App. Total	17.6	58.8	23.5		5.6	27.8	66.7		33.3	41.7	25		41.9	51.6	6.5		
PHF	.750	.500	.500	.607	.250	.313	.750	.643	.500	.625	.750	.600	.542	.444	.500	.596	.703

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	5	27	7	0	39	7	52	74	0	133	91	25	42	0	158	43	76	4	0	123	453
11:45 AM	3	38	7	0	48	7	76	87	0	170	78	21	49	0	148	33	64	4	0	101	467
<b>Total</b>	<b>8</b>	<b>65</b>	<b>14</b>	<b>0</b>	<b>87</b>	<b>14</b>	<b>128</b>	<b>161</b>	<b>0</b>	<b>303</b>	<b>169</b>	<b>46</b>	<b>91</b>	<b>0</b>	<b>306</b>	<b>76</b>	<b>140</b>	<b>8</b>	<b>0</b>	<b>224</b>	<b>920</b>
12:00 PM	6	36	15	0	57	9	69	78	0	156	75	36	39	0	150	37	84	3	0	124	487
12:15 PM	3	31	8	0	42	7	60	99	1	167	79	32	43	0	154	48	56	4	0	108	471
12:30 PM	3	40	13	0	56	16	74	76	0	166	70	26	47	0	143	27	57	4	0	88	453
12:45 PM	8	42	11	0	61	9	73	64	0	146	72	35	43	0	150	44	61	4	0	109	466
<b>Total</b>	<b>20</b>	<b>149</b>	<b>47</b>	<b>0</b>	<b>216</b>	<b>41</b>	<b>276</b>	<b>317</b>	<b>1</b>	<b>635</b>	<b>296</b>	<b>129</b>	<b>172</b>	<b>0</b>	<b>597</b>	<b>156</b>	<b>258</b>	<b>15</b>	<b>0</b>	<b>429</b>	<b>1877</b>
01:00 PM	7	43	8	0	58	12	64	77	0	153	67	30	34	0	131	38	60	0	0	98	440
01:15 PM	8	39	14	0	61	12	73	71	1	157	71	34	35	0	140	41	60	3	0	104	462
<b>Grand Total</b>	<b>43</b>	<b>296</b>	<b>83</b>	<b>0</b>	<b>422</b>	<b>79</b>	<b>541</b>	<b>626</b>	<b>2</b>	<b>1248</b>	<b>603</b>	<b>239</b>	<b>332</b>	<b>0</b>	<b>1174</b>	<b>311</b>	<b>518</b>	<b>26</b>	<b>0</b>	<b>855</b>	<b>3699</b>
Apprch %	10.2	70.1	19.7	0		6.3	43.3	50.2	0.2		51.4	20.4	28.3	0		36.4	60.6	3	0		
Total %	1.2	8	2.2	0	11.4	2.1	14.6	16.9	0.1	33.7	16.3	6.5	9	0	31.7	8.4	14	0.7	0	23.1	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	5	27	7	39	7	52	74	133	<b>91</b>	25	42	<b>158</b>	43	76	<b>4</b>	123	453
11:45 AM	3	<b>38</b>	7	48	7	<b>76</b>	87	<b>170</b>	78	21	<b>49</b>	148	33	64	4	101	467
12:00 PM	<b>6</b>	36	<b>15</b>	<b>57</b>	<b>9</b>	69	78	156	75	<b>36</b>	39	150	37	<b>84</b>	3	<b>124</b>	<b>487</b>
12:15 PM	3	31	8	42	7	60	<b>99</b>	166	79	32	43	154	<b>48</b>	56	4	108	470
Total Volume	17	132	37	186	30	257	338	625	323	114	173	610	161	280	15	456	1877
% App. Total	9.1	71	19.9		4.8	41.1	54.1		53	18.7	28.4		35.3	61.4	3.3		
PHF	.708	.868	.617	.816	.833	.845	.854	.919	.887	.792	.883	.965	.839	.833	.938	.919	.964

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	11	56	12	0	79	8	61	60	0	129	60	43	37	0	140	54	68	10	0	132	480
02:15 PM	17	60	20	0	97	14	66	70	0	150	75	45	41	0	161	57	68	8	1	134	542
02:30 PM	9	57	11	0	77	7	49	73	0	129	96	46	55	4	201	36	43	8	0	87	494
02:45 PM	24	59	26	0	109	10	52	82	0	144	80	59	32	3	174	59	59	9	0	127	554
<b>Total</b>	61	232	69	0	362	39	228	285	0	552	311	193	165	7	676	206	238	35	1	480	2070
03:00 PM	19	84	21	0	124	10	102	105	0	217	76	37	31	0	144	42	64	6	4	116	601
03:15 PM	5	69	27	0	101	11	88	106	0	205	83	37	30	0	150	47	60	6	0	113	569
<b>Grand Total</b>	85	385	117	0	587	60	418	496	0	974	470	267	226	7	970	295	362	47	5	709	3240
Apprch %	14.5	65.6	19.9	0		6.2	42.9	50.9	0		48.5	27.5	23.3	0.7		41.6	51.1	6.6	0.7		
Total %	2.6	11.9	3.6	0	18.1	1.9	12.9	15.3	0	30.1	14.5	8.2	7	0.2	29.9	9.1	11.2	1.5	0.2	21.9	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	9	57	11	77	7	49	73	129	<b>96</b>	46	<b>55</b>	<b>197</b>	36	43	8	87	490
02:45 PM	<b>24</b>	59	26	109	10	52	82	144	80	<b>59</b>	32	171	<b>59</b>	59	<b>9</b>	<b>127</b>	551
03:00 PM	19	<b>84</b>	21	<b>124</b>	10	<b>102</b>	105	<b>217</b>	76	37	31	144	42	<b>64</b>	6	112	<b>597</b>
03:15 PM	5	69	<b>27</b>	101	<b>11</b>	88	<b>106</b>	205	83	37	30	150	47	60	6	113	569
Total Volume	57	269	85	411	38	291	366	695	335	179	148	662	184	226	29	439	2207
% App. Total	13.9	65.5	20.7		5.5	41.9	52.7		50.6	27	22.4		41.9	51.5	6.6		
PHF	.594	.801	.787	.829	.864	.713	.863	.801	.872	.758	.673	.840	.780	.883	.806	.864	.924

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	9	0	0	9	0	1	3	0	4	3	1	2	0	6	3	1	0	0	4	23
02:15 PM	0	4	0	0	4	0	1	4	0	5	1	3	2	0	6	2	1	0	0	3	18
02:30 PM	0	4	0	0	4	0	0	3	0	3	2	5	0	0	7	1	1	0	0	2	16
02:45 PM	2	3	3	0	8	0	1	3	0	4	3	3	5	0	11	3	0	0	0	3	26
<b>Total</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>
03:00 PM	2	1	1	0	4	0	1	5	0	6	4	3	1	0	8	2	0	0	0	2	20
03:15 PM	0	5	0	0	5	1	2	3	0	6	1	2	1	0	4	1	2	1	0	4	19
<b>Grand Total</b>	<b>4</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>6</b>	<b>21</b>	<b>0</b>	<b>28</b>	<b>14</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>122</b>
Apprch %	11.8	76.5	11.8	0	27.9	3.6	21.4	75	0	23	33.3	40.5	26.2	0	34.4	66.7	27.8	5.6	0	14.8	
Total %	3.3	21.3	3.3	0	27.9	0.8	4.9	17.2	0	23	11.5	13.9	9	0	34.4	9.8	4.1	0.8	0	14.8	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	9	0	9	0	1	3	4	3	1	2	6	3	1	0	4	23
02:15 PM	0	4	0	4	0	1	4	5	1	3	2	6	2	1	0	3	18
02:30 PM	0	4	0	4	0	0	3	3	2	5	0	7	1	1	0	2	16
02:45 PM	2	3	3	8	0	1	3	4	3	3	5	11	3	0	0	3	26
<b>Total Volume</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>83</b>
% App. Total	8	80	12		0	18.8	81.2		30	40	30		75	25	0		
PHF	.250	.556	.250	.694	.000	.750	.813	.800	.750	.600	.450	.682	.750	.750	.000	.750	.798



# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	11	65	12	0	88	8	62	63	0	133	63	44	39	0	146	57	69	10	0	136	503
02:15 PM	17	64	20	0	101	14	67	74	0	155	76	48	43	0	167	59	69	8	1	137	560
02:30 PM	9	61	11	0	81	7	49	76	0	132	98	51	55	4	208	37	44	8	0	89	510
02:45 PM	26	62	29	0	117	10	53	85	0	148	83	62	37	3	185	62	59	9	0	130	580
<b>Total</b>	<b>63</b>	<b>252</b>	<b>72</b>	<b>0</b>	<b>387</b>	<b>39</b>	<b>231</b>	<b>298</b>	<b>0</b>	<b>568</b>	<b>320</b>	<b>205</b>	<b>174</b>	<b>7</b>	<b>706</b>	<b>215</b>	<b>241</b>	<b>35</b>	<b>1</b>	<b>492</b>	<b>2153</b>
03:00 PM	21	85	22	0	128	10	103	110	0	223	80	40	32	0	152	44	64	6	4	118	621
03:15 PM	5	74	27	0	106	12	90	109	0	211	84	39	31	0	154	48	62	7	0	117	588
<b>Grand Total</b>	<b>89</b>	<b>411</b>	<b>121</b>	<b>0</b>	<b>621</b>	<b>61</b>	<b>424</b>	<b>517</b>	<b>0</b>	<b>1002</b>	<b>484</b>	<b>284</b>	<b>237</b>	<b>7</b>	<b>1012</b>	<b>307</b>	<b>367</b>	<b>48</b>	<b>5</b>	<b>727</b>	<b>3362</b>
Apprch %	14.3	66.2	19.5	0		6.1	42.3	51.6	0		47.8	28.1	23.4	0.7		42.2	50.5	6.6	0.7		
Total %	2.6	12.2	3.6	0	18.5	1.8	12.6	15.4	0	29.8	14.4	8.4	7	0.2	30.1	9.1	10.9	1.4	0.1	21.6	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	9	61	11	81	7	49	76	132	<b>98</b>	51	<b>55</b>	<b>204</b>	37	44	8	89	506
02:45 PM	<b>26</b>	62	<b>29</b>	117	10	53	85	148	83	<b>62</b>	37	182	<b>62</b>	59	<b>9</b>	<b>130</b>	577
03:00 PM	21	<b>85</b>	22	<b>128</b>	10	<b>103</b>	<b>110</b>	<b>223</b>	80	40	32	152	44	<b>64</b>	6	114	<b>617</b>
03:15 PM	5	74	27	106	<b>12</b>	90	109	211	84	39	31	154	48	62	7	117	588
Total Volume	61	282	89	432	39	295	380	714	345	192	155	692	191	229	30	450	2288
% App. Total	14.1	65.3	20.6		5.5	41.3	53.2		49.9	27.7	22.4		42.4	50.9	6.7		
PHF	.587	.829	.767	.844	.813	.716	.864	.800	.880	.774	.705	.848	.770	.895	.833	.865	.927

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	74	38	0	125	16	99	97	0	212	106	62	50	0	218	45	61	2	0	108	663
04:15 PM	6	70	18	0	94	9	86	89	0	184	75	54	53	0	182	54	82	2	0	138	598
04:30 PM	11	76	19	0	106	12	101	97	0	210	82	42	35	0	159	60	90	4	0	154	629
04:45 PM	10	95	31	0	136	14	85	99	0	198	94	46	30	0	170	56	67	7	0	130	634
<b>Total</b>	40	315	106	0	461	51	371	382	0	804	357	204	168	0	729	215	300	15	0	530	2524
05:00 PM	9	67	22	1	99	10	80	78	0	168	101	48	33	0	182	68	83	4	0	155	604
05:15 PM	23	95	24	0	142	6	81	81	0	168	104	75	56	0	235	47	70	7	0	124	669
05:30 PM	12	92	30	0	134	5	83	82	0	170	125	56	54	0	235	60	77	3	0	140	679
05:45 PM	15	102	22	0	139	8	89	119	0	216	109	41	30	0	180	50	72	2	0	124	659
<b>Total</b>	59	356	98	1	514	29	333	360	0	722	439	220	173	0	832	225	302	16	0	543	2611
<b>Grand Total</b>	99	671	204	1	975	80	704	742	0	1526	796	424	341	0	1561	440	602	31	0	1073	5135
Apprch %	10.2	68.8	20.9	0.1		5.2	46.1	48.6	0		51	27.2	21.8	0		41	56.1	2.9	0		
Total %	1.9	13.1	4	0	19	1.6	13.7	14.4	0	29.7	15.5	8.3	6.6	0	30.4	8.6	11.7	0.6	0	20.9	

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	67	22		98	10	80	78		168	101	48	33		182	68	83	4		155	603
05:15 PM	23	95	24		142	6	81	81		168	104	75	56		235	47	70	7		124	669
05:30 PM	12	92	30		134	5	83	82		170	125	56	54		235	60	77	3		140	679
05:45 PM	15	102	22		139	8	89	119		216	109	41	30		180	50	72	2		124	659
Total Volume	59	356	98		513	29	333	360		722	439	220	173		832	225	302	16		543	2610
% App. Total	11.5	69.4	19.1			4	46.1	49.9			52.8	26.4	20.8			41.4	55.6	2.9			
PHF	.641	.873	.817		.903	.725	.935	.756		.836	.878	.733	.772		.885	.827	.910	.571		.876	.961

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	2	1	0	3	0	0	2	0	2	11	3	4	0	18	2	0	0	0	2	25
04:15 PM	0	4	1	0	5	1	7	2	0	10	4	0	6	0	10	1	1	0	0	2	27
04:30 PM	0	0	0	0	0	0	8	0	0	8	3	1	1	0	5	0	3	0	0	3	16
04:45 PM	1	3	0	0	4	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	11
<b>Total</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>
05:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	5	0	7	1	1	0	0	2	10
05:15 PM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	0	2	0	0	2	7
05:45 PM	2	1	0	0	3	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	6
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>27</b>
<b>Grand Total</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>48</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>106</b>
Apprch %	20	66.7	13.3	0		3.4	72.4	24.1	0		47.9	10.4	41.7	0		28.6	71.4	0	0		
Total %	2.8	9.4	1.9	0	14.2	0.9	19.8	6.6	0	27.4	21.7	4.7	18.9	0	45.3	3.8	9.4	0	0	13.2	

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	2	1	0	3	0	0	2	0	2	11	3	4	0	18	2	0	0	0	2	25
04:15 PM	0	4	1	0	5	1	7	2	0	10	4	0	6	0	10	1	1	0	0	2	27
04:30 PM	0	0	0	0	0	0	8	0	0	8	3	1	1	0	5	0	3	0	0	3	16
04:45 PM	1	3	0	0	4	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	11
<b>Total Volume</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>
% App. Total	8.3	75	16.7			4.3	78.3	17.4			54.3	11.4	34.3			33.3	66.7				
PHF	.250	.563	.500		.600	.250	.563	.500		.575	.432	.333	.500		.486	.375	.500	.000		.750	.731

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

# Peggy Malone & Associates

(888) 247-8602

File Name : 4-Henley Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Henley Rd Southbound					CR 220 Westbound					Henley Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	76	39	0	128	16	99	99	0	214	117	65	54	0	236	47	61	2	0	110	688
04:15 PM	6	74	19	0	99	10	93	91	0	194	79	54	59	0	192	55	83	2	0	140	625
04:30 PM	11	76	19	0	106	12	109	97	0	218	85	43	36	0	164	60	93	4	0	157	645
04:45 PM	11	98	31	0	140	14	88	99	0	201	95	46	31	0	172	56	69	7	0	132	645
<b>Total</b>	<b>41</b>	<b>324</b>	<b>108</b>	<b>0</b>	<b>473</b>	<b>52</b>	<b>389</b>	<b>386</b>	<b>0</b>	<b>827</b>	<b>376</b>	<b>208</b>	<b>180</b>	<b>0</b>	<b>764</b>	<b>218</b>	<b>306</b>	<b>15</b>	<b>0</b>	<b>539</b>	<b>2603</b>
05:00 PM	9	67	22	1	99	10	80	79	0	169	103	48	38	0	189	69	84	4	0	157	614
05:15 PM	23	95	24	0	142	6	82	82	0	170	106	75	56	0	237	47	70	7	0	124	673
05:30 PM	12	92	30	0	134	5	84	82	0	171	125	57	57	0	239	60	79	3	0	142	686
05:45 PM	17	103	22	0	142	8	90	120	0	218	109	41	30	0	180	50	73	2	0	125	665
<b>Total</b>	<b>61</b>	<b>357</b>	<b>98</b>	<b>1</b>	<b>517</b>	<b>29</b>	<b>336</b>	<b>363</b>	<b>0</b>	<b>728</b>	<b>443</b>	<b>221</b>	<b>181</b>	<b>0</b>	<b>845</b>	<b>226</b>	<b>306</b>	<b>16</b>	<b>0</b>	<b>548</b>	<b>2638</b>
Grand Total	102	681	206	1	990	81	725	749	0	1555	819	429	361	0	1609	444	612	31	0	1087	5241
Apprch %	10.3	68.8	20.8	0.1		5.2	46.6	48.2	0		50.9	26.7	22.4	0		40.8	56.3	2.9	0		
Total %	1.9	13	3.9	0	18.9	1.5	13.8	14.3	0	29.7	15.6	8.2	6.9	0	30.7	8.5	11.7	0.6	0	20.7	

Start Time	Henley Rd Southbound				CR 220 Westbound				Henley Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	67	22	98	10	80	79	169	103	48	38	189	69	84	4	157	613
05:15 PM	23	95	24	142	6	82	82	170	106	75	56	237	47	70	7	124	673
05:30 PM	12	92	30	134	5	84	82	171	125	57	57	239	60	79	3	142	686
05:45 PM	17	103	22	142	8	90	120	218	109	41	30	180	50	73	2	125	665
Total Volume	61	357	98	516	29	336	363	728	443	221	181	845	226	306	16	548	2637
% App. Total	11.8	69.2	19		4	46.2	49.9		52.4	26.2	21.4		41.2	55.8	2.9		
PHF	.663	.867	.817	.908	.725	.933	.756	.835	.886	.737	.794	.884	.819	.911	.571	.873	.961



# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	28	37	0	65	46	75	0	0	121	136	102	0	238	424
06:45 AM	29	35	0	64	57	94	0	0	151	115	116	0	231	446
Total	57	72	0	129	103	169	0	0	272	251	218	0	469	870
07:00 AM	36	44	0	80	55	78	0	1	134	137	102	0	239	453
07:15 AM	42	63	0	105	57	98	1	0	156	181	117	0	298	559
07:30 AM	62	69	0	131	43	89	0	0	132	145	116	0	261	524
07:45 AM	56	48	0	104	60	67	1	0	128	122	114	0	236	468
Total	196	224	0	420	215	332	2	1	550	585	449	0	1034	2004
08:00 AM	74	72	0	146	55	77	0	0	132	127	121	0	248	526
08:15 AM	44	53	0	97	34	78	1	0	113	145	109	0	254	464
08:30 AM	40	38	0	78	43	70	0	0	113	153	85	0	238	429
08:45 AM	28	35	0	63	40	90	0	0	130	136	96	0	232	425
Total	186	198	0	384	172	315	1	0	488	561	411	0	972	1844
Grand Total	439	494	0	933	490	816	3	1	1310	1397	1078	0	2475	4718
Apprch %	47.1	52.9	0		37.4	62.3	0.2	0.1		56.4	43.6	0		
Total %	9.3	10.5	0	19.8	10.4	17.3	0.1	0	27.8	29.6	22.8	0	52.5	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	42	63	105	57	<b>98</b>	<b>1</b>	<b>156</b>	<b>181</b>	117	<b>298</b>	<b>559</b>
07:30 AM	62	69	131	43	89	0	132	145	116	261	524
07:45 AM	56	48	104	<b>60</b>	67	1	128	122	114	236	468
08:00 AM	<b>74</b>	<b>72</b>	<b>146</b>	55	77	0	132	127	<b>121</b>	248	526
Total Volume	234	252	486	215	331	2	548	575	468	1043	2077
% App. Total	48.1	51.9		39.2	60.4	0.4		55.1	44.9		
PHF	.791	.875	.832	.896	.844	.500	.878	.794	.967	.875	.929

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	3	3	0	6	0	1	0	0	1	6	2	0	8	15
06:45 AM	0	2	0	2	5	3	0	0	8	4	1	0	5	15
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>30</b>
07:00 AM	1	0	0	1	2	1	0	0	3	1	1	0	2	6
07:15 AM	1	1	0	2	1	3	1	0	5	2	1	0	3	10
07:30 AM	0	0	0	0	1	5	0	0	6	2	1	0	3	9
07:45 AM	1	0	0	1	0	1	0	0	1	2	1	0	3	5
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>30</b>
08:00 AM	0	1	0	1	0	2	0	0	2	3	1	0	4	7
08:15 AM	1	1	0	2	1	7	0	0	8	0	2	0	2	12
08:30 AM	1	2	0	3	1	8	0	0	9	2	0	0	2	14
08:45 AM	1	1	0	2	1	4	0	0	5	2	1	0	3	10
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>43</b>
<b>Grand Total</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>103</b>
Apprch %	45	55	0		25	72.9	2.1	0		68.6	31.4	0		
Total %	8.7	10.7	0	19.4	11.7	34	1	0	46.6	23.3	10.7	0	34	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:30 AM											
06:30 AM	3	3	6	0	1	0	1	6	2	8	15
06:45 AM	0	2	2	5	3	0	8	4	1	5	15
07:00 AM	1	0	1	2	1	0	3	1	1	2	6
07:15 AM	1	1	2	1	3	1	5	2	1	3	10
<b>Total Volume</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>18</b>	<b>46</b>
% App. Total	45.5	54.5		47.1	47.1	5.9		72.2	27.8		
PHF	.417	.500	.458	.400	.667	.250	.531	.542	.625	.563	.767

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	31	40	0	71	46	76	0	0	122	142	104	0	246	439
06:45 AM	29	37	0	66	62	97	0	0	159	119	117	0	236	461
<b>Total</b>	<b>60</b>	<b>77</b>	<b>0</b>	<b>137</b>	<b>108</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>281</b>	<b>261</b>	<b>221</b>	<b>0</b>	<b>482</b>	<b>900</b>
07:00 AM	37	44	0	81	57	79	0	1	137	138	103	0	241	459
07:15 AM	43	64	0	107	58	101	2	0	161	183	118	0	301	569
07:30 AM	62	69	0	131	44	94	0	0	138	147	117	0	264	533
07:45 AM	57	48	0	105	60	68	1	0	129	124	115	0	239	473
<b>Total</b>	<b>199</b>	<b>225</b>	<b>0</b>	<b>424</b>	<b>219</b>	<b>342</b>	<b>3</b>	<b>1</b>	<b>565</b>	<b>592</b>	<b>453</b>	<b>0</b>	<b>1045</b>	<b>2034</b>
08:00 AM	74	73	0	147	55	79	0	0	134	130	122	0	252	533
08:15 AM	45	54	0	99	35	85	1	0	121	145	111	0	256	476
08:30 AM	41	40	0	81	44	78	0	0	122	155	85	0	240	443
08:45 AM	29	36	0	65	41	94	0	0	135	138	97	0	235	435
<b>Total</b>	<b>189</b>	<b>203</b>	<b>0</b>	<b>392</b>	<b>175</b>	<b>336</b>	<b>1</b>	<b>0</b>	<b>512</b>	<b>568</b>	<b>415</b>	<b>0</b>	<b>983</b>	<b>1887</b>
<b>Grand Total</b>	<b>448</b>	<b>505</b>	<b>0</b>	<b>953</b>	<b>502</b>	<b>851</b>	<b>4</b>	<b>1</b>	<b>1358</b>	<b>1421</b>	<b>1089</b>	<b>0</b>	<b>2510</b>	<b>4821</b>
Apprch %	47	53	0		37	62.7	0.3	0.1		56.6	43.4	0		
Total %	9.3	10.5	0	19.8	10.4	17.7	0.1	0	28.2	29.5	22.6	0	52.1	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	43	64	107	58	<b>101</b>	<b>2</b>	<b>161</b>	<b>183</b>	118	<b>301</b>	<b>569</b>
07:30 AM	62	69	131	44	94	0	138	147	117	264	533
07:45 AM	57	48	105	<b>60</b>	68	1	129	124	115	239	473
08:00 AM	<b>74</b>	<b>73</b>	<b>147</b>	55	79	0	134	130	<b>122</b>	252	533
Total Volume	236	254	490	217	342	3	562	584	472	1056	2108
% App. Total	48.2	51.8		38.6	60.9	0.5		55.3	44.7		
PHF	.797	.870	.833	.904	.847	.375	.873	.798	.967	.877	.926

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	68	53	0	121	40	90	0	0	130	112	54	0	166	417
11:45 AM	61	36	0	97	40	114	1	0	155	107	55	0	162	414
<b>Total</b>	<b>129</b>	<b>89</b>	<b>0</b>	<b>218</b>	<b>80</b>	<b>204</b>	<b>1</b>	<b>0</b>	<b>285</b>	<b>219</b>	<b>109</b>	<b>0</b>	<b>328</b>	<b>831</b>
12:00 PM	61	41	1	103	37	117	1	0	155	118	56	0	174	432
12:15 PM	56	26	0	82	38	128	0	0	166	105	51	0	156	404
12:30 PM	51	44	0	95	35	109	1	0	145	92	61	0	153	393
12:45 PM	53	34	0	87	31	111	0	0	142	94	48	0	142	371
<b>Total</b>	<b>221</b>	<b>145</b>	<b>1</b>	<b>367</b>	<b>141</b>	<b>465</b>	<b>2</b>	<b>0</b>	<b>608</b>	<b>409</b>	<b>216</b>	<b>0</b>	<b>625</b>	<b>1600</b>
01:00 PM	50	37	0	87	35	123	0	0	158	84	48	0	132	377
01:15 PM	44	35	1	80	33	112	1	0	146	95	53	0	148	374
<b>Grand Total</b>	<b>444</b>	<b>306</b>	<b>2</b>	<b>752</b>	<b>289</b>	<b>904</b>	<b>4</b>	<b>0</b>	<b>1197</b>	<b>807</b>	<b>426</b>	<b>0</b>	<b>1233</b>	<b>3182</b>
Apprch %	59	40.7	0.3		24.1	75.5	0.3	0		65.5	34.5	0		
Total %	14	9.6	0.1	23.6	9.1	28.4	0.1	0	37.6	25.4	13.4	0	38.7	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	<b>68</b>	<b>53</b>	<b>121</b>	<b>40</b>	90	0	130	112	54	166	417
11:45 AM	61	36	97	40	114	<b>1</b>	155	107	55	162	414
12:00 PM	61	41	102	37	117	1	155	<b>118</b>	<b>56</b>	<b>174</b>	<b>431</b>
12:15 PM	56	26	82	38	<b>128</b>	0	<b>166</b>	105	51	156	404
Total Volume	246	156	402	155	449	2	606	442	216	658	1666
% App. Total	61.2	38.8		25.6	74.1	0.3		67.2	32.8		
PHF	.904	.736	.831	.969	.877	.500	.913	.936	.964	.945	.966



# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	2	11	0	0	13	3	1	0	4	17
11:45 AM	1	0	0	1	3	1	0	0	4	3	3	0	6	11
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>28</b>
12:00 PM	1	1	0	2	1	0	0	0	1	2	0	0	2	5
12:15 PM	0	1	0	1	0	0	0	0	0	4	0	0	4	5
12:30 PM	0	1	0	1	1	3	0	0	4	1	0	0	1	6
12:45 PM	3	0	0	3	0	0	0	0	0	3	0	0	3	6
<b>Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>22</b>
01:00 PM	0	1	0	1	1	6	0	0	7	5	5	0	10	18
01:15 PM	1	0	0	1	0	7	0	0	7	3	8	0	11	19
<b>Grand Total</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>41</b>	<b>87</b>
Apprch %	60	40	0		22.2	77.8	0	0		58.5	41.5	0		
<b>Total %</b>	<b>6.9</b>	<b>4.6</b>	<b>0</b>	<b>11.5</b>	<b>9.2</b>	<b>32.2</b>	<b>0</b>	<b>0</b>	<b>41.4</b>	<b>27.6</b>	<b>19.5</b>	<b>0</b>	<b>47.1</b>	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:30 PM											
12:30 PM	0	1	1	1	3	0	4	1	0	1	6
12:45 PM	3	0	3	0	0	0	0	3	0	3	6
01:00 PM	0	1	1	1	6	0	7	5	5	10	18
01:15 PM	1	0	1	0	7	0	7	3	8	11	19
<b>Total Volume</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>49</b>
% App. Total	66.7	33.3		11.1	88.9	0		48	52		
PHF	.333	.500	.500	.500	.571	.000	.643	.600	.406	.568	.645

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	68	53	0	121	42	101	0	0	143	115	55	0	170	434
11:45 AM	62	36	0	98	43	115	1	0	159	110	58	0	168	425
Total	130	89	0	219	85	216	1	0	302	225	113	0	338	859
12:00 PM	62	42	1	105	38	117	1	0	156	120	56	0	176	437
12:15 PM	56	27	0	83	38	128	0	0	166	109	51	0	160	409
12:30 PM	51	45	0	96	36	112	1	0	149	93	61	0	154	399
12:45 PM	56	34	0	90	31	111	0	0	142	97	48	0	145	377
Total	225	148	1	374	143	468	2	0	613	419	216	0	635	1622
01:00 PM	50	38	0	88	36	129	0	0	165	89	53	0	142	395
01:15 PM	45	35	1	81	33	119	1	0	153	98	61	0	159	393
Grand Total	450	310	2	762	297	932	4	0	1233	831	443	0	1274	3269
Apprch %	59.1	40.7	0.3		24.1	75.6	0.3	0		65.2	34.8	0		
Total %	13.8	9.5	0.1	23.3	9.1	28.5	0.1	0	37.7	25.4	13.6	0	39	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	<b>68</b>	<b>53</b>	<b>121</b>	42	101	0	143	115	55	170	434
11:45 AM	62	36	98	<b>43</b>	115	<b>1</b>	159	110	<b>58</b>	168	425
12:00 PM	62	42	104	38	117	1	156	<b>120</b>	56	<b>176</b>	<b>436</b>
12:15 PM	56	27	83	38	<b>128</b>	0	<b>166</b>	109	51	160	409
Total Volume	248	158	406	161	461	2	624	454	220	674	1704
% App. Total	61.1	38.9		25.8	73.9	0.3		67.4	32.6		
PHF	.912	.745	.839	.936	.900	.500	.940	.946	.948	.957	.977

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	71	52	0	123	45	127	0	0	172	98	38	0	136	431
02:15 PM	81	46	0	127	50	134	0	1	185	147	49	0	196	508
02:30 PM	57	52	0	109	49	126	0	1	176	113	63	0	176	461
02:45 PM	58	58	0	116	68	103	1	0	172	117	69	0	186	474
<b>Total</b>	<b>267</b>	<b>208</b>	<b>0</b>	<b>475</b>	<b>212</b>	<b>490</b>	<b>1</b>	<b>2</b>	<b>705</b>	<b>475</b>	<b>219</b>	<b>0</b>	<b>694</b>	<b>1874</b>
03:00 PM	69	53	0	122	51	158	0	0	209	119	62	0	181	512
03:15 PM	86	76	0	162	51	135	1	0	187	130	51	0	181	530
Grand Total	422	337	0	759	314	783	2	2	1101	724	332	0	1056	2916
Apprch %	55.6	44.4	0		28.5	71.1	0.2	0.2		68.6	31.4	0		
Total %	14.5	11.6	0	26	10.8	26.9	0.1	0.1	37.8	24.8	11.4	0	36.2	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	57	52	109	49	126	0	175	113	63	176	460
02:45 PM	58	58	116	<b>68</b>	103	<b>1</b>	172	117	<b>69</b>	<b>186</b>	474
03:00 PM	69	53	122	51	<b>158</b>	0	<b>209</b>	119	62	181	512
03:15 PM	<b>86</b>	<b>76</b>	<b>162</b>	51	135	1	187	<b>130</b>	51	181	<b>530</b>
Total Volume	270	239	509	219	522	2	743	479	245	724	1976
% App. Total	53	47		29.5	70.3	0.3		66.2	33.8		
PHF	.785	.786	.785	.805	.826	.500	.889	.921	.888	.973	.932

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	0	2	0	2	0	6	0	0	6	3	0	0	3	11
02:15 PM	2	0	0	2	2	3	0	0	5	3	0	0	3	10
02:30 PM	1	2	0	3	2	4	0	0	6	4	3	0	7	16
02:45 PM	2	1	0	3	5	1	0	0	6	4	2	0	6	15
<b>Total</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>52</b>
03:00 PM	2	1	0	3	3	2	0	0	5	3	0	0	3	11
03:15 PM	3	0	0	3	2	3	0	0	5	2	0	0	2	10
<b>Grand Total</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>73</b>
Apprch %	62.5	37.5	0		42.4	57.6	0	0		79.2	20.8	0		
Total %	13.7	8.2	0	21.9	19.2	26	0	0	45.2	26	6.8	0	32.9	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:00 PM											
02:00 PM	0	2	2	0	6	0	6	3	0	3	11
02:15 PM	2	0	2	2	3	0	5	3	0	3	10
02:30 PM	1	2	3	2	4	0	6	4	3	7	16
02:45 PM	2	1	3	5	1	0	6	4	2	6	15
Total Volume	5	5	10	9	14	0	23	14	5	19	52
% App. Total	50	50		39.1	60.9	0		73.7	26.3		
PHF	.625	.625	.833	.450	.583	.000	.958	.875	.417	.679	.813



# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	71	54	0	125	45	133	0	0	178	101	38	0	139	442
02:15 PM	83	46	0	129	52	137	0	1	190	150	49	0	199	518
02:30 PM	58	54	0	112	51	130	0	1	182	117	66	0	183	477
02:45 PM	60	59	0	119	73	104	1	0	178	121	71	0	192	489
<b>Total</b>	<b>272</b>	<b>213</b>	<b>0</b>	<b>485</b>	<b>221</b>	<b>504</b>	<b>1</b>	<b>2</b>	<b>728</b>	<b>489</b>	<b>224</b>	<b>0</b>	<b>713</b>	<b>1926</b>
03:00 PM	71	54	0	125	54	160	0	0	214	122	62	0	184	523
03:15 PM	89	76	0	165	53	138	1	0	192	132	51	0	183	540
<b>Grand Total</b>	<b>432</b>	<b>343</b>	<b>0</b>	<b>775</b>	<b>328</b>	<b>802</b>	<b>2</b>	<b>2</b>	<b>1134</b>	<b>743</b>	<b>337</b>	<b>0</b>	<b>1080</b>	<b>2989</b>
Apprch %	55.7	44.3	0		28.9	70.7	0.2	0.2		68.8	31.2	0		
Total %	14.5	11.5	0	25.9	11	26.8	0.1	0.1	37.9	24.9	11.3	0	36.1	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	58	54	112	51	130	0	181	117	66	183	476
02:45 PM	60	59	119	<b>73</b>	104	<b>1</b>	178	121	<b>71</b>	<b>192</b>	489
03:00 PM	71	54	125	54	<b>160</b>	0	<b>214</b>	122	62	184	523
03:15 PM	<b>89</b>	<b>76</b>	<b>165</b>	53	138	1	192	<b>132</b>	51	183	<b>540</b>
Total Volume	278	243	521	231	532	2	765	492	250	742	2028
% App. Total	53.4	46.6		30.2	69.5	0.3		66.3	33.7		
PHF	.781	.799	.789	.791	.831	.500	.894	.932	.880	.966	.939

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	86	64	0	150	45	154	0	0	199	149	63	0	212	561
04:15 PM	77	60	0	137	64	167	2	0	233	130	60	0	190	560
04:30 PM	69	55	0	124	48	178	0	0	226	142	58	0	200	550
04:45 PM	83	83	0	166	57	139	0	1	197	142	50	0	192	555
<b>Total</b>	<b>315</b>	<b>262</b>	<b>0</b>	<b>577</b>	<b>214</b>	<b>638</b>	<b>2</b>	<b>1</b>	<b>855</b>	<b>563</b>	<b>231</b>	<b>0</b>	<b>794</b>	<b>2226</b>
05:00 PM	73	67	0	140	52	178	0	0	230	153	58	0	211	581
05:15 PM	87	79	0	166	59	160	0	0	219	131	63	0	194	579
05:30 PM	81	57	0	138	85	162	0	0	247	182	75	0	257	642
05:45 PM	90	76	0	166	51	137	0	0	188	145	75	0	220	574
<b>Total</b>	<b>331</b>	<b>279</b>	<b>0</b>	<b>610</b>	<b>247</b>	<b>637</b>	<b>0</b>	<b>0</b>	<b>884</b>	<b>611</b>	<b>271</b>	<b>0</b>	<b>882</b>	<b>2376</b>
<b>Grand Total</b>	<b>646</b>	<b>541</b>	<b>0</b>	<b>1187</b>	<b>461</b>	<b>1275</b>	<b>2</b>	<b>1</b>	<b>1739</b>	<b>1174</b>	<b>502</b>	<b>0</b>	<b>1676</b>	<b>4602</b>
Apprch %	54.4	45.6	0		26.5	73.3	0.1	0.1		70	30	0		
Total %	14	11.8	0	25.8	10	27.7	0	0	37.8	25.5	10.9	0	36.4	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	73	67	140	52	<b>178</b>	0	230	153	58	211	581
05:15 PM	87	<b>79</b>	<b>166</b>	59	160	0	219	131	63	194	579
05:30 PM	81	57	138	<b>85</b>	162	0	<b>247</b>	<b>182</b>	<b>75</b>	<b>257</b>	<b>642</b>
05:45 PM	<b>90</b>	76	166	51	137	0	188	145	75	220	574
Total Volume	331	279	610	247	637	0	884	611	271	882	2376
% App. Total	54.3	45.7		27.9	72.1	0		69.3	30.7		
PHF	.919	.883	.919	.726	.895	.000	.895	.839	.903	.858	.925

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	2	0	0	2	7	6	0	13	15
04:15 PM	2	0	0	2	1	9	0	0	10	4	0	0	4	16
04:30 PM	0	0	0	0	0	7	0	0	7	5	1	0	6	13
04:45 PM	0	0	0	0	0	2	0	0	2	0	1	0	1	3
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>47</b>
05:00 PM	1	0	0	1	1	3	0	0	4	3	0	0	3	8
05:15 PM	0	1	0	1	0	2	0	0	2	1	0	0	1	4
05:30 PM	0	3	0	3	1	2	0	0	3	2	0	0	2	8
05:45 PM	1	1	0	2	0	1	0	0	1	1	0	0	1	4
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>
<b>Grand Total</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>71</b>
Apprch %	44.4	55.6	0		9.7	90.3	0	0		74.2	25.8	0		
Total %	5.6	7	0	12.7	4.2	39.4	0	0	43.7	32.4	11.3	0	43.7	

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	0	0	0	0	0	2	0	0	2	7	6	0	13	15
04:15 PM	2	0	0	2	1	9	0	0	10	4	0	0	4	16
04:30 PM	0	0	0	0	0	7	0	0	7	5	1	0	6	13
04:45 PM	0	0	0	0	0	2	0	0	2	0	1	0	1	3
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>47</b>
% App. Total	100	0	0		4.8	95.2	0	0		66.7	33.3	0		
PHF	.250	.000	.000	.250	.250	.556	.000	.000	.525	.571	.333	.000	.462	.734

# Peggy Malone & Associates

(888) 247-8602

File Name : 5-Knight Boxx Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Knight Boxx Rd Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	86	64	0	150	45	156	0	0	201	156	69	0	225	576
04:15 PM	79	60	0	139	65	176	2	0	243	134	60	0	194	576
04:30 PM	69	55	0	124	48	185	0	0	233	147	59	0	206	563
04:45 PM	83	83	0	166	57	141	0	1	199	142	51	0	193	558
<b>Total</b>	<b>317</b>	<b>262</b>	<b>0</b>	<b>579</b>	<b>215</b>	<b>658</b>	<b>2</b>	<b>1</b>	<b>876</b>	<b>579</b>	<b>239</b>	<b>0</b>	<b>818</b>	<b>2273</b>
05:00 PM	74	67	0	141	53	181	0	0	234	156	58	0	214	589
05:15 PM	87	80	0	167	59	162	0	0	221	132	63	0	195	583
05:30 PM	81	60	0	141	86	164	0	0	250	184	75	0	259	650
05:45 PM	91	77	0	168	51	138	0	0	189	146	75	0	221	578
<b>Total</b>	<b>333</b>	<b>284</b>	<b>0</b>	<b>617</b>	<b>249</b>	<b>645</b>	<b>0</b>	<b>0</b>	<b>894</b>	<b>618</b>	<b>271</b>	<b>0</b>	<b>889</b>	<b>2400</b>
<b>Grand Total</b>	<b>650</b>	<b>546</b>	<b>0</b>	<b>1196</b>	<b>464</b>	<b>1303</b>	<b>2</b>	<b>1</b>	<b>1770</b>	<b>1197</b>	<b>510</b>	<b>0</b>	<b>1707</b>	<b>4673</b>
Apprch %	54.3	45.7	0		26.2	73.6	0.1	0.1		70.1	29.9	0		
Total %	13.9	11.7	0	25.6	9.9	27.9	0	0	37.9	25.6	10.9	0	36.5	

Start Time	Knight Boxx Rd Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	74	67	141	53	<b>181</b>	0	234	156	58	214	589
05:15 PM	87	<b>80</b>	167	59	162	0	221	132	63	195	583
05:30 PM	81	60	141	<b>86</b>	164	0	<b>250</b>	<b>184</b>	<b>75</b>	<b>259</b>	<b>650</b>
05:45 PM	<b>91</b>	77	<b>168</b>	51	138	0	189	146	75	221	578
Total Volume	333	284	617	249	645	0	894	618	271	889	2400
% App. Total	54	46		27.9	72.1	0		69.5	30.5		
PHF	.915	.888	.918	.724	.891	.000	.894	.840	.903	.858	.923



# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	0	1	0	1	0	125	0	0	125	193	0	0	193	319
06:45 AM	0	2	0	2	0	126	0	0	126	198	0	0	198	326
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>391</b>	<b>0</b>	<b>0</b>	<b>391</b>	<b>645</b>
07:00 AM	3	8	0	11	0	141	0	0	141	215	0	0	215	367
07:15 AM	17	18	0	35	0	143	0	0	143	270	2	0	272	450
07:30 AM	8	13	0	21	1	136	0	0	137	263	1	0	264	422
07:45 AM	4	3	0	7	0	125	0	0	125	222	0	0	222	354
<b>Total</b>	<b>32</b>	<b>42</b>	<b>0</b>	<b>74</b>	<b>1</b>	<b>545</b>	<b>0</b>	<b>0</b>	<b>546</b>	<b>970</b>	<b>3</b>	<b>0</b>	<b>973</b>	<b>1593</b>
08:00 AM	33	60	0	93	0	110	0	0	110	231	0	3	234	437
08:15 AM	30	57	0	87	0	89	0	0	89	230	1	2	233	409
08:30 AM	2	4	0	6	0	109	1	0	110	235	0	1	236	352
08:45 AM	2	5	0	7	0	134	0	0	134	180	0	0	180	321
<b>Total</b>	<b>67</b>	<b>126</b>	<b>0</b>	<b>193</b>	<b>0</b>	<b>442</b>	<b>1</b>	<b>0</b>	<b>443</b>	<b>876</b>	<b>1</b>	<b>6</b>	<b>883</b>	<b>1519</b>
<b>Grand Total</b>	<b>99</b>	<b>171</b>	<b>0</b>	<b>270</b>	<b>1</b>	<b>1238</b>	<b>1</b>	<b>0</b>	<b>1240</b>	<b>2237</b>	<b>4</b>	<b>6</b>	<b>2247</b>	<b>3757</b>
Apprch %	36.7	63.3	0		0.1	99.8	0.1	0		99.6	0.2	0.3		
Total %	2.6	4.6	0	7.2	0	33	0	0	33	59.5	0.1	0.2	59.8	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	17	18	35	0	<b>143</b>	0	<b>143</b>	<b>270</b>	<b>2</b>	<b>272</b>	<b>450</b>
07:30 AM	8	13	21	<b>1</b>	136	0	137	263	1	264	422
07:45 AM	4	3	7	0	125	0	125	222	0	222	354
08:00 AM	<b>33</b>	<b>60</b>	<b>93</b>	0	110	0	110	231	0	231	434
Total Volume	62	94	156	1	514	0	515	986	3	989	1660
% App. Total	39.7	60.3		0.2	99.8	0		99.7	0.3		
PHF	.470	.392	.419	.250	.899	.000	.900	.913	.375	.909	.922

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 AM

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Truck

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	3	0	0	3	6	0	0	6	9
06:45 AM	0	0	0	0	0	5	0	0	5	7	0	0	7	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>21</b>
07:00 AM	0	0	0	0	0	5	0	0	5	1	0	0	1	6
07:15 AM	0	0	0	0	0	5	0	0	5	3	0	0	3	8
07:30 AM	0	0	0	0	0	4	0	0	4	2	0	0	2	6
07:45 AM	0	0	0	0	0	4	0	0	4	3	0	0	3	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>27</b>
08:00 AM	0	3	0	3	0	5	0	0	5	5	0	0	5	13
08:15 AM	0	0	0	0	0	7	0	0	7	1	0	0	1	8
08:30 AM	0	0	0	0	0	9	0	0	9	2	0	0	2	11
08:45 AM	0	0	0	0	0	3	0	0	3	6	0	0	6	9
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>41</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>89</b>
Apprch %	0	100	0		0	100	0	0		100	0	0		
Total %	0	3.4	0	3.4	0	56.2	0	0	56.2	40.4	0	0	40.4	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	3	3	0	5	0	5	5	0	5	13
08:15 AM	0	0	0	0	7	0	7	1	0	1	8
08:30 AM	0	0	0	0	9	0	9	2	0	2	11
08:45 AM	0	0	0	0	3	0	3	6	0	6	9
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>41</b>
% App. Total	0	100		0	100	0		100	0		
PHF	.000	.250	.250	.000	.667	.000	.667	.583	.000	.583	.788

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 AM

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Combined

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	0	1	0	1	0	128	0	0	128	199	0	0	199	328
06:45 AM	0	2	0	2	0	131	0	0	131	205	0	0	205	338
Total	0	3	0	3	0	259	0	0	259	404	0	0	404	666
07:00 AM	3	8	0	11	0	146	0	0	146	216	0	0	216	373
07:15 AM	17	18	0	35	0	148	0	0	148	273	2	0	275	458
07:30 AM	8	13	0	21	1	140	0	0	141	265	1	0	266	428
07:45 AM	4	3	0	7	0	129	0	0	129	225	0	0	225	361
Total	32	42	0	74	1	563	0	0	564	979	3	0	982	1620
08:00 AM	33	63	0	96	0	115	0	0	115	236	0	3	239	450
08:15 AM	30	57	0	87	0	96	0	0	96	231	1	2	234	417
08:30 AM	2	4	0	6	0	118	1	0	119	237	0	1	238	363
08:45 AM	2	5	0	7	0	137	0	0	137	186	0	0	186	330
Total	67	129	0	196	0	466	1	0	467	890	1	6	897	1560
Grand Total	99	174	0	273	1	1288	1	0	1290	2273	4	6	2283	3846
Apprch %	36.3	63.7	0		0.1	99.8	0.1	0		99.6	0.2	0.3		
Total %	2.6	4.5	0	7.1	0	33.5	0	0	33.5	59.1	0.1	0.2	59.4	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	17	18	35	0	<b>148</b>	0	<b>148</b>	<b>273</b>	<b>2</b>	<b>275</b>	<b>458</b>
07:30 AM	8	13	21	<b>1</b>	140	0	141	265	1	266	428
07:45 AM	4	3	7	0	129	0	129	225	0	225	361
08:00 AM	<b>33</b>	<b>63</b>	<b>96</b>	0	115	0	115	236	0	236	447
Total Volume	62	97	159	1	532	0	533	999	3	1002	1694
% App. Total	39	61		0.2	99.8	0		99.7	0.3		
PHF	.470	.385	.414	.250	.899	.000	.900	.915	.375	.911	.925

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 MID

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Car

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	0	0	1	1	0	140	0	0	140	173	2	0	175	316
11:45 AM	1	2	0	3	0	168	0	0	168	164	0	0	164	335
Total	1	2	1	4	0	308	0	0	308	337	2	0	339	651
12:00 PM	4	6	0	10	0	171	0	0	171	186	0	0	186	367
12:15 PM	2	1	0	3	0	171	0	0	171	150	0	0	150	324
12:30 PM	1	1	0	2	0	157	0	0	157	150	0	0	150	309
12:45 PM	2	1	1	4	0	169	0	0	169	148	0	0	148	321
Total	9	9	1	19	0	668	0	0	668	634	0	0	634	1321
01:00 PM	0	7	0	7	0	161	0	0	161	132	0	0	132	300
01:15 PM	1	4	1	6	0	170	0	0	170	149	0	0	149	325
Grand Total	11	22	3	36	0	1307	0	0	1307	1252	2	0	1254	2597
Approch %	30.6	61.1	8.3		0	100	0	0		99.8	0.2	0		
Total %	0.4	0.8	0.1	1.4	0	50.3	0	0	50.3	48.2	0.1	0	48.3	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	0	0	0	0	140	0	140	173	2	175	315
11:45 AM	1	2	3	0	168	0	168	164	0	164	335
12:00 PM	<b>4</b>	<b>6</b>	<b>10</b>	0	<b>171</b>	0	<b>171</b>	<b>186</b>	0	<b>186</b>	<b>367</b>
12:15 PM	2	1	3	0	171	0	171	150	0	150	324
Total Volume	7	9	16	0	650	0	650	673	2	675	1341
% App. Total	43.8	56.2		0	100	0		99.7	0.3		
PHF	.438	.375	.400	.000	.950	.000	.950	.905	.250	.907	.913



# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	10	0	0	10	3	0	0	3	13
11:45 AM	0	0	0	0	0	4	0	0	4	3	0	0	3	7
Total	0	0	0	0	0	14	0	0	14	6	0	0	6	20
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	1	0	0	1	4	0	0	4	5
12:30 PM	0	1	0	1	0	4	0	0	4	2	0	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	1	0	1	0	5	0	0	5	11	0	0	11	17
01:00 PM	0	0	0	0	0	6	0	0	6	5	0	0	5	11
01:15 PM	0	0	0	0	0	8	0	0	8	5	0	0	5	13
Grand Total	0	1	0	1	0	33	0	0	33	27	0	0	27	61
Apprch %	0	100	0		0	100	0	0		100	0	0		
Total %	0	1.6	0	1.6	0	54.1	0	0	54.1	44.3	0	0	44.3	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:30 PM											
12:30 PM	0	1	1	0	4	0	4	2	0	2	7
12:45 PM	0	0	0	0	0	0	0	3	0	3	3
01:00 PM	0	0	0	0	6	0	6	5	0	5	11
01:15 PM	0	0	0	0	8	0	8	5	0	5	13
Total Volume	0	1	1	0	18	0	18	15	0	15	34
% App. Total	0	100		0	100	0		100	0		
PHF	.000	.250	.250	.000	.563	.000	.563	.750	.000	.750	.654

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
11:30 AM	0	0	1	1	0	150	0	0	150	176	2	0	178	329
11:45 AM	1	2	0	3	0	172	0	0	172	167	0	0	167	342
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>322</b>	<b>0</b>	<b>0</b>	<b>322</b>	<b>343</b>	<b>2</b>	<b>0</b>	<b>345</b>	<b>671</b>
12:00 PM	4	6	0	10	0	171	0	0	171	188	0	0	188	369
12:15 PM	2	1	0	3	0	172	0	0	172	154	0	0	154	329
12:30 PM	1	2	0	3	0	161	0	0	161	152	0	0	152	316
12:45 PM	2	1	1	4	0	169	0	0	169	151	0	0	151	324
<b>Total</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>673</b>	<b>0</b>	<b>0</b>	<b>673</b>	<b>645</b>	<b>0</b>	<b>0</b>	<b>645</b>	<b>1338</b>
01:00 PM	0	7	0	7	0	167	0	0	167	137	0	0	137	311
01:15 PM	1	4	1	6	0	178	0	0	178	154	0	0	154	338
<b>Grand Total</b>	<b>11</b>	<b>23</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>1340</b>	<b>0</b>	<b>0</b>	<b>1340</b>	<b>1279</b>	<b>2</b>	<b>0</b>	<b>1281</b>	<b>2658</b>
Apprch %	29.7	62.2	8.1		0	100	0	0		99.8	0.2	0		
Total %	0.4	0.9	0.1	1.4	0	50.4	0	0	50.4	48.1	0.1	0	48.2	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	0	0	0	0	150	0	150	176	2	178	328
11:45 AM	1	2	3	0	172	0	172	167	0	167	342
12:00 PM	4	6	10	0	171	0	171	188	0	188	369
12:15 PM	2	1	3	0	172	0	172	154	0	154	329
<b>Total Volume</b>	<b>7</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>665</b>	<b>0</b>	<b>665</b>	<b>685</b>	<b>2</b>	<b>687</b>	<b>1368</b>
% App. Total	43.8	56.2		0	100	0		99.7	0.3		
PHF	.438	.375	.400	.000	.967	.000	.967	.911	.250	.914	.927

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	0	6	0	6	0	179	0	0	179	181	0	0	181	366
02:15 PM	1	4	1	6	0	192	0	0	192	200	0	0	200	398
02:30 PM	8	16	0	24	1	183	0	0	184	171	0	1	172	380
02:45 PM	35	60	0	95	0	182	0	0	182	196	0	20	216	493
<b>Total</b>	<b>44</b>	<b>86</b>	<b>1</b>	<b>131</b>	<b>1</b>	<b>736</b>	<b>0</b>	<b>0</b>	<b>737</b>	<b>748</b>	<b>0</b>	<b>21</b>	<b>769</b>	<b>1637</b>
03:00 PM	6	16	1	23	1	237	0	0	238	188	0	0	188	449
03:15 PM	3	2	0	5	0	211	0	0	211	209	0	0	209	425
Grand Total	53	104	2	159	2	1184	0	0	1186	1145	0	21	1166	2511
Apprch %	33.3	65.4	1.3		0.2	99.8	0	0		98.2	0	1.8		
Total %	2.1	4.1	0.1	6.3	0.1	47.2	0	0	47.2	45.6	0	0.8	46.4	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	8	16	24	1	183	0	184	171	0	171	379
02:45 PM	35	60	95	0	182	0	182	196	0	196	473
03:00 PM	6	16	22	1	237	0	238	188	0	188	448
03:15 PM	3	2	5	0	211	0	211	209	0	209	425
Total Volume	52	94	146	2	813	0	815	764	0	764	1725
% App. Total	35.6	64.4		0.2	99.8	0		100	0		
PHF	.371	.392	.384	.500	.858	.000	.856	.914	.000	.914	.912

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM1

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Truck

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	10	0	0	10	4	0	0	4	14
02:15 PM	0	0	0	0	0	6	0	0	6	5	0	0	5	11
02:30 PM	0	0	0	0	0	8	0	0	8	8	0	0	8	16
02:45 PM	0	0	0	0	0	4	0	0	4	5	0	0	5	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>
03:00 PM	0	0	0	0	0	6	0	0	6	4	0	0	4	10
03:15 PM	0	0	0	0	0	3	0	0	3	3	0	0	3	6
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>66</b>
Apprch %	0	0	0	0	0	100	0	0	100	100	0	0	100	
Total %	0	0	0	0	0	56.1	0	0	56.1	43.9	0	0	43.9	

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:00 PM														
02:00 PM	0	0	0	0	0	10	0	0	10	4	0	0	4	14
02:15 PM	0	0	0	0	0	6	0	0	6	5	0	0	5	11
02:30 PM	0	0	0	0	0	8	0	0	8	8	0	0	8	16
02:45 PM	0	0	0	0	0	4	0	0	4	5	0	0	5	9
Total Volume	0	0	0	0	0	28	0	0	28	22	0	0	22	50
% App. Total	0	0	0	0	0	100	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.700	.000	.000	.700	.688	.000	.000	.688	.781



# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM1

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Combined

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
02:00 PM	0	6	0	6	0	189	0	0	189	185	0	0	185	380
02:15 PM	1	4	1	6	0	198	0	0	198	205	0	0	205	409
02:30 PM	8	16	0	24	1	191	0	0	192	179	0	1	180	396
02:45 PM	35	60	0	95	0	186	0	0	186	201	0	20	221	502
<b>Total</b>	<b>44</b>	<b>86</b>	<b>1</b>	<b>131</b>	<b>1</b>	<b>764</b>	<b>0</b>	<b>0</b>	<b>765</b>	<b>770</b>	<b>0</b>	<b>21</b>	<b>791</b>	<b>1687</b>
03:00 PM	6	16	1	23	1	243	0	0	244	192	0	0	192	459
03:15 PM	3	2	0	5	0	214	0	0	214	212	0	0	212	431
Grand Total	53	104	2	159	2	1221	0	0	1223	1174	0	21	1195	2577
Apprch %	33.3	65.4	1.3		0.2	99.8	0	0		98.2	0	1.8		
Total %	2.1	4	0.1	6.2	0.1	47.4	0	0	47.5	45.6	0	0.8	46.4	

Start Time	Doctors Inlet Elm School Southbound			CR 220 Westbound				CR 220 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	8	16	24	1	191	0	192	179	0	179	395
02:45 PM	35	60	95	0	186	0	186	201	0	201	482
03:00 PM	6	16	22	1	243	0	244	192	0	192	458
03:15 PM	3	2	5	0	214	0	214	212	0	212	431
Total Volume	52	94	146	2	834	0	836	784	0	784	1766
% App. Total	35.6	64.4		0.2	99.8	0		100	0		
PHF	.371	.392	.384	.500	.858	.000	.857	.925	.000	.925	.916

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	1	1	0	2	0	237	0	0	237	212	0	0	212	451
04:15 PM	2	3	0	5	0	277	0	0	277	199	1	0	200	482
04:30 PM	0	6	0	6	0	253	0	0	253	225	0	0	225	484
04:45 PM	0	0	2	2	0	235	0	0	235	238	0	0	238	475
<b>Total</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>1002</b>	<b>0</b>	<b>0</b>	<b>1002</b>	<b>874</b>	<b>1</b>	<b>0</b>	<b>875</b>	<b>1892</b>
05:00 PM	1	2	0	3	0	271	0	0	271	226	0	0	226	500
05:15 PM	0	1	1	2	0	262	0	0	262	227	0	0	227	491
05:30 PM	1	1	0	2	0	297	0	0	297	255	0	0	255	554
05:45 PM	0	0	0	0	0	231	0	0	231	231	0	0	231	462
<b>Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1061</b>	<b>0</b>	<b>0</b>	<b>1061</b>	<b>939</b>	<b>0</b>	<b>0</b>	<b>939</b>	<b>2007</b>
<b>Grand Total</b>	<b>5</b>	<b>14</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>2063</b>	<b>0</b>	<b>0</b>	<b>2063</b>	<b>1813</b>	<b>1</b>	<b>0</b>	<b>1814</b>	<b>3899</b>
Apprch %	22.7	63.6	13.6		0	100	0	0		99.9	0.1	0		
Total %	0.1	0.4	0.1	0.6	0	52.9	0	0	52.9	46.5	0	0	46.5	

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound				CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	0	0	0	235	0	235	238	0	0	238	473
05:00 PM	1	2	0	3	0	271	0	271	226	0	0	226	500
05:15 PM	0	1	1	1	0	262	0	262	227	0	0	227	490
05:30 PM	1	1	0	2	0	297	0	297	255	0	0	255	554
<b>Total Volume</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1065</b>	<b>0</b>	<b>1065</b>	<b>946</b>	<b>0</b>	<b>0</b>	<b>946</b>	<b>2017</b>
% App. Total	33.3	66.7			0	100	0		100	0	0		
PHF	.500	.500		.500	.000	.896	.000	.896	.927	.000	.000	.927	.910

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM2

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Truck

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	2	0	0	2	7	0	0	7	9
04:15 PM	0	0	0	0	0	12	0	0	12	4	0	0	4	16
04:30 PM	0	0	0	0	0	4	0	0	4	5	0	0	5	9
04:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>36</b>
05:00 PM	0	0	0	0	0	4	0	0	4	3	0	0	3	7
05:15 PM	0	0	0	0	0	2	0	0	2	1	0	0	1	3
05:30 PM	0	0	0	0	0	1	0	0	1	7	0	0	7	8
05:45 PM	0	0	0	0	0	1	0	0	1	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>20</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>
Apprch %	0	0	0	0	0	100	0	0	100	100	0	0	100	
Total %	0	0	0	0	0	50	0	0	50	50	0	0	50	

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	0	0	0	0	0	2	0	0	2	7	0	0	7	9
04:15 PM	0	0	0	0	0	12	0	0	12	4	0	0	4	16
04:30 PM	0	0	0	0	0	4	0	0	4	5	0	0	5	9
04:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>36</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.417	.571	.000	.000	.571	.563

# Peggy Malone & Associates

(888) 247-8602

File Name : 6-Doctors Inlet Elementary and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
04:00 PM	1	1	0	2	0	239	0	0	239	219	0	0	219	460
04:15 PM	2	3	0	5	0	289	0	0	289	203	1	0	204	498
04:30 PM	0	6	0	6	0	257	0	0	257	230	0	0	230	493
04:45 PM	0	0	2	2	0	237	0	0	237	238	0	0	238	477
<b>Total</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>1022</b>	<b>0</b>	<b>0</b>	<b>1022</b>	<b>890</b>	<b>1</b>	<b>0</b>	<b>891</b>	<b>1928</b>
05:00 PM	1	2	0	3	0	275	0	0	275	229	0	0	229	507
05:15 PM	0	1	1	2	0	264	0	0	264	228	0	0	228	494
05:30 PM	1	1	0	2	0	298	0	0	298	262	0	0	262	562
05:45 PM	0	0	0	0	0	232	0	0	232	232	0	0	232	464
<b>Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1069</b>	<b>0</b>	<b>0</b>	<b>1069</b>	<b>951</b>	<b>0</b>	<b>0</b>	<b>951</b>	<b>2027</b>
<b>Grand Total</b>	<b>5</b>	<b>14</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>2091</b>	<b>0</b>	<b>0</b>	<b>2091</b>	<b>1841</b>	<b>1</b>	<b>0</b>	<b>1842</b>	<b>3955</b>
Apprch %	22.7	63.6	13.6		0	100	0	0		99.9	0.1	0		
Total %	0.1	0.4	0.1	0.6	0	52.9	0	0	52.9	46.5	0	0	46.6	

Start Time	Doctors Inlet Elm School Southbound				CR 220 Westbound					CR 220 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:45 PM														
04:45 PM	0	0	0	0	0	237	0	0	237	238	0	0	238	475
05:00 PM	1	2	0	3	0	275	0	0	275	229	0	0	229	507
05:15 PM	0	1	1	1	0	264	0	0	264	228	0	0	228	493
05:30 PM	1	1	0	2	0	<b>298</b>	0	0	<b>298</b>	<b>262</b>	0	0	<b>262</b>	<b>562</b>
Total Volume	2	4	0	6	0	1074	0	0	1074	957	0	0	957	2037
% App. Total	33.3	66.7			0	100	0	0		100	0	0		
PHF	.500	.500		.500	.000	.901	.000	.000	.901	.913	.000	.000	.913	.906



# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	25	5	107	0	137	83	96	5	0	184	1	3	3	0	7	9	160	29	0	198	526
06:45 AM	25	5	65	0	95	119	98	3	0	220	3	6	8	1	18	2	165	30	0	197	530
<b>Total</b>	<b>50</b>	<b>10</b>	<b>172</b>	<b>0</b>	<b>232</b>	<b>202</b>	<b>194</b>	<b>8</b>	<b>0</b>	<b>404</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>25</b>	<b>11</b>	<b>325</b>	<b>59</b>	<b>0</b>	<b>395</b>	<b>1056</b>
07:00 AM	27	1	93	1	122	96	121	7	0	224	0	3	8	0	11	5	159	37	0	201	558
07:15 AM	36	6	104	0	146	98	127	12	0	237	4	10	18	1	33	6	189	84	0	279	695
07:30 AM	28	5	133	4	170	145	116	9	0	270	8	9	10	0	27	4	207	46	0	257	724
07:45 AM	41	2	153	0	196	121	115	7	0	243	8	11	12	0	31	1	184	35	0	220	690
<b>Total</b>	<b>132</b>	<b>14</b>	<b>483</b>	<b>5</b>	<b>634</b>	<b>460</b>	<b>479</b>	<b>35</b>	<b>0</b>	<b>974</b>	<b>20</b>	<b>33</b>	<b>48</b>	<b>1</b>	<b>102</b>	<b>16</b>	<b>739</b>	<b>202</b>	<b>0</b>	<b>957</b>	<b>2667</b>
08:00 AM	74	8	107	2	191	106	90	4	1	201	7	10	10	0	27	7	176	73	0	256	675
08:15 AM	43	5	89	2	139	118	87	12	0	217	1	9	13	1	24	7	186	72	0	265	645
08:30 AM	18	5	103	0	126	123	70	5	1	199	5	7	9	0	21	8	156	51	0	215	561
08:45 AM	24	4	106	0	134	162	109	9	0	280	6	13	7	0	26	6	155	54	0	215	655
<b>Total</b>	<b>159</b>	<b>22</b>	<b>405</b>	<b>4</b>	<b>590</b>	<b>509</b>	<b>356</b>	<b>30</b>	<b>2</b>	<b>897</b>	<b>19</b>	<b>39</b>	<b>39</b>	<b>1</b>	<b>98</b>	<b>28</b>	<b>673</b>	<b>250</b>	<b>0</b>	<b>951</b>	<b>2536</b>
<b>Grand Total</b>	<b>341</b>	<b>46</b>	<b>1060</b>	<b>9</b>	<b>1456</b>	<b>1171</b>	<b>1029</b>	<b>73</b>	<b>2</b>	<b>2275</b>	<b>43</b>	<b>81</b>	<b>98</b>	<b>3</b>	<b>225</b>	<b>55</b>	<b>1737</b>	<b>511</b>	<b>0</b>	<b>2303</b>	<b>6259</b>
Apprch %	23.4	3.2	72.8	0.6		51.5	45.2	3.2	0.1		19.1	36	43.6	1.3		2.4	75.4	22.2	0		
Total %	5.4	0.7	16.9	0.1	23.3	18.7	16.4	1.2	0	36.3	0.7	1.3	1.6	0	3.6	0.9	27.8	8.2	0	36.8	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	36	6	104	146	98	<b>127</b>	<b>12</b>	237	4	10	<b>18</b>	<b>32</b>	6	189	<b>84</b>	<b>279</b>	694
07:30 AM	28	5	133	166	<b>145</b>	116	9	<b>270</b>	<b>8</b>	9	10	27	4	<b>207</b>	46	257	<b>720</b>
07:45 AM	41	2	<b>153</b>	<b>196</b>	121	115	7	243	8	<b>11</b>	12	31	1	184	35	220	690
08:00 AM	<b>74</b>	<b>8</b>	107	189	106	90	4	200	7	10	10	27	7	176	73	256	672
Total Volume	179	21	497	697	470	448	32	950	27	40	50	117	18	756	238	1012	2776
% App. Total	25.7	3	71.3		49.5	47.2	3.4		23.1	34.2	42.7		1.8	74.7	23.5		
PHF	.605	.656	.812	.889	.810	.882	.667	.880	.844	.909	.694	.914	.643	.913	.708	.907	.964

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	0	2	0	3	5	1	0	0	6	0	0	1	0	1	0	5	1	0	6	16
06:45 AM	1	0	1	0	2	2	4	0	0	6	0	0	1	0	1	0	4	1	0	5	14
<b>Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>30</b>
07:00 AM	1	0	7	0	8	2	4	0	0	6	0	0	0	0	0	0	0	1	0	1	15
07:15 AM	2	0	2	0	4	4	2	0	0	6	0	0	1	0	1	1	2	0	0	3	14
07:30 AM	0	0	4	0	4	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	11
07:45 AM	2	0	5	0	7	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	15
<b>Total</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>55</b>
08:00 AM	2	0	2	0	4	3	4	0	0	7	0	0	0	0	0	0	8	0	0	8	19
08:15 AM	1	0	4	0	5	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	15
08:30 AM	1	0	6	0	7	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	18
08:45 AM	2	0	1	0	3	2	3	1	0	6	1	1	0	0	2	0	7	0	0	7	18
<b>Total</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>
<b>Grand Total</b>	<b>13</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>155</b>
Apprch %	27.7	0	72.3	0		39.1	59.4	1.6	0		20	20	60	0		2.6	84.6	12.8	0		
Total %	8.4	0	21.9	0	30.3	16.1	24.5	0.6	0	41.3	0.6	0.6	1.9	0	3.2	0.6	21.3	3.2	0	25.2	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	0	2	4	3	4	0	7	0	0	0	0	0	8	0	8	19
08:15 AM	1	0	4	5	2	7	0	9	0	0	0	0	0	1	0	1	15
08:30 AM	1	0	6	7	0	8	0	8	0	0	0	0	0	3	0	3	18
08:45 AM	2	0	1	3	2	3	1	6	1	1	0	2	0	7	0	7	18
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>70</b>
% App. Total	31.6	0	68.4		23.3	73.3	3.3		50	50	0		0	100	0		
PHF	.750	.000	.542	.679	.583	.688	.250	.833	.250	.250	.000	.250	.000	.594	.000	.594	.921

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	26	5	109	0	140	88	97	5	0	190	1	3	4	0	8	9	165	30	0	204	542
06:45 AM	26	5	66	0	97	121	102	3	0	226	3	6	9	1	19	2	169	31	0	202	544
<b>Total</b>	<b>52</b>	<b>10</b>	<b>175</b>	<b>0</b>	<b>237</b>	<b>209</b>	<b>199</b>	<b>8</b>	<b>0</b>	<b>416</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>27</b>	<b>11</b>	<b>334</b>	<b>61</b>	<b>0</b>	<b>406</b>	<b>1086</b>
07:00 AM	28	1	100	1	130	98	125	7	0	230	0	3	8	0	11	5	159	38	0	202	573
07:15 AM	38	6	106	0	150	102	129	12	0	243	4	10	19	1	34	7	191	84	0	282	709
07:30 AM	28	5	137	4	174	147	119	9	0	275	8	9	10	0	27	4	208	47	0	259	735
07:45 AM	43	2	158	0	203	124	117	7	0	248	8	11	12	0	31	1	186	36	0	223	705
<b>Total</b>	<b>137</b>	<b>14</b>	<b>501</b>	<b>5</b>	<b>657</b>	<b>471</b>	<b>490</b>	<b>35</b>	<b>0</b>	<b>996</b>	<b>20</b>	<b>33</b>	<b>49</b>	<b>1</b>	<b>103</b>	<b>17</b>	<b>744</b>	<b>205</b>	<b>0</b>	<b>966</b>	<b>2722</b>
08:00 AM	76	8	109	2	195	109	94	4	1	208	7	10	10	0	27	7	184	73	0	264	694
08:15 AM	44	5	93	2	144	120	94	12	0	226	1	9	13	1	24	7	187	72	0	266	660
08:30 AM	19	5	109	0	133	123	78	5	1	207	5	7	9	0	21	8	159	51	0	218	579
08:45 AM	26	4	107	0	137	164	112	10	0	286	7	14	7	0	28	6	162	54	0	222	673
<b>Total</b>	<b>165</b>	<b>22</b>	<b>418</b>	<b>4</b>	<b>609</b>	<b>516</b>	<b>378</b>	<b>31</b>	<b>2</b>	<b>927</b>	<b>20</b>	<b>40</b>	<b>39</b>	<b>1</b>	<b>100</b>	<b>28</b>	<b>692</b>	<b>250</b>	<b>0</b>	<b>970</b>	<b>2606</b>
<b>Grand Total</b>	<b>354</b>	<b>46</b>	<b>1094</b>	<b>9</b>	<b>1503</b>	<b>1196</b>	<b>1067</b>	<b>74</b>	<b>2</b>	<b>2339</b>	<b>44</b>	<b>82</b>	<b>101</b>	<b>3</b>	<b>230</b>	<b>56</b>	<b>1770</b>	<b>516</b>	<b>0</b>	<b>2342</b>	<b>6414</b>
Apprch %	23.6	3.1	72.8	0.6		51.1	45.6	3.2	0.1		19.1	35.7	43.9	1.3		2.4	75.6	22	0		
Total %	5.5	0.7	17.1	0.1	23.4	18.6	16.6	1.2	0	36.5	0.7	1.3	1.6	0	3.6	0.9	27.6	8	0	36.5	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	38	6	106	150	102	<b>129</b>	<b>12</b>	243	4	10	<b>19</b>	<b>33</b>	7	191	<b>84</b>	<b>282</b>	708
07:30 AM	28	5	137	170	<b>147</b>	119	9	<b>275</b>	<b>8</b>	9	10	27	4	<b>208</b>	47	<b>259</b>	<b>731</b>
07:45 AM	43	2	<b>158</b>	<b>203</b>	124	117	7	248	8	<b>11</b>	12	31	1	186	36	223	705
08:00 AM	<b>76</b>	<b>8</b>	109	193	109	94	4	207	7	10	10	27	7	184	73	264	691
Total Volume	185	21	510	716	482	459	32	973	27	40	51	118	19	769	240	1028	2835
% App. Total	25.8	2.9	71.2		49.5	47.2	3.3		22.9	33.9	43.2		1.8	74.8	23.3		
PHF	.609	.656	.807	.882	.820	.890	.667	.885	.844	.909	.671	.894	.679	.924	.714	.911	.970

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	25	12	119	0	156	104	120	12	0	236	3	7	7	1	18	5	133	32	0	170	580
11:45 AM	33	9	116	0	158	106	134	9	0	249	2	8	12	0	22	7	133	30	0	170	599
<b>Total</b>	<b>58</b>	<b>21</b>	<b>235</b>	<b>0</b>	<b>314</b>	<b>210</b>	<b>254</b>	<b>21</b>	<b>0</b>	<b>485</b>	<b>5</b>	<b>15</b>	<b>19</b>	<b>1</b>	<b>40</b>	<b>12</b>	<b>266</b>	<b>62</b>	<b>0</b>	<b>340</b>	<b>1179</b>
12:00 PM	30	9	152	0	191	129	128	10	0	267	4	8	16	0	28	7	143	39	0	189	675
12:15 PM	35	7	144	0	186	105	132	11	0	248	3	9	9	0	21	8	108	37	0	153	608
12:30 PM	28	5	124	0	157	116	117	14	1	248	6	12	13	2	33	5	119	34	0	158	596
12:45 PM	37	5	105	0	147	99	131	8	0	238	6	8	5	0	19	6	109	35	0	150	554
<b>Total</b>	<b>130</b>	<b>26</b>	<b>525</b>	<b>0</b>	<b>681</b>	<b>449</b>	<b>508</b>	<b>43</b>	<b>1</b>	<b>1001</b>	<b>19</b>	<b>37</b>	<b>43</b>	<b>2</b>	<b>101</b>	<b>26</b>	<b>479</b>	<b>145</b>	<b>0</b>	<b>650</b>	<b>2433</b>
01:00 PM	29	5	118	0	152	111	123	6	0	240	3	10	14	0	27	2	106	40	0	148	567
01:15 PM	30	5	117	1	153	110	136	11	0	257	3	6	6	0	15	2	104	42	0	148	573
<b>Grand Total</b>	<b>247</b>	<b>57</b>	<b>995</b>	<b>1</b>	<b>1300</b>	<b>880</b>	<b>1021</b>	<b>81</b>	<b>1</b>	<b>1983</b>	<b>30</b>	<b>68</b>	<b>82</b>	<b>3</b>	<b>183</b>	<b>42</b>	<b>955</b>	<b>289</b>	<b>0</b>	<b>1286</b>	<b>4752</b>
Apprch %	19	4.4	76.5	0.1		44.4	51.5	4.1	0.1		16.4	37.2	44.8	1.6		3.3	74.3	22.5	0		
Total %	5.2	1.2	20.9	0	27.4	18.5	21.5	1.7	0	41.7	0.6	1.4	1.7	0.1	3.9	0.9	20.1	6.1	0	27.1	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	33	<b>9</b>	116	158	106	<b>134</b>	9	249	2	8	12	22	7	133	30	170	599
12:00 PM	30	9	<b>152</b>	<b>191</b>	<b>129</b>	128	10	<b>267</b>	4	8	<b>16</b>	28	7	<b>143</b>	<b>39</b>	<b>189</b>	<b>675</b>
12:15 PM	<b>35</b>	7	144	186	105	132	11	248	3	9	9	21	<b>8</b>	108	37	153	608
12:30 PM	28	5	124	157	116	117	<b>14</b>	247	<b>6</b>	<b>12</b>	13	<b>31</b>	5	119	34	158	593
Total Volume	126	30	536	692	456	511	44	1011	15	37	50	102	27	503	140	670	2475
% App. Total	18.2	4.3	77.5		45.1	50.5	4.4		14.7	36.3	49		4	75.1	20.9		
PHF	.900	.833	.882	.906	.884	.953	.786	.947	.625	.771	.781	.823	.844	.879	.897	.886	.917



# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	7	0	2	0	9	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	16
11:45 AM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	2	2	0	4	10
<b>Total</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>26</b>
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:15 PM	1	0	11	0	12	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	19
12:30 PM	2	0	5	0	7	3	2	0	0	5	0	0	0	0	0	1	2	1	0	4	16
12:45 PM	0	0	2	0	2	3	0	0	0	3	1	0	0	0	1	0	3	0	0	3	9
<b>Total</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>47</b>
01:00 PM	0	0	2	0	2	3	6	0	0	9	1	0	0	0	1	0	4	1	0	5	17
01:15 PM	4	0	0	0	4	2	4	0	0	6	0	0	0	0	0	0	4	1	0	5	15
<b>Grand Total</b>	<b>15</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>105</b>
Apprch %	39.5	0	60.5	0		51.4	48.6	0	0		100	0	0	0		3.3	73.3	23.3	0		
Total %	14.3	0	21.9	0	36.2	17.1	16.2	0	0	33.3	1.9	0	0	0	1.9	1	21	6.7	0	28.6	

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	1	0	11		12	3	0	0		3	0	0	0		0	0	4	0		4	19
12:30 PM	2	0	5		7	3	2	0		5	0	0	0		0	1	2	1		4	16
12:45 PM	0	0	2		2	3	0	0		3	1	0	0		1	0	3	0		3	9
01:00 PM	0	0	2		2	3	6	0		9	1	0	0		1	0	4	1		5	17
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>20</b>		<b>23</b>	<b>12</b>	<b>8</b>	<b>0</b>		<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>		<b>2</b>	<b>1</b>	<b>13</b>	<b>2</b>		<b>16</b>	<b>61</b>
% App. Total	13	0	87			60	40	0			100	0	0			6.2	81.2	12.5			
PHF	.375	.000	.455		.479	1.00	.333	.000		.556	.500	.000	.000		.500	.250	.813	.500		.800	.803

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	32	12	121	0	165	106	122	12	0	240	3	7	7	1	18	5	135	33	0	173	596
11:45 AM	34	9	117	0	160	107	137	9	0	253	2	8	12	0	22	7	135	32	0	174	609
<b>Total</b>	<b>66</b>	<b>21</b>	<b>238</b>	<b>0</b>	<b>325</b>	<b>213</b>	<b>259</b>	<b>21</b>	<b>0</b>	<b>493</b>	<b>5</b>	<b>15</b>	<b>19</b>	<b>1</b>	<b>40</b>	<b>12</b>	<b>270</b>	<b>65</b>	<b>0</b>	<b>347</b>	<b>1205</b>
12:00 PM	30	9	152	0	191	130	128	10	0	268	4	8	16	0	28	7	144	40	0	191	678
12:15 PM	36	7	155	0	198	108	132	11	0	251	3	9	9	0	21	8	112	37	0	157	627
12:30 PM	30	5	129	0	164	119	119	14	1	253	6	12	13	2	33	6	121	35	0	162	612
12:45 PM	37	5	107	0	149	102	131	8	0	241	7	8	5	0	20	6	112	35	0	153	563
<b>Total</b>	<b>133</b>	<b>26</b>	<b>543</b>	<b>0</b>	<b>702</b>	<b>459</b>	<b>510</b>	<b>43</b>	<b>1</b>	<b>1013</b>	<b>20</b>	<b>37</b>	<b>43</b>	<b>2</b>	<b>102</b>	<b>27</b>	<b>489</b>	<b>147</b>	<b>0</b>	<b>663</b>	<b>2480</b>
01:00 PM	29	5	120	0	154	114	129	6	0	249	4	10	14	0	28	2	110	41	0	153	584
01:15 PM	34	5	117	1	157	112	140	11	0	263	3	6	6	0	15	2	108	43	0	153	588
<b>Grand Total</b>	<b>262</b>	<b>57</b>	<b>1018</b>	<b>1</b>	<b>1338</b>	<b>898</b>	<b>1038</b>	<b>81</b>	<b>1</b>	<b>2018</b>	<b>32</b>	<b>68</b>	<b>82</b>	<b>3</b>	<b>185</b>	<b>43</b>	<b>977</b>	<b>296</b>	<b>0</b>	<b>1316</b>	<b>4857</b>
Apprch %	19.6	4.3	76.1	0.1		44.5	51.4	4	0		17.3	36.8	44.3	1.6		3.3	74.2	22.5	0		
Total %	5.4	1.2	21	0	27.5	18.5	21.4	1.7	0	41.5	0.7	1.4	1.7	0.1	3.8	0.9	20.1	6.1	0	27.1	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	34	<b>9</b>	117	160	107	<b>137</b>	9	253	2	8	12	22	7	135	32	174	609
12:00 PM	30	9	152	191	<b>130</b>	128	10	<b>268</b>	4	8	<b>16</b>	28	7	<b>144</b>	<b>40</b>	<b>191</b>	<b>678</b>
12:15 PM	<b>36</b>	7	<b>155</b>	<b>198</b>	108	132	11	251	3	9	9	21	<b>8</b>	112	37	157	627
12:30 PM	30	5	129	164	119	119	<b>14</b>	252	<b>6</b>	<b>12</b>	13	<b>31</b>	6	121	35	162	609
Total Volume	130	30	553	713	464	516	44	1024	15	37	50	102	28	512	144	684	2523
% App. Total	18.2	4.2	77.6		45.3	50.4	4.3		14.7	36.3	49		4.1	74.9	21.1		
PHF	.903	.833	.892	.900	.892	.942	.786	.955	.625	.771	.781	.823	.875	.889	.900	.895	.930

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	38	10	146	1	195	91	147	9	0	247	4	6	8	0	18	4	131	42	0	177	637
02:15 PM	52	6	155	2	215	123	156	5	0	284	3	10	6	0	19	6	148	29	0	183	701
02:30 PM	57	5	126	1	189	123	150	5	0	278	1	9	6	1	17	4	143	43	0	190	674
02:45 PM	60	4	145	12	221	140	159	9	0	308	4	12	6	1	23	7	176	87	0	270	822
<b>Total</b>	207	25	572	16	820	477	612	28	0	1117	12	37	26	2	77	21	598	201	0	820	2834
03:00 PM	48	6	167	0	221	124	169	10	1	304	2	3	5	0	10	9	164	42	0	215	750
03:15 PM	33	8	153	0	194	118	166	5	0	289	5	9	3	0	17	3	163	31	0	197	697
<b>Grand Total</b>	288	39	892	16	1235	719	947	43	1	1710	19	49	34	2	104	33	925	274	0	1232	4281
Apprch %	23.3	3.2	72.2	1.3		42	55.4	2.5	0.1		18.3	47.1	32.7	1.9		2.7	75.1	22.2	0		
Total %	6.7	0.9	20.8	0.4	28.8	16.8	22.1	1	0	39.9	0.4	1.1	0.8	0	2.4	0.8	21.6	6.4	0	28.8	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	52	6	155	213	123	156	5	284	3	10	6	19	6	148	29	183	699
02:30 PM	57	5	126	188	123	150	5	278	1	9	6	16	4	143	43	190	672
02:45 PM	<b>60</b>	4	145	209	<b>140</b>	159	9	<b>308</b>	<b>4</b>	<b>12</b>	6	<b>22</b>	7	<b>176</b>	<b>87</b>	<b>270</b>	<b>809</b>
03:00 PM	48	6	<b>167</b>	<b>221</b>	124	<b>169</b>	<b>10</b>	303	2	3	5	10	<b>9</b>	164	42	215	749
Total Volume	217	21	593	831	510	634	29	1173	10	34	23	67	26	631	201	858	2929
% App. Total	26.1	2.5	71.4		43.5	54	2.5		14.9	50.7	34.3		3	73.5	23.4		
PHF	.904	.875	.888	.940	.911	.938	.725	.952	.625	.708	.958	.761	.722	.896	.578	.794	.905

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	2	0	3	0	5	3	6	0	0	9	0	0	1	0	1	0	2	2	0	4	19
02:15 PM	2	0	5	0	7	5	6	0	0	11	0	0	0	0	0	0	2	2	0	4	22
02:30 PM	0	0	2	0	2	2	8	0	0	10	0	0	0	0	0	0	4	0	0	4	16
02:45 PM	2	0	4	0	6	6	2	0	0	8	0	0	0	0	0	0	9	2	0	11	25
<b>Total</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>20</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>82</b>
03:00 PM	1	0	5	0	6	5	3	0	0	8	0	0	0	0	0	0	2	1	0	3	17
03:15 PM	1	0	5	0	6	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	16
<b>Grand Total</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>32</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>115</b>
Apprch %	25	0	75	0		45.1	54.9	0	0		0	0	100	0		0	77.4	22.6	0		
Total %	7	0	20.9	0	27.8	20	24.3	0	0	44.3	0	0	0.9	0	0.9	0	20.9	6.1	0	27	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	3	5	3	6	0	9	0	0	1	1	0	2	2	4	19
02:15 PM	2	0	5	7	5	6	0	11	0	0	0	0	0	2	2	4	22
02:30 PM	0	0	2	2	2	8	0	10	0	0	0	0	0	4	0	4	16
02:45 PM	2	0	4	6	6	2	0	8	0	0	0	0	0	9	2	11	25
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>20</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>23</b>	<b>82</b>
% App. Total	30	0	70		42.1	57.9	0		0	0	100		0	73.9	26.1		
PHF	.750	.000	.700	.714	.667	.688	.000	.864	.000	.000	.250	.250	.000	.472	.750	.523	.820



# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	40	10	149	1	200	94	153	9	0	256	4	6	9	0	19	4	133	44	0	181	656
02:15 PM	54	6	160	2	222	128	162	5	0	295	3	10	6	0	19	6	150	31	0	187	723
02:30 PM	57	5	128	1	191	125	158	5	0	288	1	9	6	1	17	4	147	43	0	194	690
02:45 PM	62	4	149	12	227	146	161	9	0	316	4	12	6	1	23	7	185	89	0	281	847
<b>Total</b>	213	25	586	16	840	493	634	28	0	1155	12	37	27	2	78	21	615	207	0	843	2916
03:00 PM	49	6	172	0	227	129	172	10	1	312	2	3	5	0	10	9	166	43	0	218	767
03:15 PM	34	8	158	0	200	120	169	5	0	294	5	9	3	0	17	3	168	31	0	202	713
<b>Grand Total</b>	296	39	916	16	1267	742	975	43	1	1761	19	49	35	2	105	33	949	281	0	1263	4396
Apprch %	23.4	3.1	72.3	1.3		42.1	55.4	2.4	0.1		18.1	46.7	33.3	1.9		2.6	75.1	22.2	0		
Total %	6.7	0.9	20.8	0.4	28.8	16.9	22.2	1	0	40.1	0.4	1.1	0.8	0	2.4	0.8	21.6	6.4	0	28.7	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	54	6	160	220	128	162	5	295	3	10	6	19	6	150	31	187	721
02:30 PM	57	5	128	190	125	158	5	288	1	9	6	16	4	147	43	194	688
02:45 PM	<b>62</b>	4	149	215	<b>146</b>	161	9	<b>316</b>	<b>4</b>	<b>12</b>	6	<b>22</b>	7	<b>185</b>	<b>89</b>	<b>281</b>	<b>834</b>
03:00 PM	49	6	<b>172</b>	<b>227</b>	129	<b>172</b>	<b>10</b>	311	2	3	5	10	<b>9</b>	166	43	218	766
Total Volume	222	21	609	852	528	653	29	1210	10	34	23	67	26	648	206	880	3009
% App. Total	26.1	2.5	71.5		43.6	54	2.4		14.9	50.7	34.3		3	73.6	23.4		
PHF	.895	.875	.885	.938	.904	.949	.725	.957	.625	.708	.958	.761	.722	.876	.579	.783	.902

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	49	6	153	0	208	113	186	6	0	305	3	2	6	0	11	2	174	47	0	223	747
04:15 PM	58	6	157	0	221	167	213	6	0	386	1	10	4	0	15	5	151	49	0	205	827
04:30 PM	64	4	166	0	234	120	195	5	1	321	3	8	4	2	17	3	172	46	1	222	794
04:45 PM	48	2	164	1	215	144	188	17	1	350	1	8	3	4	16	4	201	32	0	237	818
<b>Total</b>	219	18	640	1	878	544	782	34	2	1362	8	28	17	6	59	14	698	174	1	887	3186
05:00 PM	60	2	163	1	226	153	209	6	0	368	3	10	3	0	16	5	176	36	0	217	827
05:15 PM	55	4	180	0	239	156	203	5	0	364	2	3	8	1	14	2	182	43	0	227	844
05:30 PM	53	0	152	1	206	156	238	5	0	399	2	11	6	0	19	7	210	42	0	259	883
05:45 PM	45	1	161	1	208	148	184	7	0	339	5	6	7	0	18	6	167	69	0	242	807
<b>Total</b>	213	7	656	3	879	613	834	23	0	1470	12	30	24	1	67	20	735	190	0	945	3361
<b>Grand Total</b>	432	25	1296	4	1757	1157	1616	57	2	2832	20	58	41	7	126	34	1433	364	1	1832	6547
Apprch %	24.6	1.4	73.8	0.2		40.9	57.1	2	0.1		15.9	46	32.5	5.6		1.9	78.2	19.9	0.1		
Total %	6.6	0.4	19.8	0.1	26.8	17.7	24.7	0.9	0	43.3	0.3	0.9	0.6	0.1	1.9	0.5	21.9	5.6	0	28	

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	48	2	164		214	144	188	17		349	1	8	3		12	4	201	32		237	812
05:00 PM	<b>60</b>	2	163		225	153	209	6		368	<b>3</b>	10	3		16	5	176	36		217	826
05:15 PM	55	<b>4</b>	<b>180</b>		<b>239</b>	<b>156</b>	203	5		364	2	3	<b>8</b>		13	2	182	<b>43</b>		227	843
05:30 PM	53	0	152		205	156	<b>238</b>	5		<b>399</b>	2	<b>11</b>	6		<b>19</b>	7	<b>210</b>	42		<b>259</b>	<b>882</b>
Total Volume	216	8	659		883	609	838	33		1480	8	32	20		60	18	769	153		940	3363
% App. Total	24.5	0.9	74.6			41.1	56.6	2.2			13.3	53.3	33.3			1.9	81.8	16.3			
PHF	.900	.500	.915		.924	.976	.880	.485		.927	.667	.727	.625		.789	.643	.915	.890		.907	.953

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	0	2	0	4	5	0	0	0	5	1	0	0	0	1	0	6	1	0	7	17
04:15 PM	3	0	2	0	5	4	9	0	0	13	0	0	0	0	0	0	1	2	0	3	21
04:30 PM	1	0	4	0	5	4	3	0	0	7	0	0	0	0	0	0	4	1	0	5	17
04:45 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>60</b>
05:00 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	10
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
05:30 PM	0	0	2	0	2	3	1	0	0	4	0	1	0	0	1	0	5	2	0	7	14
05:45 PM	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>33</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>93</b>
Apprch %	31.6	0	68.4	0		51.2	48.8	0	0		33.3	33.3	33.3	0		3.6	71.4	25	0		
Total %	6.5	0	14	0	20.4	23.7	22.6	0	0	46.2	1.1	1.1	1.1	0	3.2	1.1	21.5	7.5	0	30.1	

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	0	2	0	4	5	0	0	0	5	1	0	0	0	1	0	6	1	0	7	17
04:15 PM	3	0	2	0	5	4	9	0	0	13	0	0	0	0	0	0	1	2	0	3	21
04:30 PM	1	0	4	0	5	4	3	0	0	7	0	0	0	0	0	0	4	1	0	5	17
04:45 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>60</b>
% App. Total	42.9	0	57.1	0		53.3	46.7	0	0		100	0	0	0		0	73.3	26.7	0		
PHF	.500	.000	.500	.700		.800	.389	.000	.577		.250	.000	.000	.250		.000	.458	.500	.536		.714

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

# Peggy Malone & Associates

(888) 247-8602

File Name : 7-College Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	College Dr Southbound					CR 220 Westbound					College Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	51	6	155	0	212	118	186	6	0	310	4	2	6	0	12	2	180	48	0	230	764
04:15 PM	61	6	159	0	226	171	222	6	0	399	1	10	4	0	15	5	152	51	0	208	848
04:30 PM	65	4	170	0	239	124	198	5	1	328	3	8	4	2	17	3	176	47	1	227	811
04:45 PM	48	2	164	1	215	147	190	17	1	355	1	8	3	4	16	4	201	32	0	237	823
<b>Total</b>	225	18	648	1	892	560	796	34	2	1392	9	28	17	6	60	14	709	178	1	902	3246
05:00 PM	60	2	165	1	228	153	213	6	0	372	3	10	3	0	16	6	179	36	0	221	837
05:15 PM	55	4	180	0	239	156	204	5	0	365	2	3	9	1	15	2	183	43	0	228	847
05:30 PM	53	0	154	1	208	159	239	5	0	403	2	12	6	0	20	7	215	44	0	266	897
05:45 PM	45	1	162	1	209	151	185	7	0	343	5	6	7	0	18	6	167	70	0	243	813
<b>Total</b>	213	7	661	3	884	619	841	23	0	1483	12	31	25	1	69	21	744	193	0	958	3394
<b>Grand Total</b>	438	25	1309	4	1776	1179	1637	57	2	2875	21	59	42	7	129	35	1453	371	1	1860	6640
Apprch %	24.7	1.4	73.7	0.2		41	56.9	2	0.1		16.3	45.7	32.6	5.4		1.9	78.1	19.9	0.1		
Total %	6.6	0.4	19.7	0.1	26.7	17.8	24.7	0.9	0	43.3	0.3	0.9	0.6	0.1	1.9	0.5	21.9	5.6	0	28	

Start Time	College Dr Southbound				CR 220 Westbound				College Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	48	2	164	214	147	190	17	354	1	8	3	12	4	201	32	237	817
05:00 PM	<b>60</b>	2	165	227	153	213	6	372	<b>3</b>	10	3	16	6	179	36	221	836
05:15 PM	55	<b>4</b>	<b>180</b>	<b>239</b>	156	204	5	365	2	3	<b>9</b>	14	2	183	43	228	846
05:30 PM	53	0	154	207	<b>159</b>	<b>239</b>	5	<b>403</b>	2	<b>12</b>	6	<b>20</b>	7	<b>215</b>	<b>44</b>	<b>266</b>	<b>896</b>
Total Volume	216	8	663	887	615	846	33	1494	8	33	21	62	19	778	155	952	3395
% App. Total	24.4	0.9	74.7		41.2	56.6	2.2		12.9	53.2	33.9		2	81.7	16.3		
PHF	.900	.500	.921	.928	.967	.885	.485	.927	.667	.688	.583	.775	.679	.905	.881	.895	.947



# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	174	0	0	174	0	0	0	0	0	270	0	0	270	444
06:45 AM	210	3	0	213	0	0	0	0	0	232	1	0	233	446
<b>Total</b>	<b>384</b>	<b>3</b>	<b>0</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>502</b>	<b>1</b>	<b>0</b>	<b>503</b>	<b>890</b>
07:00 AM	218	1	0	219	0	0	0	0	0	269	0	0	269	488
07:15 AM	260	2	0	262	0	0	1	1	0	304	0	0	304	567
07:30 AM	233	1	0	234	0	0	0	0	0	355	0	0	355	589
07:45 AM	222	0	0	222	0	0	1	1	0	332	0	0	332	555
<b>Total</b>	<b>933</b>	<b>4</b>	<b>0</b>	<b>937</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1260</b>	<b>0</b>	<b>0</b>	<b>1260</b>	<b>2199</b>
08:00 AM	184	1	0	185	0	0	1	1	0	290	0	0	290	476
08:15 AM	225	2	0	227	0	0	0	0	0	272	0	0	272	499
08:30 AM	210	0	0	210	0	0	3	3	0	285	0	0	285	498
08:45 AM	264	1	0	265	0	0	1	1	0	272	0	0	272	538
<b>Total</b>	<b>883</b>	<b>4</b>	<b>0</b>	<b>887</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1119</b>	<b>0</b>	<b>0</b>	<b>1119</b>	<b>2011</b>
<b>Grand Total</b>	<b>2200</b>	<b>11</b>	<b>0</b>	<b>2211</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2881</b>	<b>1</b>	<b>0</b>	<b>2882</b>	<b>5100</b>
Apprch %	99.5	0.5	0		0	0	100		0	100	0	0		
Total %	43.1	0.2	0	43.4	0	0	0.1	0.1	0	56.5	0	0	56.5	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	218	1	219	0	0	0	0	269	0	269	488
07:15 AM	<b>260</b>	<b>2</b>	<b>262</b>	0	0	0	0	304	0	304	566
07:30 AM	233	1	234	0	0	0	0	<b>355</b>	0	<b>355</b>	<b>589</b>
07:45 AM	222	0	222	0	0	0	0	332	0	332	554
<b>Total Volume</b>	<b>933</b>	<b>4</b>	<b>937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1260</b>	<b>0</b>	<b>1260</b>	<b>2197</b>
% App. Total	99.6	0.4		0	0		0	100	0		
PHF	.897	.500	.894	.000	.000	.000	.000	.887	.000	.887	.933

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	6	0	0	6	0	0	0	0	0	8	0	0	8	14
06:45 AM	7	0	0	7	0	0	0	0	0	7	0	0	7	14
<b>Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>
07:00 AM	6	0	0	6	0	0	0	0	0	9	0	0	9	15
07:15 AM	5	0	0	5	0	0	0	0	0	4	0	0	4	9
07:30 AM	3	0	0	3	0	0	0	0	0	8	0	0	8	11
07:45 AM	5	0	0	5	0	0	0	0	0	9	0	0	9	14
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>49</b>
08:00 AM	8	0	0	8	0	0	0	0	0	10	0	0	10	18
08:15 AM	8	0	0	8	0	0	0	0	0	7	0	0	7	15
08:30 AM	7	0	0	7	0	0	0	0	0	4	0	0	4	11
08:45 AM	7	0	0	7	0	0	0	0	0	6	0	0	6	13
<b>Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>
<b>Grand Total</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>134</b>
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	46.3	0	0	46.3	0	0	0	0	0	53.7	0	0	53.7	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	3	0	3	0	0	0	0	8	0	8	11
07:45 AM	5	0	5	0	0	0	0	9	0	9	14
08:00 AM	<b>8</b>	0	<b>8</b>	0	0	0	0	<b>10</b>	0	<b>10</b>	<b>18</b>
08:15 AM	8	0	8	0	0	0	0	7	0	7	15
Total Volume	24	0	24	0	0	0	0	34	0	34	58
% App. Total	100	0		0	0		0	100	0		
PHF	.750	.000	.750	.000	.000	.000	.000	.850	.000	.850	.806

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	180	0	0	180	0	0	0	0	0	278	0	0	278	458
06:45 AM	217	3	0	220	0	0	0	0	0	239	1	0	240	460
<b>Total</b>	<b>397</b>	<b>3</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>517</b>	<b>1</b>	<b>0</b>	<b>518</b>	<b>918</b>
07:00 AM	224	1	0	225	0	0	0	0	0	278	0	0	278	503
07:15 AM	265	2	0	267	0	0	1	1	0	308	0	0	308	576
07:30 AM	236	1	0	237	0	0	0	0	0	363	0	0	363	600
07:45 AM	227	0	0	227	0	0	1	1	0	341	0	0	341	569
<b>Total</b>	<b>952</b>	<b>4</b>	<b>0</b>	<b>956</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1290</b>	<b>0</b>	<b>0</b>	<b>1290</b>	<b>2248</b>
08:00 AM	192	1	0	193	0	0	1	1	0	300	0	0	300	494
08:15 AM	233	2	0	235	0	0	0	0	0	279	0	0	279	514
08:30 AM	217	0	0	217	0	0	3	3	0	289	0	0	289	509
08:45 AM	271	1	0	272	0	0	1	1	0	278	0	0	278	551
<b>Total</b>	<b>913</b>	<b>4</b>	<b>0</b>	<b>917</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1146</b>	<b>0</b>	<b>0</b>	<b>1146</b>	<b>2068</b>
<b>Grand Total</b>	<b>2262</b>	<b>11</b>	<b>0</b>	<b>2273</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2953</b>	<b>1</b>	<b>0</b>	<b>2954</b>	<b>5234</b>
Apprch %	99.5	0.5	0		0	0	100		0	100	0	0		
Total %	43.2	0.2	0	43.4	0	0	0.1	0.1	0	56.4	0	0	56.4	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	224	1	225	0	0	0	0	278	0	278	503
07:15 AM	<b>265</b>	<b>2</b>	<b>267</b>	0	0	0	0	308	0	308	575
07:30 AM	236	1	237	0	0	0	0	<b>363</b>	0	<b>363</b>	<b>600</b>
07:45 AM	227	0	227	0	0	0	0	341	0	341	568
<b>Total Volume</b>	<b>952</b>	<b>4</b>	<b>956</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1290</b>	<b>0</b>	<b>1290</b>	<b>2246</b>
% App. Total	99.6	0.4		0	0		0	100	0		
PHF	.898	.500	.895	.000	.000	.000	.000	.888	.000	.888	.936

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	241	1	0	242	0	1	1	2	1	249	0	0	250	494
11:45 AM	243	3	0	246	0	0	1	1	0	255	0	0	255	502
<b>Total</b>	<b>484</b>	<b>4</b>	<b>0</b>	<b>488</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>504</b>	<b>0</b>	<b>0</b>	<b>505</b>	<b>996</b>
12:00 PM	260	0	0	260	0	0	2	2	0	276	0	0	276	538
12:15 PM	262	1	0	263	0	0	0	0	0	266	0	0	266	529
12:30 PM	240	2	0	242	0	0	2	2	0	234	0	0	234	478
12:45 PM	268	1	0	269	0	2	2	4	0	221	0	0	221	494
<b>Total</b>	<b>1030</b>	<b>4</b>	<b>0</b>	<b>1034</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>997</b>	<b>0</b>	<b>0</b>	<b>997</b>	<b>2039</b>
01:00 PM	247	0	0	247	0	0	0	0	0	229	0	0	229	476
01:15 PM	263	0	0	263	0	0	0	0	0	233	0	0	233	496
<b>Grand Total</b>	<b>2024</b>	<b>8</b>	<b>0</b>	<b>2032</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>1963</b>	<b>0</b>	<b>0</b>	<b>1964</b>	<b>4007</b>
Apprch %	99.6	0.4	0		0	27.3	72.7		0.1	99.9	0	0		
<b>Total %</b>	<b>50.5</b>	<b>0.2</b>	<b>0</b>	<b>50.7</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.3</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	241	1	242	0	1	1	1	249	0	250	493
11:45 AM	243	3	246	0	0	0	0	255	0	255	501
12:00 PM	260	0	260	0	0	0	0	276	0	276	536
12:15 PM	262	1	263	0	0	0	0	266	0	266	529
<b>Total Volume</b>	<b>1006</b>	<b>5</b>	<b>1011</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1046</b>	<b>0</b>	<b>1047</b>	<b>2059</b>
% App. Total	99.5	0.5		0	100		0.1	99.9	0		
PHF	.960	.417	.961	.000	.250	.250	.250	.947	.000	.948	.960



# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	7	0	0	7	0	0	0	0	0	3	0	0	3	10
11:45 AM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
Total	11	0	0	11	0	0	0	0	0	6	0	0	6	17
12:00 PM	3	0	0	3	0	0	0	0	0	3	0	0	3	6
12:15 PM	4	0	0	4	0	0	0	0	0	11	0	0	11	15
12:30 PM	7	0	0	7	0	0	0	0	0	11	0	0	11	18
12:45 PM	1	0	0	1	0	0	0	0	0	5	0	0	5	6
Total	15	0	0	15	0	0	0	0	0	30	0	0	30	45
01:00 PM	4	0	0	4	0	0	0	0	0	6	0	0	6	10
01:15 PM	5	0	0	5	0	0	0	0	0	6	0	0	6	11
Grand Total	35	0	0	35	0	0	0	0	0	48	0	0	48	83
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	42.2	0	0	42.2	0	0	0	0	0	57.8	0	0	57.8	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		App. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:15 PM											
12:15 PM	4	0	4	0	0	0	0	11	0	11	15
12:30 PM	7	0	7	0	0	0	0	11	0	11	18
12:45 PM	1	0	1	0	0	0	0	5	0	5	6
01:00 PM	4	0	4	0	0	0	0	6	0	6	10
Total Volume	16	0	16	0	0	0	0	33	0	33	49
% App. Total	100	0		0	0		0	100	0		
PHF	.571	.000	.571	.000	.000	.000	.000	.750	.000	.750	.681

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	248	1	0	249	0	1	1	2	1	252	0	0	253	504
11:45 AM	247	3	0	250	0	0	1	1	0	258	0	0	258	509
<b>Total</b>	<b>495</b>	<b>4</b>	<b>0</b>	<b>499</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>510</b>	<b>0</b>	<b>0</b>	<b>511</b>	<b>1013</b>
12:00 PM	263	0	0	263	0	0	2	2	0	279	0	0	279	544
12:15 PM	266	1	0	267	0	0	0	0	0	277	0	0	277	544
12:30 PM	247	2	0	249	0	0	2	2	0	245	0	0	245	496
12:45 PM	269	1	0	270	0	2	2	4	0	226	0	0	226	500
<b>Total</b>	<b>1045</b>	<b>4</b>	<b>0</b>	<b>1049</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>1027</b>	<b>0</b>	<b>0</b>	<b>1027</b>	<b>2084</b>
01:00 PM	251	0	0	251	0	0	0	0	0	235	0	0	235	486
01:15 PM	268	0	0	268	0	0	0	0	0	239	0	0	239	507
<b>Grand Total</b>	<b>2059</b>	<b>8</b>	<b>0</b>	<b>2067</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>2011</b>	<b>0</b>	<b>0</b>	<b>2012</b>	<b>4090</b>
Apprch %	99.6	0.4	0		0	27.3	72.7		0	100	0	0		
<b>Total %</b>	<b>50.3</b>	<b>0.2</b>	<b>0</b>	<b>50.5</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>	<b>0.3</b>	<b>0</b>	<b>49.2</b>	<b>0</b>	<b>0</b>	<b>49.2</b>	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	248	1	249	0	1	1	1	252	0	253	503
11:45 AM	247	3	250	0	0	0	0	258	0	258	508
12:00 PM	263	0	263	0	0	0	0	279	0	279	542
12:15 PM	266	1	267	0	0	0	0	277	0	277	544
<b>Total Volume</b>	<b>1024</b>	<b>5</b>	<b>1029</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1066</b>	<b>0</b>	<b>1067</b>	<b>2097</b>
% App. Total	99.5	0.5		0	100		0.1	99.9	0		
PHF	.962	.417	.963	.000	.250	.250	.250	.955	.000	.956	.964

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	275	2	0	277	0	0	1	1	0	271	0	0	271	549
02:15 PM	271	0	0	271	1	0	0	1	0	288	0	0	288	560
02:30 PM	282	1	0	283	0	0	0	0	0	249	0	0	249	532
02:45 PM	318	1	0	319	0	1	4	5	0	304	0	0	304	628
<b>Total</b>	<b>1146</b>	<b>4</b>	<b>0</b>	<b>1150</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1112</b>	<b>0</b>	<b>0</b>	<b>1112</b>	<b>2269</b>
03:00 PM	343	1	0	344	1	0	3	4	0	330	0	0	330	678
03:15 PM	301	1	0	302	0	0	0	0	0	324	0	0	324	626
Grand Total	1790	6	0	1796	2	1	8	11	0	1766	0	0	1766	3573
Apprch %	99.7	0.3	0		18.2	9.1	72.7		0	100	0	0		
Total %	50.1	0.2	0	50.3	0.1	0	0.2	0.3	0	49.4	0	0	49.4	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	282	<b>1</b>	283	0	0	0	0	249	0	249	532
02:45 PM	318	1	319	0	<b>1</b>	<b>1</b>	0	304	0	304	624
03:00 PM	<b>343</b>	1	<b>344</b>	<b>1</b>	0	1	0	<b>330</b>	0	<b>330</b>	<b>675</b>
03:15 PM	301	1	302	0	0	0	0	324	0	324	626
Total Volume	1244	4	1248	1	1	2	0	1207	0	1207	2457
% App. Total	99.7	0.3		50	50		0	100	0		
PHF	.907	1.00	.907	.250	.250	.500	.000	.914	.000	.914	.910

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	9	0	0	9	0	0	0	0	0	6	0	0	6	15
02:15 PM	7	0	0	7	0	0	0	0	0	4	0	0	4	11
02:30 PM	10	0	0	10	0	0	0	0	0	5	0	0	5	15
02:45 PM	8	0	0	8	0	0	0	0	0	9	0	0	9	17
<b>Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>
03:00 PM	7	0	0	7	0	0	0	0	0	5	0	0	5	12
03:15 PM	8	0	0	8	0	0	0	0	0	7	0	0	7	15
<b>Grand Total</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>85</b>
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	57.6	0	0	57.6	0	0	0	0	0	42.4	0	0	42.4	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	<b>10</b>	0	<b>10</b>	0	0	0	0	5	0	5	15
02:45 PM	8	0	8	0	0	0	0	9	0	9	17
03:00 PM	7	0	7	0	0	0	0	5	0	5	12
03:15 PM	8	0	8	0	0	0	0	7	0	7	15
Total Volume	33	0	33	0	0	0	0	26	0	26	59
% App. Total	100	0		0	0		0	100	0		
PHF	.825	.000	.825	.000	.000	.000	.000	.722	.000	.722	.868



# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	284	2	0	286	0	0	1	1	0	277	0	0	277	564
02:15 PM	278	0	0	278	1	0	0	1	0	292	0	0	292	571
02:30 PM	292	1	0	293	0	0	0	0	0	254	0	0	254	547
02:45 PM	326	1	0	327	0	1	4	5	0	313	0	0	313	645
<b>Total</b>	<b>1180</b>	<b>4</b>	<b>0</b>	<b>1184</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1136</b>	<b>0</b>	<b>0</b>	<b>1136</b>	<b>2327</b>
03:00 PM	350	1	0	351	1	0	3	4	0	335	0	0	335	690
03:15 PM	309	1	0	310	0	0	0	0	0	331	0	0	331	641
<b>Grand Total</b>	<b>1839</b>	<b>6</b>	<b>0</b>	<b>1845</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>1802</b>	<b>0</b>	<b>0</b>	<b>1802</b>	<b>3658</b>
Apprch %	99.7	0.3	0		18.2	9.1	72.7		0	100	0	0		
Total %	50.3	0.2	0	50.4	0.1	0	0.2	0.3	0	49.3	0	0	49.3	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	292	<b>1</b>	293	0	0	0	0	254	0	254	547
02:45 PM	326	1	327	0	<b>1</b>	<b>1</b>	0	313	0	313	641
03:00 PM	<b>350</b>	1	<b>351</b>	<b>1</b>	0	1	0	<b>335</b>	0	<b>335</b>	<b>687</b>
03:15 PM	309	1	310	0	0	0	0	331	0	331	641
Total Volume	1277	4	1281	1	1	2	0	1233	0	1233	2516
% App. Total	99.7	0.3		50	50		0	100	0		
PHF	.912	1.00	.912	.250	.250	.500	.000	.920	.000	.920	.916

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	342	2	0	344	0	0	4	4	0	316	0	0	316	664
04:15 PM	359	3	0	362	0	0	0	0	0	308	0	0	308	670
04:30 PM	311	0	0	311	0	0	4	4	0	326	0	0	326	641
04:45 PM	394	2	0	396	0	0	1	1	1	363	0	0	364	761
<b>Total</b>	<b>1406</b>	<b>7</b>	<b>0</b>	<b>1413</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1313</b>	<b>0</b>	<b>0</b>	<b>1314</b>	<b>2736</b>
05:00 PM	365	5	0	370	1	0	0	1	0	350	0	0	350	721
05:15 PM	393	1	0	394	0	0	2	2	0	324	0	2	326	722
05:30 PM	443	0	0	443	0	0	1	1	0	347	0	1	348	792
05:45 PM	361	0	1	362	3	0	0	3	0	316	0	0	316	681
<b>Total</b>	<b>1562</b>	<b>6</b>	<b>1</b>	<b>1569</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1337</b>	<b>0</b>	<b>3</b>	<b>1340</b>	<b>2916</b>
<b>Grand Total</b>	<b>2968</b>	<b>13</b>	<b>1</b>	<b>2982</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>16</b>	<b>1</b>	<b>2650</b>	<b>0</b>	<b>3</b>	<b>2654</b>	<b>5652</b>
Apprch %	99.5	0.4	0		25	0	75		0	99.8	0	0.1		
Total %	52.5	0.2	0	52.8	0.1	0	0.2	0.3	0	46.9	0	0.1	47	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	394	2	396	0	0	0	1	363	0	364	760
05:00 PM	365	5	370	1	0	1	0	350	0	350	721
05:15 PM	393	1	394	0	0	0	0	324	0	324	718
05:30 PM	<b>443</b>	<b>0</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>347</b>	<b>0</b>	<b>347</b>	<b>790</b>
Total Volume	1595	8	1603	1	0	1	1	1384	0	1385	2989
% App. Total	99.5	0.5		100	0		0.1	99.9	0		
PHF	.900	.400	.905	.250	.000	.250	.250	.953	.000	.951	.946

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	0	0	7	0	0	0	0	0	8	0	0	8	15
04:15 PM	9	0	0	9	0	0	0	0	0	5	0	0	5	14
04:30 PM	2	0	0	2	0	0	0	0	0	6	0	0	6	8
04:45 PM	4	0	0	4	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>
05:00 PM	4	0	0	4	0	0	0	0	0	4	0	0	4	8
05:15 PM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
05:30 PM	3	0	0	3	0	0	0	0	0	6	0	0	6	9
05:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>27</b>
<b>Grand Total</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>70</b>
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	51.4	0	0	51.4	0	0	0	0	0	48.6	0	0	48.6	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	7	0	7	0	0	0	0	8	0	8	15
04:15 PM	9	0	9	0	0	0	0	5	0	5	14
04:30 PM	2	0	2	0	0	0	0	6	0	6	8
04:45 PM	4	0	4	0	0	0	0	2	0	2	6
<b>Total Volume</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>43</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>		<b>0</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>		
PHF	.611	.000	.611	.000	.000	.000	.000	.656	.000	.656	.717

# Peggy Malone & Associates

(888) 247-8602

File Name : 8-Paul Armstrong Park and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Paul Armstrong Park Northbound				CR 220 Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	349	2	0	351	0	0	4	4	0	324	0	0	324	679
04:15 PM	368	3	0	371	0	0	0	0	0	313	0	0	313	684
04:30 PM	313	0	0	313	0	0	4	4	0	332	0	0	332	649
04:45 PM	398	2	0	400	0	0	1	1	1	365	0	0	366	767
<b>Total</b>	<b>1428</b>	<b>7</b>	<b>0</b>	<b>1435</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1334</b>	<b>0</b>	<b>0</b>	<b>1335</b>	<b>2779</b>
05:00 PM	369	5	0	374	1	0	0	1	0	354	0	0	354	729
05:15 PM	395	1	0	396	0	0	2	2	0	327	0	2	329	727
05:30 PM	446	0	0	446	0	0	1	1	0	353	0	1	354	801
05:45 PM	366	0	1	367	3	0	0	3	0	316	0	0	316	686
<b>Total</b>	<b>1576</b>	<b>6</b>	<b>1</b>	<b>1583</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1350</b>	<b>0</b>	<b>3</b>	<b>1353</b>	<b>2943</b>
<b>Grand Total</b>	<b>3004</b>	<b>13</b>	<b>1</b>	<b>3018</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>16</b>	<b>1</b>	<b>2684</b>	<b>0</b>	<b>3</b>	<b>2688</b>	<b>5722</b>
Apprch %	99.5	0.4	0		25	0	75		0	99.9	0	0.1		
Total %	52.5	0.2	0	52.7	0.1	0	0.2	0.3	0	46.9	0	0.1	47	

Start Time	CR 220 Westbound			Paul Armstrong Park Northbound			CR 220 Eastbound				Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	398	2	400	0	0	0	1	365	0	366	766
05:00 PM	369	5	374	1	0	1	0	354	0	354	729
05:15 PM	395	1	396	0	0	0	0	327	0	327	723
05:30 PM	<b>446</b>	<b>0</b>	<b>446</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>353</b>	<b>0</b>	<b>353</b>	<b>799</b>
Total Volume	1608	8	1616	1	0	1	1	1399	0	1400	3017
% App. Total	99.5	0.5		100	0		0.1	99.9	0		
PHF	.901	.400	.906	.250	.000	.250	.250	.958	.000	.956	.944



# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	132	4	0	136	30	27	0	57	9	256	0	265	458
06:45 AM	160	7	0	167	29	29	0	58	8	271	0	279	504
<b>Total</b>	<b>292</b>	<b>11</b>	<b>0</b>	<b>303</b>	<b>59</b>	<b>56</b>	<b>0</b>	<b>115</b>	<b>17</b>	<b>527</b>	<b>0</b>	<b>544</b>	<b>962</b>
07:00 AM	163	8	0	171	17	23	0	40	12	251	0	263	474
07:15 AM	201	14	0	215	23	35	0	58	16	293	0	309	582
07:30 AM	198	8	0	206	20	27	2	49	6	348	0	354	609
07:45 AM	182	11	0	193	28	32	9	69	11	330	0	341	603
<b>Total</b>	<b>744</b>	<b>41</b>	<b>0</b>	<b>785</b>	<b>88</b>	<b>117</b>	<b>11</b>	<b>216</b>	<b>45</b>	<b>1222</b>	<b>0</b>	<b>1267</b>	<b>2268</b>
08:00 AM	162	12	0	174	12	28	0	40	11	321	0	332	546
08:15 AM	190	12	0	202	11	26	1	38	12	289	0	301	541
08:30 AM	174	13	0	187	10	22	1	33	13	258	0	271	491
08:45 AM	220	11	0	231	12	33	0	45	16	280	0	296	572
<b>Total</b>	<b>746</b>	<b>48</b>	<b>0</b>	<b>794</b>	<b>45</b>	<b>109</b>	<b>2</b>	<b>156</b>	<b>52</b>	<b>1148</b>	<b>0</b>	<b>1200</b>	<b>2150</b>
<b>Grand Total</b>	<b>1782</b>	<b>100</b>	<b>0</b>	<b>1882</b>	<b>192</b>	<b>282</b>	<b>13</b>	<b>487</b>	<b>114</b>	<b>2897</b>	<b>0</b>	<b>3011</b>	<b>5380</b>
Apprch %	94.7	5.3	0		39.4	57.9	2.7		3.8	96.2	0		
Total %	33.1	1.9	0	35	3.6	5.2	0.2	9.1	2.1	53.8	0	56	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	<b>201</b>	<b>14</b>	<b>215</b>	23	<b>35</b>	58	<b>16</b>	293	309	582
07:30 AM	198	8	206	20	27	47	6	<b>348</b>	<b>354</b>	<b>607</b>
07:45 AM	182	11	193	<b>28</b>	32	<b>60</b>	11	330	341	594
08:00 AM	162	12	174	12	28	40	11	321	332	546
Total Volume	743	45	788	83	122	205	44	1292	1336	2329
% App. Total	94.3	5.7		40.5	59.5		3.3	96.7		
PHF	.924	.804	.916	.741	.871	.854	.688	.928	.944	.959

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	6	0	0	6	1	0	0	1	0	6	0	6	13
06:45 AM	7	0	0	7	0	1	0	1	3	7	0	10	18
<b>Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>31</b>
07:00 AM	5	0	0	5	1	1	0	2	2	9	0	11	18
07:15 AM	5	1	0	6	0	0	0	0	0	4	0	4	10
07:30 AM	3	0	0	3	0	0	0	0	2	5	0	7	10
07:45 AM	4	0	0	4	1	0	0	1	0	7	0	7	12
<b>Total</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>29</b>	<b>50</b>
08:00 AM	3	0	0	3	0	1	0	1	2	7	0	9	13
08:15 AM	9	0	0	9	0	0	0	0	0	6	0	6	15
08:30 AM	8	0	0	8	0	0	0	0	0	5	0	5	13
08:45 AM	6	0	0	6	0	1	0	1	2	4	0	6	13
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>26</b>	<b>54</b>
<b>Grand Total</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>60</b>	<b>0</b>	<b>71</b>	<b>135</b>
Apprch %	98.2	1.8	0		42.9	57.1	0		15.5	84.5	0		
Total %	41.5	0.7	0	42.2	2.2	3	0	5.2	8.1	44.4	0	52.6	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:30 AM										
06:30 AM	6	0	6	1	0	1	0	6	6	13
06:45 AM	7	0	7	0	1	1	3	7	10	18
07:00 AM	5	0	5	1	1	2	2	9	11	18
07:15 AM	5	1	6	0	0	0	0	4	4	10
<b>Total Volume</b>	<b>23</b>	<b>1</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>26</b>	<b>31</b>	<b>59</b>
% App. Total	95.8	4.2		50	50		16.1	83.9		
PHF	.821	.250	.857	.500	.500	.500	.417	.722	.705	.819

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:30 AM	138	4	0	142	31	27	0	58	9	262	0	271	471
06:45 AM	167	7	0	174	29	30	0	59	11	278	0	289	522
<b>Total</b>	<b>305</b>	<b>11</b>	<b>0</b>	<b>316</b>	<b>60</b>	<b>57</b>	<b>0</b>	<b>117</b>	<b>20</b>	<b>540</b>	<b>0</b>	<b>560</b>	<b>993</b>
07:00 AM	168	8	0	176	18	24	0	42	14	260	0	274	492
07:15 AM	206	15	0	221	23	35	0	58	16	297	0	313	592
07:30 AM	201	8	0	209	20	27	2	49	8	353	0	361	619
07:45 AM	186	11	0	197	29	32	9	70	11	337	0	348	615
<b>Total</b>	<b>761</b>	<b>42</b>	<b>0</b>	<b>803</b>	<b>90</b>	<b>118</b>	<b>11</b>	<b>219</b>	<b>49</b>	<b>1247</b>	<b>0</b>	<b>1296</b>	<b>2318</b>
08:00 AM	165	12	0	177	12	29	0	41	13	328	0	341	559
08:15 AM	199	12	0	211	11	26	1	38	12	295	0	307	556
08:30 AM	182	13	0	195	10	22	1	33	13	263	0	276	504
08:45 AM	226	11	0	237	12	34	0	46	18	284	0	302	585
<b>Total</b>	<b>772</b>	<b>48</b>	<b>0</b>	<b>820</b>	<b>45</b>	<b>111</b>	<b>2</b>	<b>158</b>	<b>56</b>	<b>1170</b>	<b>0</b>	<b>1226</b>	<b>2204</b>
<b>Grand Total</b>	<b>1838</b>	<b>101</b>	<b>0</b>	<b>1939</b>	<b>195</b>	<b>286</b>	<b>13</b>	<b>494</b>	<b>125</b>	<b>2957</b>	<b>0</b>	<b>3082</b>	<b>5515</b>
Apprch %	94.8	5.2	0		39.5	57.9	2.6		4.1	95.9	0		
Total %	33.3	1.8	0	35.2	3.5	5.2	0.2	9	2.3	53.6	0	55.9	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	<b>206</b>	<b>15</b>	<b>221</b>	23	<b>35</b>	58	<b>16</b>	297	313	592
07:30 AM	201	8	209	20	27	47	8	<b>353</b>	<b>361</b>	<b>617</b>
07:45 AM	186	11	197	<b>29</b>	32	<b>61</b>	11	337	348	606
08:00 AM	165	12	177	12	29	41	13	328	341	559
Total Volume	758	46	804	84	123	207	48	1315	1363	2374
% App. Total	94.3	5.7		40.6	59.4		3.5	96.5		
PHF	.920	.767	.910	.724	.879	.848	.750	.931	.944	.962

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	229	14	0	243	2	13	0	15	17	235	0	252	510
11:45 AM	222	10	0	232	8	20	0	28	14	238	0	252	512
<b>Total</b>	<b>451</b>	<b>24</b>	<b>0</b>	<b>475</b>	<b>10</b>	<b>33</b>	<b>0</b>	<b>43</b>	<b>31</b>	<b>473</b>	<b>0</b>	<b>504</b>	<b>1022</b>
12:00 PM	239	15	0	254	9	18	0	27	18	245	0	263	544
12:15 PM	233	23	0	256	14	25	0	39	20	260	0	280	575
12:30 PM	210	17	0	227	19	21	1	41	10	215	0	225	493
12:45 PM	244	19	0	263	19	27	0	46	18	204	0	222	531
<b>Total</b>	<b>926</b>	<b>74</b>	<b>0</b>	<b>1000</b>	<b>61</b>	<b>91</b>	<b>1</b>	<b>153</b>	<b>66</b>	<b>924</b>	<b>0</b>	<b>990</b>	<b>2143</b>
01:00 PM	231	13	0	244	13	20	1	34	16	204	1	221	499
01:15 PM	238	14	0	252	12	24	0	36	20	224	0	244	532
<b>Grand Total</b>	<b>1846</b>	<b>125</b>	<b>0</b>	<b>1971</b>	<b>96</b>	<b>168</b>	<b>2</b>	<b>266</b>	<b>133</b>	<b>1825</b>	<b>1</b>	<b>1959</b>	<b>4196</b>
Apprch %	93.7	6.3	0		36.1	63.2	0.8		6.8	93.2	0.1		
Total %	44	3	0	47	2.3	4	0	6.3	3.2	43.5	0	46.7	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	239	15	254	9	18	27	18	245	263	544
12:15 PM	233	<b>23</b>	256	14	25	39	<b>20</b>	<b>260</b>	<b>280</b>	<b>575</b>
12:30 PM	210	17	227	<b>19</b>	21	40	10	215	225	492
12:45 PM	<b>244</b>	19	<b>263</b>	19	<b>27</b>	<b>46</b>	18	204	222	531
Total Volume	926	74	1000	61	91	152	66	924	990	2142
% App. Total	92.6	7.4		40.1	59.9		6.7	93.3		
PHF	.949	.804	.951	.803	.843	.826	.825	.888	.884	.931



# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	6	1	0	7	1	0	0	1	0	6	0	6	14
11:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>19</b>
12:00 PM	3	0	0	3	0	1	0	1	0	2	0	2	6
12:15 PM	4	1	0	5	0	0	0	0	1	11	0	12	17
12:30 PM	7	1	0	8	0	0	0	0	0	9	0	9	17
12:45 PM	2	1	0	3	0	0	0	0	2	4	0	6	9
<b>Total</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>0</b>	<b>29</b>	<b>49</b>
01:00 PM	3	0	0	3	0	1	0	1	0	6	0	6	10
01:15 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
<b>Grand Total</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>46</b>	<b>0</b>	<b>49</b>	<b>91</b>
Apprch %	89.7	10.3	0		33.3	66.7	0		6.1	93.9	0		
Total %	38.5	4.4	0	42.9	1.1	2.2	0	3.3	3.3	50.5	0	53.8	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:15 PM										
12:15 PM	4	1	5	0	0	0	1	11	12	17
12:30 PM	7	1	8	0	0	0	0	9	9	17
12:45 PM	2	1	3	0	0	0	2	4	6	9
01:00 PM	3	0	3	0	1	1	0	6	6	10
<b>Total Volume</b>	<b>16</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>33</b>	<b>53</b>
% App. Total	84.2	15.8		0	100		9.1	90.9		
PHF	.571	.750	.594	.000	.250	.250	.375	.682	.688	.779

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
11:30 AM	235	15	0	250	3	13	0	16	17	241	0	258	524
11:45 AM	225	10	0	235	8	20	0	28	14	240	0	254	517
<b>Total</b>	<b>460</b>	<b>25</b>	<b>0</b>	<b>485</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>481</b>	<b>0</b>	<b>512</b>	<b>1041</b>
12:00 PM	242	15	0	257	9	19	0	28	18	247	0	265	550
12:15 PM	237	24	0	261	14	25	0	39	21	271	0	292	592
12:30 PM	217	18	0	235	19	21	1	41	10	224	0	234	510
12:45 PM	246	20	0	266	19	27	0	46	20	208	0	228	540
<b>Total</b>	<b>942</b>	<b>77</b>	<b>0</b>	<b>1019</b>	<b>61</b>	<b>92</b>	<b>1</b>	<b>154</b>	<b>69</b>	<b>950</b>	<b>0</b>	<b>1019</b>	<b>2192</b>
01:00 PM	234	13	0	247	13	21	1	35	16	210	1	227	509
01:15 PM	245	14	0	259	12	24	0	36	20	230	0	250	545
<b>Grand Total</b>	<b>1881</b>	<b>129</b>	<b>0</b>	<b>2010</b>	<b>97</b>	<b>170</b>	<b>2</b>	<b>269</b>	<b>136</b>	<b>1871</b>	<b>1</b>	<b>2008</b>	<b>4287</b>
Apprch %	93.6	6.4	0		36.1	63.2	0.7		6.8	93.2	0		
Total %	43.9	3	0	46.9	2.3	4	0	6.3	3.2	43.6	0	46.8	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	242	15	257	9	19	28	18	247	265	550
12:15 PM	237	<b>24</b>	261	14	25	39	<b>21</b>	<b>271</b>	<b>292</b>	<b>592</b>
12:30 PM	217	18	235	<b>19</b>	21	40	10	224	234	509
12:45 PM	<b>246</b>	20	<b>266</b>	19	<b>27</b>	<b>46</b>	20	208	228	540
Total Volume	942	77	1019	61	92	153	69	950	1019	2191
% App. Total	92.4	7.6		39.9	60.1		6.8	93.2		
PHF	.957	.802	.958	.803	.852	.832	.821	.876	.872	.925

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	244	21	0	265	14	21	0	35	15	241	0	256	556
02:15 PM	241	20	0	261	15	32	0	47	19	241	0	260	568
02:30 PM	255	23	0	278	14	26	0	40	16	257	0	273	591
02:45 PM	288	22	1	311	16	32	3	51	19	263	0	282	644
<b>Total</b>	<b>1028</b>	<b>86</b>	<b>1</b>	<b>1115</b>	<b>59</b>	<b>111</b>	<b>3</b>	<b>173</b>	<b>69</b>	<b>1002</b>	<b>0</b>	<b>1071</b>	<b>2359</b>
03:00 PM	309	28	0	337	11	34	8	53	26	294	0	320	710
03:15 PM	276	20	0	296	8	23	0	31	22	295	0	317	644
<b>Grand Total</b>	<b>1613</b>	<b>134</b>	<b>1</b>	<b>1748</b>	<b>78</b>	<b>168</b>	<b>11</b>	<b>257</b>	<b>117</b>	<b>1591</b>	<b>0</b>	<b>1708</b>	<b>3713</b>
Apprch %	92.3	7.7	0.1		30.4	65.4	4.3		6.9	93.1	0		
Total %	43.4	3.6	0	47.1	2.1	4.5	0.3	6.9	3.2	42.8	0	46	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	255	23	278	14	26	40	16	257	273	591
02:45 PM	288	22	310	16	32	48	19	263	282	640
03:00 PM	<b>309</b>	<b>28</b>	<b>337</b>	11	<b>34</b>	45	<b>26</b>	294	<b>320</b>	<b>702</b>
03:15 PM	276	20	296	8	23	31	22	<b>295</b>	317	644
Total Volume	1128	93	1221	49	115	164	83	1109	1192	2577
% App. Total	92.4	7.6		29.9	70.1		7	93		
PHF	.913	.830	.906	.766	.846	.854	.798	.940	.931	.918

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	8	0	0	8	0	2	0	2	0	7	0	7	17
02:15 PM	5	0	0	5	1	0	0	1	0	4	0	4	10
02:30 PM	6	0	0	6	0	3	0	3	1	1	0	2	11
02:45 PM	7	1	0	8	1	1	0	2	1	7	0	8	18
<b>Total</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>21</b>	<b>56</b>
03:00 PM	6	1	0	7	0	1	0	1	2	6	0	8	16
03:15 PM	7	2	0	9	0	0	0	0	1	6	0	7	16
<b>Grand Total</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>36</b>	<b>88</b>
Apprch %	90.7	9.3	0		22.2	77.8	0		13.9	86.1	0		
Total %	44.3	4.5	0	48.9	2.3	8	0	10.2	5.7	35.2	0	40.9	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	6	0	6	0	3	3	1	1	2	11
02:45 PM	7	1	8	1	1	2	1	7	8	18
03:00 PM	6	1	7	0	1	1	2	6	8	16
03:15 PM	7	2	9	0	0	0	1	6	7	16
Total Volume	26	4	30	1	5	6	5	20	25	61
% App. Total	86.7	13.3		16.7	83.3		20	80		
PHF	.929	.500	.833	.250	.417	.500	.625	.714	.781	.847



# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
02:00 PM	252	21	0	273	14	23	0	37	15	248	0	263	573
02:15 PM	246	20	0	266	16	32	0	48	19	245	0	264	578
02:30 PM	261	23	0	284	14	29	0	43	17	258	0	275	602
02:45 PM	295	23	1	319	17	33	3	53	20	270	0	290	662
<b>Total</b>	<b>1054</b>	<b>87</b>	<b>1</b>	<b>1142</b>	<b>61</b>	<b>117</b>	<b>3</b>	<b>181</b>	<b>71</b>	<b>1021</b>	<b>0</b>	<b>1092</b>	<b>2415</b>
03:00 PM	315	29	0	344	11	35	8	54	28	300	0	328	726
03:15 PM	283	22	0	305	8	23	0	31	23	301	0	324	660
<b>Grand Total</b>	<b>1652</b>	<b>138</b>	<b>1</b>	<b>1791</b>	<b>80</b>	<b>175</b>	<b>11</b>	<b>266</b>	<b>122</b>	<b>1622</b>	<b>0</b>	<b>1744</b>	<b>3801</b>
Apprch %	92.2	7.7	0.1		30.1	65.8	4.1		7	93	0		
Total %	43.5	3.6	0	47.1	2.1	4.6	0.3	7	3.2	42.7	0	45.9	

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	261	23		284	14	29		43	17	258		275	602
02:45 PM	295	23		318	17	33		50	20	270		290	658
03:00 PM	315	29		344	11	35		46	28	300		328	718
03:15 PM	283	22		305	8	23		31	23	301		324	660
Total Volume	1154	97		1251	50	120		170	88	1129		1217	2638
% App. Total	92.2	7.8			29.4	70.6			7.2	92.8			
PHF	.916	.836		.909	.735	.857		.850	.786	.938		.928	.919

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Car

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	327	22	0	349	7	27	0	34	29	279	0	308	691
04:15 PM	353	26	0	379	11	32	0	43	36	261	0	297	719
04:30 PM	291	23	0	314	17	23	4	44	33	285	0	318	676
04:45 PM	354	35	0	389	14	37	1	52	46	294	0	340	781
<b>Total</b>	<b>1325</b>	<b>106</b>	<b>0</b>	<b>1431</b>	<b>49</b>	<b>119</b>	<b>5</b>	<b>173</b>	<b>144</b>	<b>1119</b>	<b>0</b>	<b>1263</b>	<b>2867</b>
05:00 PM	341	22	0	363	18	33	1	52	37	281	0	318	733
05:15 PM	388	30	0	418	19	31	1	51	38	296	0	334	803
05:30 PM	398	28	0	426	18	42	4	64	29	300	0	329	819
05:45 PM	339	29	0	368	16	33	5	54	33	262	0	295	717
<b>Total</b>	<b>1466</b>	<b>109</b>	<b>0</b>	<b>1575</b>	<b>71</b>	<b>139</b>	<b>11</b>	<b>221</b>	<b>137</b>	<b>1139</b>	<b>0</b>	<b>1276</b>	<b>3072</b>
<b>Grand Total</b>	<b>2791</b>	<b>215</b>	<b>0</b>	<b>3006</b>	<b>120</b>	<b>258</b>	<b>16</b>	<b>394</b>	<b>281</b>	<b>2258</b>	<b>0</b>	<b>2539</b>	<b>5939</b>
Apprch %	92.8	7.2	0		30.5	65.5	4.1		11.1	88.9	0		
Total %	47	3.6	0	50.6	2	4.3	0.3	6.6	4.7	38	0	42.8	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	354	<b>35</b>	389	14	37	51	<b>46</b>	294	<b>340</b>	780
05:00 PM	341	22	363	18	33	51	37	281	318	732
05:15 PM	388	30	418	<b>19</b>	31	50	38	296	334	802
05:30 PM	<b>398</b>	28	<b>426</b>	18	<b>42</b>	<b>60</b>	29	<b>300</b>	329	<b>815</b>
Total Volume	1481	115	1596	69	143	212	150	1171	1321	3129
% App. Total	92.8	7.2		32.5	67.5		11.4	88.6		
PHF	.930	.821	.937	.908	.851	.883	.815	.976	.971	.960

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Truck

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	7	1	0	8	0	1	0	1	1	6	0	7	16
04:15 PM	8	0	0	8	0	1	0	1	2	3	0	5	14
04:30 PM	3	0	0	3	0	0	0	0	1	5	0	6	9
04:45 PM	3	1	0	4	0	0	0	0	1	1	0	2	6
<b>Total</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>45</b>
05:00 PM	4	0	0	4	0	0	0	0	1	2	0	3	7
05:15 PM	1	0	0	1	0	1	0	1	0	4	0	4	6
05:30 PM	2	0	0	2	0	2	0	2	0	7	0	7	11
05:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>29</b>
<b>Grand Total</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>28</b>	<b>0</b>	<b>34</b>	<b>74</b>
Apprch %	94.3	5.7	0		0	100	0		17.6	82.4	0		
Total %	44.6	2.7	0	47.3	0	6.8	0	6.8	8.1	37.8	0	45.9	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	1	8	0	1	1	1	6	7	16
04:15 PM	8	0	8	0	1	1	2	3	5	14
04:30 PM	3	0	3	0	0	0	1	5	6	9
04:45 PM	3	1	4	0	0	0	1	1	2	6
<b>Total Volume</b>	<b>21</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>45</b>
% App. Total	91.3	8.7		0	100		25	75		
PHF	.656	.500	.719	.000	.500	.500	.625	.625	.714	.703

# Peggy Malone & Associates

(888) 247-8602

File Name : 9-Heritage Farms and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	CR 220 Westbound				Heritage Farms Northbound				CR 220 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	334	23	0	357	7	28	0	35	30	285	0	315	707
04:15 PM	361	26	0	387	11	33	0	44	38	264	0	302	733
04:30 PM	294	23	0	317	17	23	4	44	34	290	0	324	685
04:45 PM	357	36	0	393	14	37	1	52	47	295	0	342	787
<b>Total</b>	<b>1346</b>	<b>108</b>	<b>0</b>	<b>1454</b>	<b>49</b>	<b>121</b>	<b>5</b>	<b>175</b>	<b>149</b>	<b>1134</b>	<b>0</b>	<b>1283</b>	<b>2912</b>
05:00 PM	345	22	0	367	18	33	1	52	38	283	0	321	740
05:15 PM	389	30	0	419	19	32	1	52	38	300	0	338	809
05:30 PM	400	28	0	428	18	44	4	66	29	307	0	336	830
05:45 PM	344	29	0	373	16	33	5	54	33	262	0	295	722
<b>Total</b>	<b>1478</b>	<b>109</b>	<b>0</b>	<b>1587</b>	<b>71</b>	<b>142</b>	<b>11</b>	<b>224</b>	<b>138</b>	<b>1152</b>	<b>0</b>	<b>1290</b>	<b>3101</b>
<b>Grand Total</b>	<b>2824</b>	<b>217</b>	<b>0</b>	<b>3041</b>	<b>120</b>	<b>263</b>	<b>16</b>	<b>399</b>	<b>287</b>	<b>2286</b>	<b>0</b>	<b>2573</b>	<b>6013</b>
Apprch %	92.9	7.1	0		30.1	65.9	4		11.2	88.8	0		
Total %	47	3.6	0	50.6	2	4.4	0.3	6.6	4.8	38	0	42.8	

Start Time	CR 220 Westbound			Heritage Farms Northbound			CR 220 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	357	<b>36</b>	393	14	37	51	<b>47</b>	295	<b>342</b>	786
05:00 PM	345	22	367	18	33	51	38	283	321	739
05:15 PM	389	30	419	<b>19</b>	32	51	38	300	338	808
05:30 PM	<b>400</b>	28	<b>428</b>	18	<b>44</b>	<b>62</b>	29	<b>307</b>	336	<b>826</b>
Total Volume	1491	116	1607	69	146	215	152	1185	1337	3159
% App. Total	92.8	7.2		32.1	67.9		11.4	88.6		
PHF	.932	.806	.939	.908	.830	.867	.809	.965	.977	.956



# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	2	0	3	0	5	1	125	3	0	129	43	0	9	0	52	5	291	1	0	297	483
06:45 AM	3	0	5	0	8	0	142	4	0	146	48	0	6	0	54	3	306	0	0	309	517
<b>Total</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>267</b>	<b>7</b>	<b>0</b>	<b>275</b>	<b>91</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>106</b>	<b>8</b>	<b>597</b>	<b>1</b>	<b>0</b>	<b>606</b>	<b>1000</b>
07:00 AM	3	0	5	2	10	0	179	7	0	186	38	0	7	0	45	3	275	2	0	280	521
07:15 AM	0	0	6	0	6	1	210	20	0	231	38	0	6	0	44	12	315	1	0	328	609
07:30 AM	1	0	1	0	2	0	185	15	0	200	24	0	10	1	35	21	361	1	0	383	620
07:45 AM	5	0	1	2	8	0	170	19	0	189	33	0	19	1	53	23	347	1	1	372	622
<b>Total</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>744</b>	<b>61</b>	<b>0</b>	<b>806</b>	<b>133</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>177</b>	<b>59</b>	<b>1298</b>	<b>5</b>	<b>1</b>	<b>1363</b>	<b>2372</b>
08:00 AM	1	2	1	0	4	1	161	24	0	186	57	0	28	0	85	41	286	0	1	328	603
08:15 AM	3	0	2	0	5	0	182	17	0	199	30	0	37	0	67	29	313	2	0	344	615
08:30 AM	2	0	1	0	3	3	195	8	0	206	24	2	7	0	33	4	273	0	0	277	519
08:45 AM	2	0	2	0	4	2	213	14	0	229	15	0	8	1	24	6	288	0	0	294	551
<b>Total</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>751</b>	<b>63</b>	<b>0</b>	<b>820</b>	<b>126</b>	<b>2</b>	<b>80</b>	<b>1</b>	<b>209</b>	<b>80</b>	<b>1160</b>	<b>2</b>	<b>1</b>	<b>1243</b>	<b>2288</b>
<b>Grand Total</b>	<b>22</b>	<b>2</b>	<b>27</b>	<b>4</b>	<b>55</b>	<b>8</b>	<b>1762</b>	<b>131</b>	<b>0</b>	<b>1901</b>	<b>350</b>	<b>2</b>	<b>137</b>	<b>3</b>	<b>492</b>	<b>147</b>	<b>3055</b>	<b>8</b>	<b>2</b>	<b>3212</b>	<b>5660</b>
Apprch %	40	3.6	49.1	7.3		0.4	92.7	6.9	0		71.1	0.4	27.8	0.6		4.6	95.1	0.2	0.1		
Total %	0.4	0	0.5	0.1	1	0.1	31.1	2.3	0	33.6	6.2	0	2.4	0.1	8.7	2.6	54	0.1	0	56.7	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	1	2	0	<b>185</b>	15	<b>200</b>	24	0	10	34	21	<b>361</b>	1	<b>383</b>	<b>619</b>
07:45 AM	5	0	1	6	0	170	19	189	33	0	19	52	23	347	1	371	618
08:00 AM	1	2	1	4	1	161	24	186	57	0	28	85	41	286	0	327	602
08:15 AM	3	0	2	5	0	182	17	199	30	0	37	67	29	313	2	344	615
Total Volume	10	2	5	17	1	698	75	774	144	0	94	238	114	1307	4	1425	2454
% App. Total	58.8	11.8	29.4		0.1	90.2	9.7		60.5	0	39.5		8	91.7	0.3		
PHF	.500	.250	.625	.708	.250	.943	.781	.968	.632	.000	.635	.700	.695	.905	.500	.930	.991

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Truck**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	11	0	0	11	20
06:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	7	0	0	7	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
07:45 AM	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	0	7	0	0	7	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>
08:00 AM	0	0	0	0	0	0	4	2	0	6	2	0	1	0	3	1	4	0	0	5	14
08:15 AM	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	0	8	0	0	8	20
08:30 AM	0	0	0	0	0	0	13	1	0	14	0	0	1	0	1	0	5	0	0	5	20
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>141</b>
Apprch %	0	0	0	0	0	0	89.7	10.3	0		63.6	0	36.4	0		1.6	98.4	0	0		
Total %	0	0	0	0	0	0	43.3	5	0	48.2	5	0	2.8	0	7.8	0.7	43.3	0	0	44	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	4	<b>4</b>	8	0	0	0	0	0	7	0	7	15
08:00 AM	0	0	0	0	0	4	2	6	<b>2</b>	0	<b>1</b>	<b>3</b>	<b>1</b>	4	0	5	14
08:15 AM	0	0	0	0	0	9	0	9	2	0	1	3	0	<b>8</b>	0	<b>8</b>	<b>20</b>
08:30 AM	0	0	0	0	0	<b>13</b>	1	<b>14</b>	0	0	1	1	0	5	0	5	20
Total Volume	0	0	0	0	0	30	7	37	4	0	3	7	1	24	0	25	69
% App. Total	0	0	0	0	0	81.1	18.9		57.1	0	42.9		4	96	0		
PHF	.000	.000	.000	.000	.000	.577	.438	.661	.500	.000	.750	.583	.250	.750	.000	.781	.863

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	2	0	3	0	5	1	133	3	0	137	44	0	9	0	53	5	302	1	0	308	503
06:45 AM	3	0	5	0	8	0	146	4	0	150	50	0	6	0	56	3	313	0	0	316	530
<b>Total</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>279</b>	<b>7</b>	<b>0</b>	<b>287</b>	<b>94</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>109</b>	<b>8</b>	<b>615</b>	<b>1</b>	<b>0</b>	<b>624</b>	<b>1033</b>
07:00 AM	3	0	5	2	10	0	186	7	0	193	38	0	7	0	45	3	284	2	0	289	537
07:15 AM	0	0	6	0	6	1	215	20	0	236	38	0	6	0	44	12	318	1	0	331	617
07:30 AM	1	0	1	0	2	0	188	15	0	203	24	0	10	1	35	21	364	1	0	386	626
07:45 AM	5	0	1	2	8	0	174	23	0	197	33	0	19	1	53	23	354	1	1	379	637
<b>Total</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>763</b>	<b>65</b>	<b>0</b>	<b>829</b>	<b>133</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>177</b>	<b>59</b>	<b>1320</b>	<b>5</b>	<b>1</b>	<b>1385</b>	<b>2417</b>
08:00 AM	1	2	1	0	4	1	165	26	0	192	59	0	29	0	88	42	290	0	1	333	617
08:15 AM	3	0	2	0	5	0	191	17	0	208	32	0	38	0	70	29	321	2	0	352	635
08:30 AM	2	0	1	0	3	3	208	9	0	220	24	2	8	0	34	4	278	0	0	282	539
08:45 AM	2	0	2	0	4	2	217	14	0	233	15	0	9	1	25	6	292	0	0	298	560
<b>Total</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>781</b>	<b>66</b>	<b>0</b>	<b>853</b>	<b>130</b>	<b>2</b>	<b>84</b>	<b>1</b>	<b>217</b>	<b>81</b>	<b>1181</b>	<b>2</b>	<b>1</b>	<b>1265</b>	<b>2351</b>
<b>Grand Total</b>	<b>22</b>	<b>2</b>	<b>27</b>	<b>4</b>	<b>55</b>	<b>8</b>	<b>1823</b>	<b>138</b>	<b>0</b>	<b>1969</b>	<b>357</b>	<b>2</b>	<b>141</b>	<b>3</b>	<b>503</b>	<b>148</b>	<b>3116</b>	<b>8</b>	<b>2</b>	<b>3274</b>	<b>5801</b>
Apprch %	40	3.6	49.1	7.3		0.4	92.6	7	0		71	0.4	28	0.6		4.5	95.2	0.2	0.1		
Total %	0.4	0	0.5	0.1	0.9	0.1	31.4	2.4	0	33.9	6.2	0	2.4	0.1	8.7	2.6	53.7	0.1	0	56.4	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	1	2	0	188	15	203	24	0	10	34	21	<b>364</b>	1	<b>386</b>	625
07:45 AM	5	0	1	6	0	174	23	197	33	0	19	52	23	354	1	378	633
08:00 AM	1	2	1	4	1	165	26	192	59	0	29	88	42	290	0	332	616
08:15 AM	3	0	2	5	0	191	17	208	32	0	38	70	29	321	2	352	635
Total Volume	10	2	5	17	1	718	81	800	148	0	96	244	115	1329	4	1448	2509
% App. Total	58.8	11.8	29.4		0.1	89.8	10.1		60.7	0	39.3		7.9	91.8	0.3		
PHF	.500	.250	.625	.708	.250	.940	.779	.962	.627	.000	.632	.693	.685	.913	.500	.938	.988

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	1	1	2	0	4	5	230	14	0	249	16	0	6	0	22	3	251	2	0	256	531
11:45 AM	2	0	2	1	5	1	244	16	0	261	14	0	3	0	17	6	244	4	0	254	537
<b>Total</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>474</b>	<b>30</b>	<b>0</b>	<b>510</b>	<b>30</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>39</b>	<b>9</b>	<b>495</b>	<b>6</b>	<b>0</b>	<b>510</b>	<b>1068</b>
12:00 PM	2	0	2	2	6	0	258	16	0	274	15	0	4	0	19	4	257	1	0	262	561
12:15 PM	0	0	4	0	4	4	269	20	0	293	15	0	2	2	19	6	270	1	0	277	593
12:30 PM	2	0	1	0	3	1	218	14	0	233	18	0	2	1	21	4	237	0	0	241	498
12:45 PM	0	0	0	0	0	0	265	20	0	285	18	0	2	0	20	0	222	1	0	223	528
<b>Total</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>1010</b>	<b>70</b>	<b>0</b>	<b>1085</b>	<b>66</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>986</b>	<b>3</b>	<b>0</b>	<b>1003</b>	<b>2180</b>
01:00 PM	0	0	3	0	3	3	260	18	0	281	19	0	8	1	28	4	216	3	0	223	535
01:15 PM	1	1	4	0	6	1	257	21	1	280	22	0	4	0	26	7	235	0	0	242	554
<b>Grand Total</b>	<b>8</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>31</b>	<b>15</b>	<b>2001</b>	<b>139</b>	<b>1</b>	<b>2156</b>	<b>137</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>172</b>	<b>34</b>	<b>1932</b>	<b>12</b>	<b>0</b>	<b>1978</b>	<b>4337</b>
Apprch %	25.8	6.5	58.1	9.7		0.7	92.8	6.4	0		79.7	0	18	2.3		1.7	97.7	0.6	0		
Total %	0.2	0	0.4	0.1	0.7	0.3	46.1	3.2	0	49.7	3.2	0	0.7	0.1	4	0.8	44.5	0.3	0	45.6	

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	1	1	2		4	5	230	14		249	16	0	6		22	3	251	2		256	531
11:45 AM	2	0	2		4	1	244	16		261	14	0	3		17	6	244	4		254	536
12:00 PM	2	0	2		4	0	258	16		274	15	0	4		19	4	257	1		262	559
12:15 PM	0	0	4		4	4	269	20		293	15	0	2		17	6	270	1		277	591
Total Volume	5	1	10		16	10	1001	66		1077	60	0	15		75	19	1022	8		1049	2217
% App. Total	31.2	6.2	62.5			0.9	92.9	6.1			80	0	20			1.8	97.4	0.8			
PHF	.625	.250	.625		1.00	.500	.930	.825		.919	.938	.000	.625		.852	.792	.946	.500		.947	.938



# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Truck**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>16</b>
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	1	9	0	0	10	15
12:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	9	0	0	10	17
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>46</b>
01:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
01:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>85</b>
Apprch %	0	0	0	0	0	0	100	0	0	0	33.3	33.3	33.3	0	0	4.2	95.8	0	0	0	
Total %	0	0	0	0	0	0	40	0	0	40	1.2	1.2	1.2	0	3.5	2.4	54.1	0	0	56.5	

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	1	9	0	0	10	15
12:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	9	0	0	10	17
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
01:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>49</b>
% App. Total	0	0	0	0	0	0	100	0	0	0	33.3	33.3	33.3	0	0	6.7	93.3	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.250	.250	.250	.000	.375	.500	.778	.000	.000	.750	.721

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	1	1	2	0	4	5	235	14	0	254	16	0	6	0	22	3	256	2	0	261	541
11:45 AM	2	0	2	1	5	1	248	16	0	265	14	0	3	0	17	6	246	4	0	256	543
<b>Total</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>483</b>	<b>30</b>	<b>0</b>	<b>519</b>	<b>30</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>39</b>	<b>9</b>	<b>502</b>	<b>6</b>	<b>0</b>	<b>517</b>	<b>1084</b>
12:00 PM	2	0	2	2	6	0	261	16	0	277	15	0	4	0	19	4	261	1	0	266	568
12:15 PM	0	0	4	0	4	4	273	20	0	297	15	1	2	2	20	7	279	1	0	287	608
12:30 PM	2	0	1	0	3	1	223	14	0	238	19	0	3	1	23	5	246	0	0	251	515
12:45 PM	0	0	0	0	0	0	268	20	0	288	18	0	2	0	20	0	226	1	0	227	535
<b>Total</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>1025</b>	<b>70</b>	<b>0</b>	<b>1100</b>	<b>67</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>82</b>	<b>16</b>	<b>1012</b>	<b>3</b>	<b>0</b>	<b>1031</b>	<b>2226</b>
01:00 PM	0	0	3	0	3	3	264	18	0	285	19	0	8	1	28	4	222	3	0	229	545
01:15 PM	1	1	4	0	6	1	263	21	1	286	22	0	4	0	26	7	242	0	0	249	567
<b>Grand Total</b>	<b>8</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>31</b>	<b>15</b>	<b>2035</b>	<b>139</b>	<b>1</b>	<b>2190</b>	<b>138</b>	<b>1</b>	<b>32</b>	<b>4</b>	<b>175</b>	<b>36</b>	<b>1978</b>	<b>12</b>	<b>0</b>	<b>2026</b>	<b>4422</b>
Apprch %	25.8	6.5	58.1	9.7		0.7	92.9	6.3	0		78.9	0.6	18.3	2.3		1.8	97.6	0.6	0		
Total %	0.2	0	0.4	0.1	0.7	0.3	46	3.1	0	49.5	3.1	0	0.7	0.1	4	0.8	44.7	0.3	0	45.8	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	1	1	2	4	5	235	14	254	16	0	6	22	3	256	2	261	541
11:45 AM	2	0	2	4	1	248	16	265	14	0	3	17	6	246	4	256	542
12:00 PM	2	0	2	4	0	261	16	277	15	0	4	19	4	261	1	266	566
12:15 PM	0	0	4	4	4	273	20	297	15	1	2	18	7	279	1	287	606
Total Volume	5	1	10	16	10	1017	66	1093	60	1	15	76	20	1042	8	1070	2255
% App. Total	31.2	6.2	62.5		0.9	93	6		78.9	1.3	19.7		1.9	97.4	0.7		
PHF	.625	.250	.625	1.00	.500	.931	.825	.920	.938	.250	.625	.864	.714	.934	.500	.932	.930

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	1	1	0	1	3	0	300	27	0	327	13	0	2	0	15	16	245	2	0	263	608
02:15 PM	0	1	2	0	3	0	252	27	0	279	20	0	6	0	26	19	244	1	0	264	572
02:30 PM	2	0	0	2	4	3	273	15	0	291	29	0	28	0	57	20	258	2	2	282	634
02:45 PM	1	0	2	0	3	0	306	27	0	333	37	0	19	0	56	12	266	1	0	279	671
<b>Total</b>	4	2	4	3	13	3	1131	96	0	1230	99	0	55	0	154	67	1013	6	2	1088	2485
03:00 PM	4	0	4	0	8	2	327	12	0	341	15	0	9	4	28	7	298	5	0	310	687
03:15 PM	2	1	2	1	6	2	314	32	0	348	22	0	6	1	29	9	299	2	0	310	693
<b>Grand Total</b>	10	3	10	4	27	7	1772	140	0	1919	136	0	70	5	211	83	1610	13	2	1708	3865
Apprch %	37	11.1	37	14.8		0.4	92.3	7.3	0		64.5	0	33.2	2.4		4.9	94.3	0.8	0.1		
Total %	0.3	0.1	0.3	0.1	0.7	0.2	45.8	3.6	0	49.7	3.5	0	1.8	0.1	5.5	2.1	41.7	0.3	0.1	44.2	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	2	0	0	2	3	273	15	291	29	0	28	57	20	258	2	280	630
02:45 PM	1	0	2	3	0	306	27	333	37	0	19	56	12	266	1	279	671
03:00 PM	4	0	4	8	2	327	12	341	15	0	9	24	7	298	5	310	683
03:15 PM	2	1	2	5	2	314	32	348	22	0	6	28	9	299	2	310	691
Total Volume	9	1	8	18	7	1220	86	1313	103	0	62	165	48	1121	10	1179	2675
% App. Total	50	5.6	44.4		0.5	92.9	6.5		62.4	0	37.6		4.1	95.1	0.8		
PHF	.563	.250	.500	.563	.583	.933	.672	.943	.696	.000	.554	.724	.600	.937	.500	.951	.968

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Truck**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	1	0	0	0	1	0	4	0	0	4	1	1	1	0	3	3	3	0	0	6	14
02:15 PM	0	0	0	0	0	0	2	3	0	5	1	0	1	0	2	1	3	0	0	4	11
02:30 PM	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	0	3	0	0	3	10
02:45 PM	0	0	0	0	0	0	10	0	0	10	3	0	1	0	4	2	5	0	0	7	21
<b>Total</b>	1	0	0	0	1	0	20	5	0	25	6	1	3	0	10	6	14	0	0	20	56
03:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
03:15 PM	0	0	0	0	0	0	8	1	0	9	2	0	0	0	2	1	4	0	0	5	16
<b>Grand Total</b>	1	0	0	0	1	0	35	6	0	41	8	1	3	0	12	7	25	0	0	32	86
Apprch %	100	0	0	0		0	85.4	14.6	0		66.7	8.3	25	0		21.9	78.1	0	0		
Total %	1.2	0	0	0	1.2	0	40.7	7	0	47.7	9.3	1.2	3.5	0	14	8.1	29.1	0	0	37.2	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	4	2	6	1	0	0	1	0	3	0	3	10
02:45 PM	0	0	0	0	0	10	0	10	3	0	1	4	2	5	0	7	21
03:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
03:15 PM	0	0	0	0	0	8	1	9	2	0	0	2	1	4	0	5	16
Total Volume	0	0	0	0	0	29	3	32	6	0	1	7	3	19	0	22	61
% App. Total	0	0	0		0	90.6	9.4		85.7	0	14.3		13.6	86.4	0		
PHF	.000	.000	.000	.000	.000	.725	.375	.800	.500	.000	.250	.438	.375	.679	.000	.786	.726



# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	2	1	0	1	4	0	304	27	0	331	14	1	3	0	18	19	248	2	0	269	622
02:15 PM	0	1	2	0	3	0	254	30	0	284	21	0	7	0	28	20	247	1	0	268	583
02:30 PM	2	0	0	2	4	3	277	17	0	297	30	0	28	0	58	20	261	2	2	285	644
02:45 PM	1	0	2	0	3	0	316	27	0	343	40	0	20	0	60	14	271	1	0	286	692
<b>Total</b>	5	2	4	3	14	3	1151	101	0	1255	105	1	58	0	164	73	1027	6	2	1108	2541
03:00 PM	4	0	4	0	8	2	334	12	0	348	15	0	9	4	28	7	305	5	0	317	701
03:15 PM	2	1	2	1	6	2	322	33	0	357	24	0	6	1	31	10	303	2	0	315	709
<b>Grand Total</b>	11	3	10	4	28	7	1807	146	0	1960	144	1	73	5	223	90	1635	13	2	1740	3951
Apprch %	39.3	10.7	35.7	14.3		0.4	92.2	7.4	0		64.6	0.4	32.7	2.2		5.2	94	0.7	0.1		
Total %	0.3	0.1	0.3	0.1	0.7	0.2	45.7	3.7	0	49.6	3.6	0	1.8	0.1	5.6	2.3	41.4	0.3	0.1	44	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	2	0	0	2	3	277	17	297	30	0	28	58	20	261	2	283	640
02:45 PM	1	0	2	3	0	316	27	343	40	0	20	60	14	271	1	286	692
03:00 PM	4	0	4	8	2	334	12	348	15	0	9	24	7	305	5	317	697
03:15 PM	2	1	2	5	2	322	33	357	24	0	6	30	10	303	2	315	707
Total Volume	9	1	8	18	7	1249	89	1345	109	0	63	172	51	1140	10	1201	2736
% App. Total	50	5.6	44.4		0.5	92.9	6.6		63.4	0	36.6		4.2	94.9	0.8		
PHF	.563	.250	.500	.563	.583	.935	.674	.942	.681	.000	.563	.717	.638	.934	.500	.947	.967

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	0	1	0	3	2	355	32	0	389	20	0	16	0	36	5	284	0	0	289	717
04:15 PM	1	0	2	0	3	4	357	36	0	397	22	0	11	0	33	10	259	2	0	271	704
04:30 PM	1	0	6	1	8	2	330	34	0	366	22	1	7	3	33	6	301	3	1	311	718
04:45 PM	1	0	3	0	4	6	350	38	0	394	20	0	11	0	31	11	311	3	0	325	754
<b>Total</b>	5	0	12	1	18	14	1392	140	0	1546	84	1	45	3	133	32	1155	8	1	1196	2893
05:00 PM	2	0	2	2	6	6	420	45	0	471	13	0	6	0	19	3	299	5	2	309	805
05:15 PM	0	0	6	0	6	1	409	40	0	450	22	0	8	0	30	13	306	2	0	321	807
05:30 PM	3	0	6	1	10	3	437	45	0	485	17	0	5	0	22	6	317	1	0	324	841
05:45 PM	1	0	3	0	4	6	363	49	0	418	29	0	10	1	40	9	276	0	0	285	747
<b>Total</b>	6	0	17	3	26	16	1629	179	0	1824	81	0	29	1	111	31	1198	8	2	1239	3200
<b>Grand Total</b>	11	0	29	4	44	30	3021	319	0	3370	165	1	74	4	244	63	2353	16	3	2435	6093
Apprch %	25	0	65.9	9.1		0.9	89.6	9.5	0		67.6	0.4	30.3	1.6		2.6	96.6	0.7	0.1		
Total %	0.2	0	0.5	0.1	0.7	0.5	49.6	5.2	0	55.3	2.7	0	1.2	0.1	4	1	38.6	0.3	0	40	

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	3		4	6	350	38		394	20	0	11		31	11	311	3		325	754
05:00 PM	2	0	2		4	6	420	45		471	13	0	6		19	3	299	5		307	801
05:15 PM	0	0	6		6	1	409	40		450	22	0	8		30	13	306	2		321	807
05:30 PM	3	0	6		9	3	437	45		485	17	0	5		22	6	317	1		324	840
<b>Total Volume</b>	6	0	17		23	16	1616	168		1800	72	0	30		102	33	1233	11		1277	3202
% App. Total	26.1	0	73.9			0.9	89.8	9.3			70.6	0	29.4			2.6	96.6	0.9			
PHF	.500	.000	.708		.639	.667	.924	.933		.928	.818	.000	.682		.823	.635	.972	.550		.982	.953

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Truck**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	3	0	0	3	12
04:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	1	4	0	0	5	10
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	0	0	0	0	0	0	20	1	0	21	1	0	2	0	3	1	13	0	0	14	38
05:00 PM	0	0	0	0	0	0	3	2	0	5	1	1	0	0	2	0	1	0	0	1	8
05:15 PM	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	8
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
05:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	1	0	0	0	1	0	9	4	0	13	1	1	0	0	2	0	12	0	0	12	28
<b>Grand Total</b>	1	0	0	0	1	0	29	5	0	34	2	1	2	0	5	1	25	0	0	26	66
Apprch %	100	0	0	0		0	85.3	14.7	0		40	20	40	0		3.8	96.2	0	0		
Total %	1.5	0	0	0	1.5	0	43.9	7.6	0	51.5	3	1.5	3	0	7.6	1.5	37.9	0	0	39.4	

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	3	0	0	3	12
04:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	1	4	0	0	5	10
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total Volume</b>	0	0	0	0	0	0	20	1	0	21	1	0	2	0	3	1	13	0	0	14	38
% App. Total	0	0	0	0		0	95.2	4.8	0		33.3	0	66.7	0		7.1	92.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.250	.656		.250	.000	.500	.750		.250	.650	.000	.700		.731

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

# Peggy Malone & Associates

(888) 247-8602

File Name : 10-Swimming Pen Ck\_Harmony Hall Rd and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Harmony Hall Rd Southbound					CR 220 Westbound					Swimming Pen Dr Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	2	0	1	0	3	2	362	32	0	396	21	0	16	0	37	5	289	0	0	294	730
04:15 PM	1	0	2	0	3	4	365	36	0	405	22	0	12	0	34	10	262	2	0	274	716
04:30 PM	1	0	6	1	8	2	333	35	0	370	22	1	8	3	34	7	305	3	1	316	728
04:45 PM	1	0	3	0	4	6	352	38	0	396	20	0	11	0	31	11	312	3	0	326	757
<b>Total</b>	5	0	12	1	18	14	1412	141	0	1567	85	1	47	3	136	33	1168	8	1	1210	2931
05:00 PM	2	0	2	2	6	6	423	47	0	476	14	1	6	0	21	3	300	5	2	310	813
05:15 PM	1	0	6	0	7	1	411	41	0	453	22	0	8	0	30	13	310	2	0	325	815
05:30 PM	3	0	6	1	10	3	439	45	0	487	17	0	5	0	22	6	324	1	0	331	850
05:45 PM	1	0	3	0	4	6	365	50	0	421	29	0	10	1	40	9	276	0	0	285	750
<b>Total</b>	7	0	17	3	27	16	1638	183	0	1837	82	1	29	1	113	31	1210	8	2	1251	3228
<b>Grand Total</b>	12	0	29	4	45	30	3050	324	0	3404	167	2	76	4	249	64	2378	16	3	2461	6159
Apprch %	26.7	0	64.4	8.9		0.9	89.6	9.5	0		67.1	0.8	30.5	1.6		2.6	96.6	0.7	0.1		
Total %	0.2	0	0.5	0.1	0.7	0.5	49.5	5.3	0	55.3	2.7	0	1.2	0.1	4	1	38.6	0.3	0	40	

Start Time	Harmony Hall Rd Southbound				CR 220 Westbound				Swimming Pen Dr Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	3	4	6	352	38	396	20	0	11	31	11	312	3	326	757
05:00 PM	2	0	2	4	6	423	47	476	14	1	6	21	3	300	5	308	809
05:15 PM	1	0	6	7	1	411	41	453	22	0	8	30	13	310	2	325	815
05:30 PM	3	0	6	9	3	439	45	487	17	0	5	22	6	324	1	331	849
<b>Total Volume</b>	7	0	17	24	16	1625	171	1812	73	1	30	104	33	1246	11	1290	3230
% App. Total	29.2	0	70.8		0.9	89.7	9.4		70.2	1	28.8		2.6	96.6	0.9		
PHF	.583	.000	.708	.667	.667	.925	.910	.930	.830	.250	.682	.839	.635	.961	.550	.974	.951



# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	14	12	31	0	57	3	93	3	0	99	14	3	9	0	26	7	313	3	0	323	505
06:45 AM	15	19	44	0	78	4	104	5	0	113	14	3	11	0	28	9	360	8	1	378	597
<b>Total</b>	<b>29</b>	<b>31</b>	<b>75</b>	<b>0</b>	<b>135</b>	<b>7</b>	<b>197</b>	<b>8</b>	<b>0</b>	<b>212</b>	<b>28</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>673</b>	<b>11</b>	<b>1</b>	<b>701</b>	<b>1102</b>
07:00 AM	13	16	29	0	58	15	117	13	0	145	27	14	21	0	62	19	298	8	0	325	590
07:15 AM	23	8	15	0	46	17	147	26	0	190	13	10	20	0	43	22	332	19	0	373	652
07:30 AM	20	13	31	0	64	22	109	36	0	167	12	7	16	0	35	38	328	20	2	388	654
07:45 AM	20	19	26	0	65	23	119	30	0	172	17	9	15	0	41	28	344	28	2	402	680
<b>Total</b>	<b>76</b>	<b>56</b>	<b>101</b>	<b>0</b>	<b>233</b>	<b>77</b>	<b>492</b>	<b>105</b>	<b>0</b>	<b>674</b>	<b>69</b>	<b>40</b>	<b>72</b>	<b>0</b>	<b>181</b>	<b>107</b>	<b>1302</b>	<b>75</b>	<b>4</b>	<b>1488</b>	<b>2576</b>
08:00 AM	9	8	40	0	57	18	120	7	0	145	38	9	14	0	61	8	365	19	0	392	655
08:15 AM	22	9	42	0	73	26	154	5	0	185	33	8	12	0	53	6	309	18	0	333	644
08:30 AM	21	2	25	0	48	13	166	9	0	188	19	3	12	0	34	5	328	8	0	341	611
08:45 AM	19	7	32	0	58	16	188	8	0	212	15	5	17	0	37	6	285	9	0	300	607
<b>Total</b>	<b>71</b>	<b>26</b>	<b>139</b>	<b>0</b>	<b>236</b>	<b>73</b>	<b>628</b>	<b>29</b>	<b>0</b>	<b>730</b>	<b>105</b>	<b>25</b>	<b>55</b>	<b>0</b>	<b>185</b>	<b>25</b>	<b>1287</b>	<b>54</b>	<b>0</b>	<b>1366</b>	<b>2517</b>
<b>Grand Total</b>	<b>176</b>	<b>113</b>	<b>315</b>	<b>0</b>	<b>604</b>	<b>157</b>	<b>1317</b>	<b>142</b>	<b>0</b>	<b>1616</b>	<b>202</b>	<b>71</b>	<b>147</b>	<b>0</b>	<b>420</b>	<b>148</b>	<b>3262</b>	<b>140</b>	<b>5</b>	<b>3555</b>	<b>6195</b>
Apprch %	29.1	18.7	52.2	0		9.7	81.5	8.8	0		48.1	16.9	35	0		4.2	91.8	3.9	0.1		
Total %	2.8	1.8	5.1	0	9.7	2.5	21.3	2.3	0	26.1	3.3	1.1	2.4	0	6.8	2.4	52.7	2.3	0.1	57.4	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	<b>23</b>	8	15	46	17	<b>147</b>	26	<b>190</b>	13	<b>10</b>	<b>20</b>	43	22	332	19	373	652
07:30 AM	20	13	31	64	22	109	<b>36</b>	167	12	7	16	35	<b>38</b>	328	20	386	652
07:45 AM	20	<b>19</b>	26	<b>65</b>	<b>23</b>	119	30	172	17	9	15	41	28	344	<b>28</b>	<b>400</b>	<b>678</b>
08:00 AM	9	8	<b>40</b>	57	18	120	7	145	<b>38</b>	9	14	<b>61</b>	8	<b>365</b>	19	392	655
Total Volume	72	48	112	232	80	495	99	674	80	35	65	180	96	1369	86	1551	2637
% App. Total	31	20.7	48.3		11.9	73.4	14.7		44.4	19.4	36.1		6.2	88.3	5.5		
PHF	.783	.632	.700	.892	.870	.842	.688	.887	.526	.875	.813	.738	.632	.938	.768	.969	.972

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 AM

Site Code :

Start Date : 11/6/2018

Page No : 1

### Groups Printed- Truck

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	0	2	0	3	0	3	0	0	3	0	0	2	0	2	0	3	1	0	4	12
06:45 AM	0	1	2	0	3	0	5	0	0	5	0	0	1	0	1	0	9	0	0	9	18
<b>Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>30</b>
07:00 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
07:15 AM	0	0	1	0	1	3	3	0	0	6	0	0	1	0	1	0	4	0	0	4	12
07:30 AM	0	1	0	0	1	1	3	1	0	5	0	0	0	0	0	0	3	1	0	4	10
07:45 AM	0	1	0	0	1	0	8	1	0	9	0	0	1	0	1	0	6	0	0	6	17
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>48</b>
08:00 AM	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	1	3	3	0	7	16
08:15 AM	1	1	1	0	3	0	7	0	0	7	0	2	4	0	6	0	6	2	0	8	24
08:30 AM	0	0	0	0	0	1	5	0	0	6	3	2	1	0	6	0	1	1	0	2	14
08:45 AM	1	0	0	0	1	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>59</b>
<b>Grand Total</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>3</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>48</b>	<b>137</b>
Apprch %	33.3	26.7	40	0		14.3	82.1	3.6	0		16.7	22.2	61.1	0		2.1	81.2	16.7	0		
Total %	3.6	2.9	4.4	0	10.9	5.8	33.6	1.5	0	40.9	2.2	2.9	8	0	13.1	0.7	28.5	5.8	0	35	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	8	1	9	0	0	1	1	0	6	0	6	17
08:00 AM	1	0	0	1	1	7	0	8	0	0	0	0	1	3	3	7	16
08:15 AM	1	1	1	3	0	7	0	7	0	2	4	6	0	6	2	8	24
08:30 AM	0	0	0	0	1	5	0	6	3	2	1	6	0	1	1	2	14
<b>Total Volume</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>27</b>	<b>1</b>	<b>30</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>16</b>	<b>6</b>	<b>23</b>	<b>71</b>
% App. Total	40	40	20		6.7	90	3.3		23.1	30.8	46.2		4.3	69.6	26.1		
PHF	.500	.500	.250	.417	.500	.844	.250	.833	.250	.500	.375	.542	.250	.667	.500	.719	.740

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 AM  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	15	12	33	0	60	3	96	3	0	102	14	3	11	0	28	7	316	4	0	327	517
06:45 AM	15	20	46	0	81	4	109	5	0	118	14	3	12	0	29	9	369	8	1	387	615
<b>Total</b>	<b>30</b>	<b>32</b>	<b>79</b>	<b>0</b>	<b>141</b>	<b>7</b>	<b>205</b>	<b>8</b>	<b>0</b>	<b>220</b>	<b>28</b>	<b>6</b>	<b>23</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>685</b>	<b>12</b>	<b>1</b>	<b>714</b>	<b>1132</b>
07:00 AM	14	16	29	0	59	15	121	13	0	149	27	14	21	0	62	19	302	8	0	329	599
07:15 AM	23	8	16	0	47	20	150	26	0	196	13	10	21	0	44	22	336	19	0	377	664
07:30 AM	20	14	31	0	65	23	112	37	0	172	12	7	16	0	35	38	331	21	2	392	664
07:45 AM	20	20	26	0	66	23	127	31	0	181	17	9	16	0	42	28	350	28	2	408	697
<b>Total</b>	<b>77</b>	<b>58</b>	<b>102</b>	<b>0</b>	<b>237</b>	<b>81</b>	<b>510</b>	<b>107</b>	<b>0</b>	<b>698</b>	<b>69</b>	<b>40</b>	<b>74</b>	<b>0</b>	<b>183</b>	<b>107</b>	<b>1319</b>	<b>76</b>	<b>4</b>	<b>1506</b>	<b>2624</b>
08:00 AM	10	8	40	0	58	19	127	7	0	153	38	9	14	0	61	9	368	22	0	399	671
08:15 AM	23	10	43	0	76	26	161	5	0	192	33	10	16	0	59	6	315	20	0	341	668
08:30 AM	21	2	25	0	48	14	171	9	0	194	22	5	13	0	40	5	329	9	0	343	625
08:45 AM	20	7	32	0	59	18	189	8	0	215	15	5	18	0	38	6	285	9	0	300	612
<b>Total</b>	<b>74</b>	<b>27</b>	<b>140</b>	<b>0</b>	<b>241</b>	<b>77</b>	<b>648</b>	<b>29</b>	<b>0</b>	<b>754</b>	<b>108</b>	<b>29</b>	<b>61</b>	<b>0</b>	<b>198</b>	<b>26</b>	<b>1297</b>	<b>60</b>	<b>0</b>	<b>1383</b>	<b>2576</b>
<b>Grand Total</b>	<b>181</b>	<b>117</b>	<b>321</b>	<b>0</b>	<b>619</b>	<b>165</b>	<b>1363</b>	<b>144</b>	<b>0</b>	<b>1672</b>	<b>205</b>	<b>75</b>	<b>158</b>	<b>0</b>	<b>438</b>	<b>149</b>	<b>3301</b>	<b>148</b>	<b>5</b>	<b>3603</b>	<b>6332</b>
Apprch %	29.2	18.9	51.9	0		9.9	81.5	8.6	0		46.8	17.1	36.1	0		4.1	91.6	4.1	0.1		
Total %	2.9	1.8	5.1	0	9.8	2.6	21.5	2.3	0	26.4	3.2	1.2	2.5	0	6.9	2.4	52.1	2.3	0.1	56.9	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	14	31	65	23	112	37	172	12	7	16	35	38	331	21	390	662
07:45 AM	20	20	26	66	23	127	31	181	17	9	16	42	28	350	28	406	695
08:00 AM	10	8	40	58	19	127	7	153	38	9	14	61	9	368	22	399	671
08:15 AM	23	10	43	76	26	161	5	192	33	10	16	59	6	315	20	341	668
Total Volume	73	52	140	265	91	527	80	698	100	35	62	197	81	1364	91	1536	2696
% App. Total	27.5	19.6	52.8		13	75.5	11.5		50.8	17.8	31.5		5.3	88.8	5.9		
PHF	.793	.650	.814	.872	.875	.818	.541	.909	.658	.875	.969	.807	.533	.927	.813	.946	.970

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	15	4	27	0	46	22	225	11	0	258	8	5	9	0	22	5	245	8	2	260	586
11:45 AM	7	3	27	0	37	25	250	11	0	286	9	1	10	0	20	6	271	5	0	282	625
<b>Total</b>	<b>22</b>	<b>7</b>	<b>54</b>	<b>0</b>	<b>83</b>	<b>47</b>	<b>475</b>	<b>22</b>	<b>0</b>	<b>544</b>	<b>17</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>516</b>	<b>13</b>	<b>2</b>	<b>542</b>	<b>1211</b>
12:00 PM	9	5	22	0	36	35	272	9	0	316	9	3	13	0	25	3	277	13	0	293	670
12:15 PM	13	5	36	0	54	33	269	14	0	316	10	4	10	0	24	4	250	16	0	270	664
12:30 PM	12	5	24	0	41	35	248	21	0	304	9	1	5	0	15	2	254	12	0	268	628
12:45 PM	13	4	17	0	34	33	263	18	0	314	7	4	8	0	19	8	222	10	0	240	607
<b>Total</b>	<b>47</b>	<b>19</b>	<b>99</b>	<b>0</b>	<b>165</b>	<b>136</b>	<b>1052</b>	<b>62</b>	<b>0</b>	<b>1250</b>	<b>35</b>	<b>12</b>	<b>36</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>1003</b>	<b>51</b>	<b>0</b>	<b>1071</b>	<b>2569</b>
01:00 PM	11	5	21	0	37	23	276	12	0	311	11	3	7	0	21	1	228	9	0	238	607
01:15 PM	10	6	21	0	37	27	253	18	0	298	12	5	5	0	22	6	218	10	0	234	591
<b>Grand Total</b>	<b>90</b>	<b>37</b>	<b>195</b>	<b>0</b>	<b>322</b>	<b>233</b>	<b>2056</b>	<b>114</b>	<b>0</b>	<b>2403</b>	<b>75</b>	<b>26</b>	<b>67</b>	<b>0</b>	<b>168</b>	<b>35</b>	<b>1965</b>	<b>83</b>	<b>2</b>	<b>2085</b>	<b>4978</b>
Apprch %	28	11.5	60.6	0		9.7	85.6	4.7	0		44.6	15.5	39.9	0		1.7	94.2	4	0.1		
Total %	1.8	0.7	3.9	0	6.5	4.7	41.3	2.3	0	48.3	1.5	0.5	1.3	0	3.4	0.7	39.5	1.7	0	41.9	

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	7	3	27		37	25	250	11		286	9	1	10		20	6	271	5		282	625
12:00 PM	9	5	22		36	35	272	9		316	9	3	13		25	3	277	13		293	670
12:15 PM	13	5	36		54	33	269	14		316	10	4	10		24	4	250	16		270	664
12:30 PM	12	5	24		41	35	248	21		304	9	1	5		15	2	254	12		268	628
Total Volume	41	18	109		168	128	1039	55		1222	37	9	38		84	15	1052	46		1113	2587
% App. Total	24.4	10.7	64.9			10.5	85	4.5			44	10.7	45.2			1.3	94.5	4.1			
PHF	.788	.900	.757		.778	.914	.955	.655		.967	.925	.563	.731		.840	.625	.949	.719		.950	.965



# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 MID

Site Code :

Start Date : 11/6/2018

Page No : 1

Groups Printed- Truck

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	4	1	0	5	12
11:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>21</b>
12:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5
12:15 PM	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	12
12:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	18
12:45 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
<b>Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>43</b>
01:00 PM	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	4	0	0	4	13
01:15 PM	0	1	1	0	2	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	12
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>89</b>
Apprch %	16.7	16.7	66.7	0		2.9	94.3	2.9	0		83.3	0	16.7	0		0	95.2	4.8	0		
Total %	1.1	1.1	4.5	0	6.7	1.1	37.1	1.1	0	39.3	5.6	0	1.1	0	6.7	0	44.9	2.2	0	47.2	

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	12
12:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	18
12:45 PM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
01:00 PM	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	4	0	0	4	13
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>51</b>
% App. Total	33.3	0	66.7	0		0	94.7	5.3	0		100	0	0	0		0	100	0	0		
PHF	.250	.000	.500	.375		.000	.643	.250	.679		.500	.000	.000	.500		.000	.446	.000	.446		.708

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 MID  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:30 AM	15	4	27	0	46	23	230	11	0	264	8	5	10	0	23	5	249	9	2	265	598
11:45 AM	7	3	27	0	37	25	255	11	0	291	9	1	10	0	20	6	274	6	0	286	634
<b>Total</b>	<b>22</b>	<b>7</b>	<b>54</b>	<b>0</b>	<b>83</b>	<b>48</b>	<b>485</b>	<b>22</b>	<b>0</b>	<b>555</b>	<b>17</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>523</b>	<b>15</b>	<b>2</b>	<b>551</b>	<b>1232</b>
12:00 PM	9	5	23	0	37	35	272	9	0	316	10	3	13	0	26	3	280	13	0	296	675
12:15 PM	13	5	37	0	55	33	276	14	0	323	11	4	10	0	25	4	253	16	0	273	676
12:30 PM	12	5	24	0	41	35	251	21	0	307	10	1	5	0	16	2	268	12	0	282	646
12:45 PM	14	4	18	0	36	33	265	18	0	316	7	4	8	0	19	8	226	10	0	244	615
<b>Total</b>	<b>48</b>	<b>19</b>	<b>102</b>	<b>0</b>	<b>169</b>	<b>136</b>	<b>1064</b>	<b>62</b>	<b>0</b>	<b>1262</b>	<b>38</b>	<b>12</b>	<b>36</b>	<b>0</b>	<b>86</b>	<b>17</b>	<b>1027</b>	<b>51</b>	<b>0</b>	<b>1095</b>	<b>2612</b>
01:00 PM	11	5	21	0	37	23	282	13	0	318	13	3	7	0	23	1	232	9	0	242	620
01:15 PM	10	7	22	0	39	27	258	18	0	303	12	5	5	0	22	6	223	10	0	239	603
<b>Grand Total</b>	<b>91</b>	<b>38</b>	<b>199</b>	<b>0</b>	<b>328</b>	<b>234</b>	<b>2089</b>	<b>115</b>	<b>0</b>	<b>2438</b>	<b>80</b>	<b>26</b>	<b>68</b>	<b>0</b>	<b>174</b>	<b>35</b>	<b>2005</b>	<b>85</b>	<b>2</b>	<b>2127</b>	<b>5067</b>
Apprch %	27.7	11.6	60.7	0		9.6	85.7	4.7	0		46	14.9	39.1	0		1.6	94.3	4	0.1		
Total %	1.8	0.7	3.9	0	6.5	4.6	41.2	2.3	0	48.1	1.6	0.5	1.3	0	3.4	0.7	39.6	1.7	0	42	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	7	3	27	37	25	255	11	291	9	1	10	20	6	274	6	286	634
12:00 PM	9	5	23	37	35	272	9	316	10	3	13	26	3	280	13	296	675
12:15 PM	13	5	37	55	33	276	14	323	11	4	10	25	4	253	16	273	676
12:30 PM	12	5	24	41	35	251	21	307	10	1	5	16	2	268	12	282	646
<b>Total Volume</b>	<b>41</b>	<b>18</b>	<b>111</b>	<b>170</b>	<b>128</b>	<b>1054</b>	<b>55</b>	<b>1237</b>	<b>40</b>	<b>9</b>	<b>38</b>	<b>87</b>	<b>15</b>	<b>1075</b>	<b>47</b>	<b>1137</b>	<b>2631</b>
% App. Total	24.1	10.6	65.3		10.3	85.2	4.4		46	10.3	43.7		1.3	94.5	4.1		
PHF	.788	.900	.750	.773	.914	.955	.655	.957	.909	.563	.731	.837	.625	.960	.734	.960	.973

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Car**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	19	9	18	0	46	44	297	15	0	356	17	10	6	0	33	8	228	12	0	248	683
02:15 PM	16	7	21	0	44	31	265	19	0	315	7	9	8	0	24	7	231	13	0	251	634
02:30 PM	12	8	28	0	48	32	291	23	0	346	4	4	10	0	18	11	238	23	0	272	684
02:45 PM	33	11	32	0	76	21	302	23	0	346	11	4	12	0	27	11	262	14	3	290	739
<b>Total</b>	80	35	99	0	214	128	1155	80	0	1363	39	27	36	0	102	37	959	62	3	1061	2740
03:00 PM	33	5	37	0	75	29	286	9	0	324	9	2	1	0	12	17	265	25	6	313	724
03:15 PM	13	5	37	0	55	29	337	23	0	389	17	3	13	0	33	9	295	19	0	323	800
<b>Grand Total</b>	126	45	173	0	344	186	1778	112	0	2076	65	32	50	0	147	63	1519	106	9	1697	4264
Apprch %	36.6	13.1	50.3	0		9	85.6	5.4	0		44.2	21.8	34	0		3.7	89.5	6.2	0.5		
Total %	3	1.1	4.1	0	8.1	4.4	41.7	2.6	0	48.7	1.5	0.8	1.2	0	3.4	1.5	35.6	2.5	0.2	39.8	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	12	8	28	48	32	291	23	346	4	4	10	18	11	238	23	272	684
02:45 PM	33	11	32	76	21	302	23	346	11	4	12	27	11	262	14	287	736
03:00 PM	33	5	37	75	29	286	9	324	9	2	1	12	17	265	25	307	718
03:15 PM	13	5	37	55	29	337	23	389	17	3	13	33	9	295	19	323	800
Total Volume	91	29	134	254	111	1216	78	1405	41	13	36	90	48	1060	81	1189	2938
% App. Total	35.8	11.4	52.8		7.9	86.5	5.6		45.6	14.4	40		4	89.2	6.8		
PHF	.689	.659	.905	.836	.867	.902	.848	.903	.603	.813	.692	.682	.706	.898	.810	.920	.918

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM1

Site Code :

Start Date : 11/6/2018

Page No : 1

**Groups Printed- Truck**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	1	1	0	0	2	1	5	0	0	6	0	0	0	0	0	0	2	3	0	5	13
02:15 PM	0	0	0	0	0	1	7	0	0	8	1	0	2	0	3	0	3	0	0	3	14
02:30 PM	1	0	0	0	1	1	3	0	0	4	0	1	2	0	3	0	4	0	0	4	12
02:45 PM	2	0	0	0	2	0	4	0	0	4	0	3	0	0	3	0	8	1	0	9	18
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>57</b>
03:00 PM	1	0	3	0	4	2	4	0	0	6	0	0	0	0	0	0	5	1	0	6	16
03:15 PM	1	0	0	0	1	0	8	2	0	10	0	0	1	0	1	0	5	0	0	5	17
<b>Grand Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>90</b>
Apprch %	60	10	30	0		13.2	81.6	5.3	0		10	40	50	0		0	84.4	15.6	0		
Total %	6.7	1.1	3.3	0	11.1	5.6	34.4	2.2	0	42.2	1.1	4.4	5.6	0	11.1	0	30	5.6	0	35.6	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	0	0	1	1	3	0	4	0	1	2	3	0	4	0	4	12
02:45 PM	2	0	0	2	0	4	0	4	0	3	0	3	0	8	1	9	18
03:00 PM	1	0	3	4	2	4	0	6	0	0	0	0	0	5	1	6	16
03:15 PM	1	0	0	1	0	8	2	10	0	0	1	1	0	5	0	5	17
<b>Total Volume</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>19</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>24</b>	<b>63</b>
% App. Total	62.5	0	37.5		12.5	79.2	8.3		0	57.1	42.9		0	91.7	8.3		
PHF	.625	.000	.250	.500	.375	.594	.250	.600	.000	.333	.375	.583	.000	.688	.500	.667	.875



# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM1  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

### Groups Printed- Combined

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	20	10	18	0	48	45	302	15	0	362	17	10	6	0	33	8	230	15	0	253	696
02:15 PM	16	7	21	0	44	32	272	19	0	323	8	9	10	0	27	7	234	13	0	254	648
02:30 PM	13	8	28	0	49	33	294	23	0	350	4	5	12	0	21	11	242	23	0	276	696
02:45 PM	35	11	32	0	78	21	306	23	0	350	11	7	12	0	30	11	270	15	3	299	757
<b>Total</b>	84	36	99	0	219	131	1174	80	0	1385	40	31	40	0	111	37	976	66	3	1082	2797
03:00 PM	34	5	40	0	79	31	290	9	0	330	9	2	1	0	12	17	270	26	6	319	740
03:15 PM	14	5	37	0	56	29	345	25	0	399	17	3	14	0	34	9	300	19	0	328	817
<b>Grand Total</b>	132	46	176	0	354	191	1809	114	0	2114	66	36	55	0	157	63	1546	111	9	1729	4354
Apprch %	37.3	13	49.7	0		9	85.6	5.4	0		42	22.9	35	0		3.6	89.4	6.4	0.5		
Total %	3	1.1	4	0	8.1	4.4	41.5	2.6	0	48.6	1.5	0.8	1.3	0	3.6	1.4	35.5	2.5	0.2	39.7	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	13	8	28	49	33	294	23	350	4	5	12	21	11	242	23	276	696
02:45 PM	35	11	32	78	21	306	23	350	11	7	12	30	11	270	15	296	754
03:00 PM	34	5	40	79	31	290	9	330	9	2	1	12	17	270	26	313	734
03:15 PM	14	5	37	56	29	345	25	399	17	3	14	34	9	300	19	328	817
Total Volume	96	29	137	262	114	1235	80	1429	41	17	39	97	48	1082	83	1213	3001
% App. Total	36.6	11.1	52.3		8	86.4	5.6		42.3	17.5	40.2		4	89.2	6.8		
PHF	.686	.659	.856	.829	.864	.895	.800	.895	.603	.607	.696	.713	.706	.902	.798	.925	.918

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

Groups Printed- Car

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	10	33	0	58	46	375	10	0	431	11	7	16	0	34	6	231	21	0	258	781
04:15 PM	20	9	24	0	53	35	391	19	0	445	10	4	21	0	35	8	254	22	0	284	817
04:30 PM	17	7	27	0	51	31	377	12	0	420	13	6	17	0	36	9	262	15	2	288	795
04:45 PM	26	16	32	0	74	35	355	8	0	398	25	17	19	0	61	13	259	27	0	299	832
<b>Total</b>	<b>78</b>	<b>42</b>	<b>116</b>	<b>0</b>	<b>236</b>	<b>147</b>	<b>1498</b>	<b>49</b>	<b>0</b>	<b>1694</b>	<b>59</b>	<b>34</b>	<b>73</b>	<b>0</b>	<b>166</b>	<b>36</b>	<b>1006</b>	<b>85</b>	<b>2</b>	<b>1129</b>	<b>3225</b>
05:00 PM	17	10	30	0	57	39	465	18	0	522	13	11	23	0	47	12	254	26	0	292	918
05:15 PM	17	12	25	0	54	34	458	19	0	511	10	17	15	0	42	7	277	25	0	309	916
05:30 PM	32	11	25	0	68	46	430	16	0	492	7	12	28	0	47	6	255	32	0	293	900
05:45 PM	25	12	33	0	70	42	404	18	0	464	11	19	15	0	45	4	241	46	1	292	871
<b>Total</b>	<b>91</b>	<b>45</b>	<b>113</b>	<b>0</b>	<b>249</b>	<b>161</b>	<b>1757</b>	<b>71</b>	<b>0</b>	<b>1989</b>	<b>41</b>	<b>59</b>	<b>81</b>	<b>0</b>	<b>181</b>	<b>29</b>	<b>1027</b>	<b>129</b>	<b>1</b>	<b>1186</b>	<b>3605</b>
<b>Grand Total</b>	<b>169</b>	<b>87</b>	<b>229</b>	<b>0</b>	<b>485</b>	<b>308</b>	<b>3255</b>	<b>120</b>	<b>0</b>	<b>3683</b>	<b>100</b>	<b>93</b>	<b>154</b>	<b>0</b>	<b>347</b>	<b>65</b>	<b>2033</b>	<b>214</b>	<b>3</b>	<b>2315</b>	<b>6830</b>
Apprch %	34.8	17.9	47.2	0		8.4	88.4	3.3	0		28.8	26.8	44.4	0		2.8	87.8	9.2	0.1		
Total %	2.5	1.3	3.4	0	7.1	4.5	47.7	1.8	0	53.9	1.5	1.4	2.3	0	5.1	1	29.8	3.1	0	33.9	

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	17	10	30		57	39	<b>465</b>	18		<b>522</b>	<b>13</b>	11	23		<b>47</b>	<b>12</b>	254	26		292	<b>918</b>
05:15 PM	17	<b>12</b>	25		54	34	458	<b>19</b>		511	10	17	15		42	7	<b>277</b>	25		<b>309</b>	916
05:30 PM	<b>32</b>	11	25		68	<b>46</b>	430	16		492	7	12	<b>28</b>		47	6	255	32		293	900
05:45 PM	25	12	<b>33</b>		<b>70</b>	42	404	18		464	11	<b>19</b>	15		45	4	241	<b>46</b>		291	870
Total Volume	91	45	113		249	161	1757	71		1989	41	59	81		181	29	1027	129		1185	3604
% App. Total	36.5	18.1	45.4			8.1	88.3	3.6			22.7	32.6	44.8			2.4	86.7	10.9			
PHF	.711	.938	.856		.889	.875	.945	.934		.953	.788	.776	.723		.963	.604	.927	.701		.959	.981

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Truck**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8
04:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	11
04:30 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	12
04:45 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
<b>Total</b>	5	0	0	0	5	1	18	0	0	19	0	0	1	0	1	0	13	1	0	14	39
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
<b>Total</b>	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	14	0	0	14	30
<b>Grand Total</b>	5	0	0	0	5	1	34	0	0	35	0	0	1	0	1	0	27	1	0	28	69
Apprch %	100	0	0	0		2.9	97.1	0	0		0	0	100	0		0	96.4	3.6	0		
Total %	7.2	0	0	0	7.2	1.4	49.3	0	0	50.7	0	0	1.4	0	1.4	0	39.1	1.4	0	40.6	

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8
04:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	11
04:30 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	12
04:45 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
<b>Total Volume</b>	5	0	0	0	5	1	18	0	0	19	0	0	1	0	1	0	13	1	0	14	39
% App. Total	100	0	0	0		5.3	94.7	0	0		0	0	100	0		0	92.9	7.1	0		
PHF	.625	.000	.000	.000	.625	.250	.900	.000	.000	.792	.000	.000	.250	.250	.250	.000	.542	.250	.000	.583	.813

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

# Peggy Malone & Associates

(888) 247-8602

File Name : 11-Canova Rd\_Lakeshore Dr and CR 220 PM2  
 Site Code :  
 Start Date : 11/6/2018  
 Page No : 1

**Groups Printed- Combined**

Start Time	Lakeshore Dr Southbound					CR 220 Westbound					Canova Rd Northbound					CR 220 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	10	33	0	59	46	379	10	0	435	11	7	16	0	34	6	233	22	0	261	789
04:15 PM	22	9	24	0	55	35	396	19	0	450	10	4	22	0	36	8	257	22	0	287	828
04:30 PM	19	7	27	0	53	31	381	12	0	424	13	6	17	0	36	9	268	15	2	294	807
04:45 PM	26	16	32	0	74	36	360	8	0	404	25	17	19	0	61	13	261	27	0	301	840
<b>Total</b>	83	42	116	0	241	148	1516	49	0	1713	59	34	74	0	167	36	1019	86	2	1143	3264
05:00 PM	17	10	30	0	57	39	468	18	0	525	13	11	23	0	47	12	255	26	0	293	922
05:15 PM	17	12	25	0	54	34	461	19	0	514	10	17	15	0	42	7	283	25	0	315	925
05:30 PM	32	11	25	0	68	46	434	16	0	496	7	12	28	0	47	6	259	32	0	297	908
05:45 PM	25	12	33	0	70	42	410	18	0	470	11	19	15	0	45	4	244	46	1	295	880
<b>Total</b>	91	45	113	0	249	161	1773	71	0	2005	41	59	81	0	181	29	1041	129	1	1200	3635
<b>Grand Total</b>	174	87	229	0	490	309	3289	120	0	3718	100	93	155	0	348	65	2060	215	3	2343	6899
Apprch %	35.5	17.8	46.7	0		8.3	88.5	3.2	0		28.7	26.7	44.5	0		2.8	87.9	9.2	0.1		
Total %	2.5	1.3	3.3	0	7.1	4.5	47.7	1.7	0	53.9	1.4	1.3	2.2	0	5	0.9	29.9	3.1	0	34	

Start Time	Lakeshore Dr Southbound				CR 220 Westbound				Canova Rd Northbound				CR 220 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	10	30	57	39	<b>468</b>	18	<b>525</b>	<b>13</b>	11	23	<b>47</b>	<b>12</b>	255	26	293	922
05:15 PM	17	<b>12</b>	25	54	34	461	<b>19</b>	514	10	17	15	42	7	<b>283</b>	25	<b>315</b>	<b>925</b>
05:30 PM	<b>32</b>	11	25	68	<b>46</b>	434	16	496	7	12	<b>28</b>	47	6	259	32	297	908
05:45 PM	25	12	<b>33</b>	<b>70</b>	42	410	18	470	11	<b>19</b>	15	45	4	244	<b>46</b>	294	879
Total Volume	91	45	113	249	161	1773	71	2005	41	59	81	181	29	1041	129	1199	3634
% App. Total	36.5	18.1	45.4		8	88.4	3.5		22.7	32.6	44.8		2.4	86.8	10.8		
PHF	.711	.938	.856	.889	.875	.947	.934	.955	.788	.776	.723	.963	.604	.920	.701	.952	.982