



Existing Conditions Summary

US 192 to Vineland Avenue | September 2016

FM 437174-1 & 437175-1



Prepared for:
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720
www.dot.state.fl.us



DRAFT EXISTING CONDITIONS SUMMARY

SR 535 Corridor Planning Study

From US 192 to Vineland Avenue
FM 437174-1 & 437175-1

Orange and Osceola Counties, Florida

Prepared For:
Florida Department of Transportation, District Five
719 South Woodland Boulevard
DeLand, FL 32720

September 2016

TABLE OF CONTENTS

- Introduction 7
- Project Location 7
- Public Outreach Activities 9
 - Project Visioning Team 9
 - Stakeholder Meetings 10
- Previous/Ongoing Studies and Future Improvements Review 12
 - Six Lane Widening Feasibility Assessment – November 2008 12
 - Osceola County Red-Light Camera Study – Ongoing 14
 - SR 535/International Drive Intersection Improvements 15
 - SR 535/Vineland Avenue Intersection Improvements 15
- Existing Conditions 17
 - Land Use and Community Characteristics 17
 - Existing Roadway Characteristics 27
 - Existing Traffic Volumes 36
 - Existing Traffic Operations 40
 - Safety Assessment 54
- Identified Issues and Opportunities 66

LIST OF FIGURES

Figure 1: Study Corridor	8
Figure 2: PVT Field Review Pictures	10
Figure 3: PVT Field Review Walking Areas	11
Figure 4: Previous/Ongoing Studies and Future Improvement Projects	13
Figure 5: SR 535/Vineland Avenue Proposed Improvements.....	16
Figure 6: Existing Land Use.....	18
Figure 7: Hotels and Resorts	19
Figure 8: Communities/Neighborhoods and Community Features.....	20
Figure 9: Zoning.....	21
Figure 10: Future Land Use	23
Figure 11: Developments of Regional Impact.....	24
Figure 12: Wetlands and Conservation Areas.....	25
Figure 13: Habitats for Threatened and Endangered Animal Species	26
Figure 14: Existing Cross Sections – SR 535 from US 192 to Calypso Cay Way.....	28
Figure 15: Existing Cross Section – SR 535 from Calypso Cay Way to International Drive	29
Figure 16: Existing Cross Section – SR 535 from International Drive to 600’ North of Vistana Drive .	30
Figure 17: Existing Cross Section – SR 535 from 600’ North of Vistana Drive to Vineland Avenue	31
Figure 18: Pedestrian and Bicycle Facilities	33
Figure 19: Transit Facilities.....	35
Figure 20: Data Collection Locations.....	38
Figure 21: Annual Average Daily Traffic	39
Figure 22: Traffic Queuing Eastbound at Poinciana Boulevard	40
Figure 23: Traffic Queuing Northbound at Poinciana Boulevard, Polynesian Isle Boulevard, and LBV Factory Stores Drive	41
Figure 24: Traffic Queuing Southbound at LBV Factory Stores Drive, SR 536/World Center Drive, and Meadow Creek Drive.....	42
Figure 25: Traffic Queuing Westbound and Eastbound at SR 536/World Center Drive.....	43
Figure 26: Pedestrians Crossing SR 536/World Center Drive	43
Figure 27: Traffic Queueing Northbound at LBV Factory Stores Drive, Meadow Creek Drive, and Vineland Avenue	44
Figure 28: Traffic Queueing Eastbound at Meadow Creek Drive	45
Figure 29: Segments for Operational Analysis	46
Figure 30: Intersection Lane Configurations and Traffic Control.....	52
Figure 31: Existing Peak Hour Intersection Operations	53
Figure 32: Crashes per Year (Corridor Wide)	54

Figure 33: Crashes by Type and Severity (Corridor Wide)	55
Figure 34: Crashes by Location (Corridor Wide)	56
Figure 35: 2010 – 2014 Crash Frequency – US 192 to SR 536/World Center Drive	57
Figure 36: 2010 – 2014 Crash Frequency – SR 536/World Center Drive to Vineland Avenue	58
Figure 37: Crashes by Type and Severity (SR 535/US 192)	59
Figure 38: Crashes by Type and Severity (SR 535/Poinciana Boulevard).....	60
Figure 39: Crashes by Type and Severity (SR 535/Polynesian Isle Boulevard)	60
Figure 40: Crashes by Type and Severity (SR 535/LBV Factory Stores Drive)	61
Figure 41: Crashes by Type and Severity (SR 535/International Drive)	62
Figure 42: Crashes by Type and Severity (SR 535/SR 536/World Center Drive).....	62
Figure 43: Crashes by Type and Severity (SR 535/Meadow Creek Drive).....	63
Figure 44: Crashes by Type and Severity (SR 535/Vineland Avenue)	64
Figure 45: Pedestrian and Bicycle Crashes.....	65
Figure 46: SR 535 Multimodal Issues and Opportunities.....	68
Figure 47: SR 535 Vehicular Issues and Opportunities	69

LIST OF TABLES

Table 1: Existing Segment Volumes	37
Table 2: FDOT Generalized LOS Analysis.....	47
Table 3: LOS for Urban Street Segments (HCM 2010)	48
Table 4: HCM LOS Evaluation Results – AM Peak Hour	49
Table 5: HCM LOS Evaluation Results – PM Peak Hour	50

LIST OF APPENDICES

- Appendix A – SR 535 References in TIP and LRTP
- Appendix B – Public Involvement Materials
- Appendix C – Previous/Ongoing Studies and Future Improvements
- Appendix D – FDOT Straight Line Diagrams
- Appendix E – Sunshine One Call
- Appendix F – Raw Count Data
- Appendix G – FDOT Seasonal Factor Report
- Appendix H – Operational Analysis Supporting Documentation
- Appendix I – Crash Data

Introduction

The Florida Department of Transportation (FDOT) District Five is conducting a Corridor Planning Study to evaluate the future needs of SR 535 between US 192 to Vineland Avenue in southwest Orange County/northwest Osceola County. The purpose of Corridor Planning Study is to identify and evaluate multi-modal alternatives that can be eliminated during the planning study, as well as those alternatives that will be carried forward to the Project Development and Environment (PD&E) Study process. As part of the Corridor Planning Study, an Existing Conditions Summary has been prepared. The scope of this Existing Conditions Summary includes:

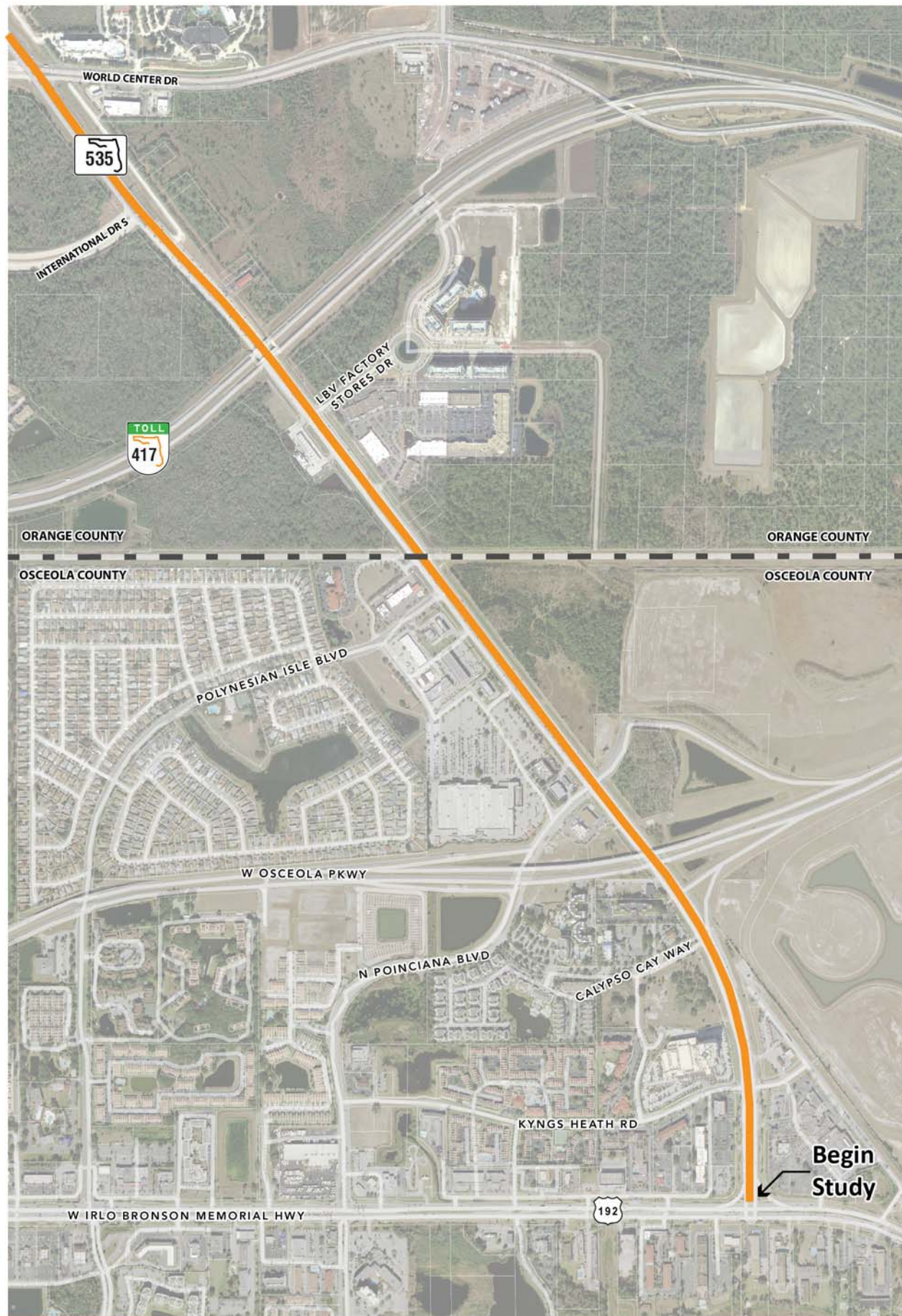
- Review of previous studies on and around the SR 535 study corridor;
- Stakeholder outreach;
- Review of existing land use and roadway characteristics;
- Collection of existing-year (2016) traffic data on roadway segment and intersections;
- Existing operational evaluations; and
- 2010-2014 historical safety assessment.

The Corridor Planning Study will be a starting point for the SR 535 PD&E Study, which is scheduled in MetroPlan Orlando's Transportation Improvement Program (TIP) for fiscal year 2019/20. The long term planning alternative from MetroPlan Orlando's Long Range Transportation Plan (LRTP) Cost Feasible Report identified SR 535 to be widened from four to six lanes from US 192 to SR 536 and widened from six lanes to eight lanes from SR 536 to Vineland Avenue. Applicable pages from the TIP and LRTP are located in **Appendix A**.

Project Location

SR 535 from US 192 to Vineland Avenue is classified as an urban minor arterial oriented southeast to northwest in unincorporated Orange and Osceola Counties. There are two distinct clusters of developed parcels at either end of the study corridor separated by large areas of vacant land or conservation open spaces. The southern cluster from US 192 to the Orange County/Osceola County Line is characterized by strip suburban retail centers and hotels on the western side of the study corridor. The majority of land between the Orange County/Osceola County Line and SR 536/World Center Drive is vacant or marked as conservation or open space. Only a few commercial parcels like the Lake Buena Vista Factory Stores and a RaceTrac gas station are developed within this segment. The northern cluster from SR 536/World Center Drive to Vineland Avenue is characterized by hotels, resorts, multi-family vacation rental apartment complexes, and retail development. The SR 535 study corridor is displayed in **Figure 1**.

Due to the relatively high number of hotels and resorts present along the corridor, tourist activity is prevalent and will play a significant role in the recommendations from this study. The Study Team has had a chance to interact with tourists about the walking/driving conditions of SR 535 during initial field review activities. Overall the tourists commented that alternative modes of transportation would be a positive improvement along the corridor.



Aerial Image Fly Date: March 2016



Figure No. 1
Study Corridor

- Study Corridor
- County Line

Public Outreach Activities

A Corridor Planning Study represents an ideal opportunity to engage local and regional groups in the identification of issues, establishment of planning goals, and project visioning leading to the identification of potential improvement alternatives. Three key groups will be met with during the course of the study to solicit guidance and input: 1. Project Visioning Team, 2. Local Stakeholders, and 3. Members of the Public.

PROJECT VISIONING TEAM

A Project Visioning Team (PVT) comprised of regional agency and municipal representatives was established to help guide the planning process throughout the study. The PVT is acting as the initial sounding board for the Study Team (FDOT and consultant staff) as it shares findings and develops alternative strategies for the corridor. The PVT is scheduled to meet at key milestones throughout the study process. The PVT is comprised of members from the following partner organizations:

- East Central Florida Regional Planning Council (added to group after kick-off meeting);
- LYNX;
- MetroPlan Orlando;
- Orange County Department of Health (added to group after kick-off meeting);
- Orange County Planning and Traffic Engineering;
- Osceola County Department of Health (added to group after kick-off meeting);
- Osceola County Planning and Traffic Engineering; and
- W192 Development Authority (added to group after kick-off meeting).

A kick-off meeting was held with the PVT group on April 21, 2016 to discuss the corridor planning study process, the major work tasks for the study, initial traffic operations and safety issues, and stakeholder outreach. The presentation and meeting notes from the PVT kick-off meeting can be found in **Appendix B**.

The second PVT meeting will be held once the results of the existing and future conditions analyses are complete and potential alternatives for improvement have been identified. Two additional meetings will be held to discuss development of the alternatives and the selection of the preferred alternative.

PVT Field Review

PVT members attended a field review on May 25, 2016 to observe corridor characteristics and discuss potential issues. The group drove to and walked/observed roadway user behaviors at the following five key locations:

- SR 535 between US 192 and Kyngs Heath Road;
- SR 535/Poinciana Boulevard signalized intersection;
- SR 535/International Drive signalized intersection;

- SR 535/SR 536/World Center Drive signalized intersection; and
- SR 535 between Meadow Creek Drive and Vineland Avenue.

Figure 2 displays pictures of the PVT group during the field review and **Figure 3** shows the locations of the walking areas.

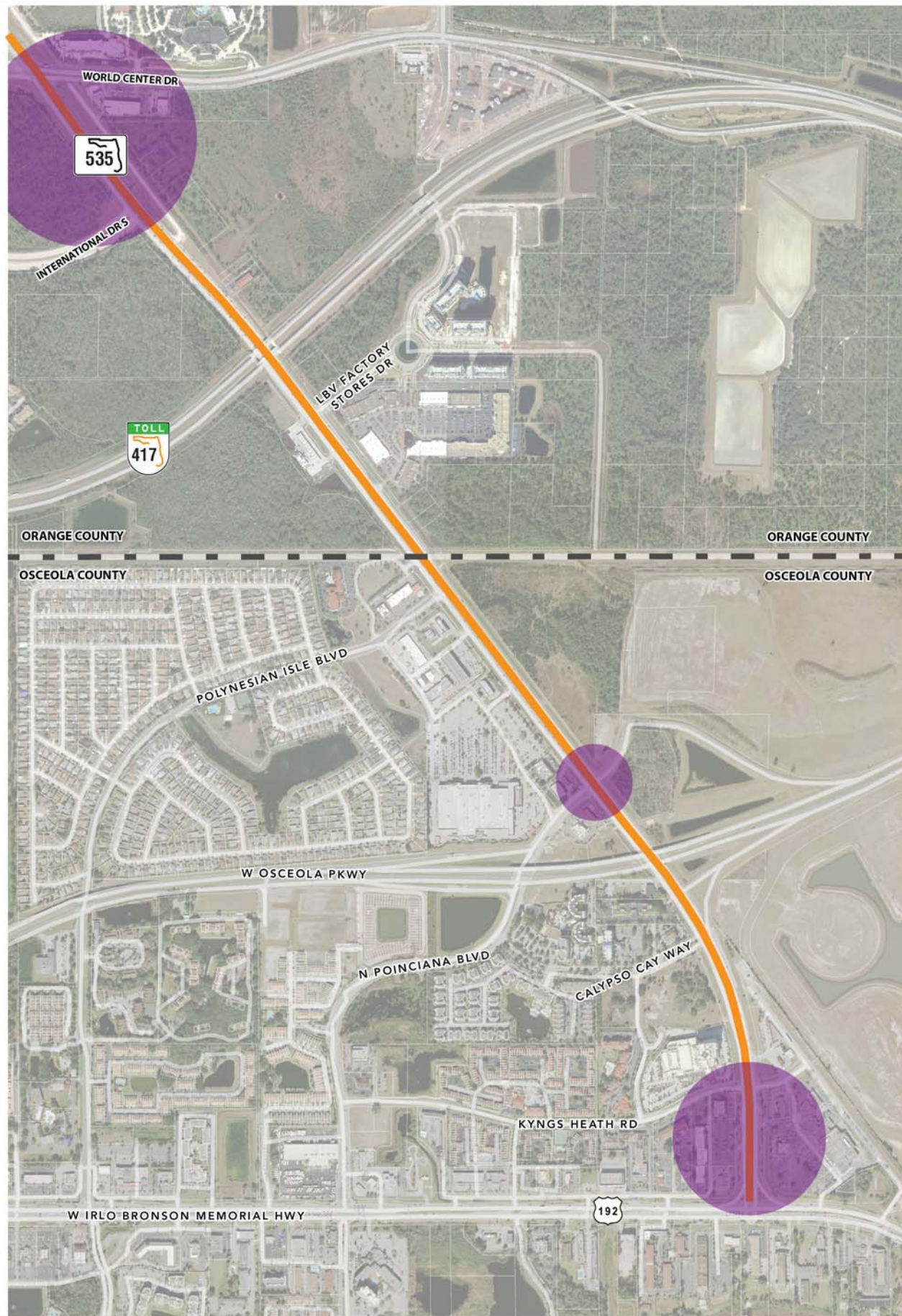


Figure 2: PVT Field Review Pictures

STAKEHOLDER MEETINGS

Stakeholder meetings were conducted with three key area stakeholders to identify current land use, economic development, and transportation issues and opportunities that could guide and inform the Corridor Planning Study. The Study Team met with a representative from the East Central Florida Regional Planning Council and W192 Development Authority on June 29, 2016. The Study Team also coordinated a meeting with a number of hotels/resorts along the SR 535 corridor through the Central Florida Hotel & Lodging Association on July 18, 2016.

The meetings were completed in an informal setting and while there were several key questions asked during each meeting, conversations were mostly free-flowing. A couple key points from the meetings included an increased desire for pedestrian/bicycle connectivity and increased transit service along the SR 535 study corridor. Detailed notes from the stakeholder meetings are provided in **Appendix B**.



Aerial Image Fly Date: March 2016

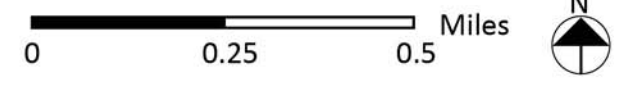
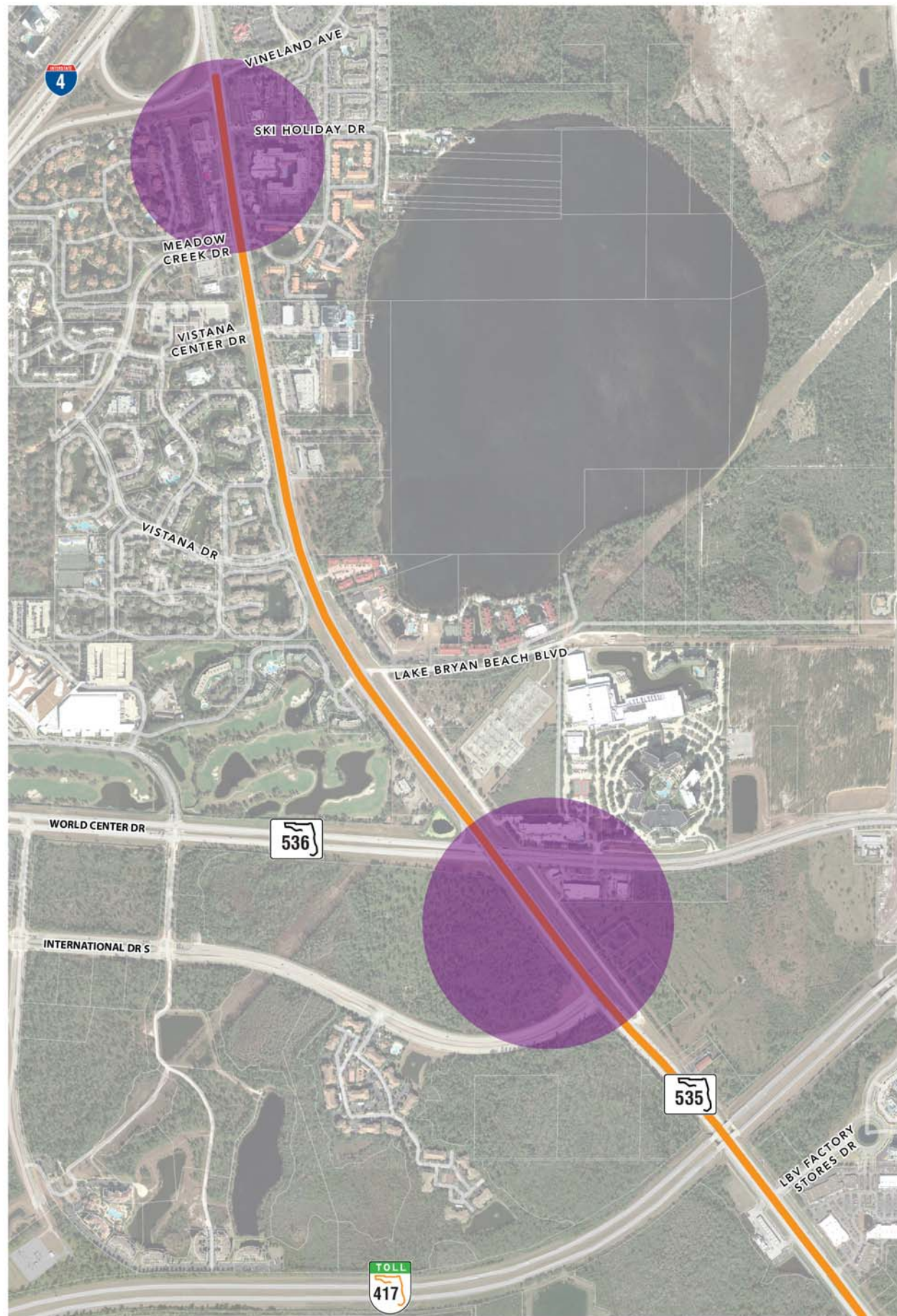


Figure No. 3
PVT Field Review
Walking Areas

- Walking Audit Locations
- Study Corridor
- County Line

Previous/Ongoing Studies and Future Improvements Review

During the existing conditions data collection and PVT Kick-Off Meeting, the Study Team obtained information regarding one previously completed study, one ongoing study, and four future improvement projects along the SR 535 corridor. The studies include:

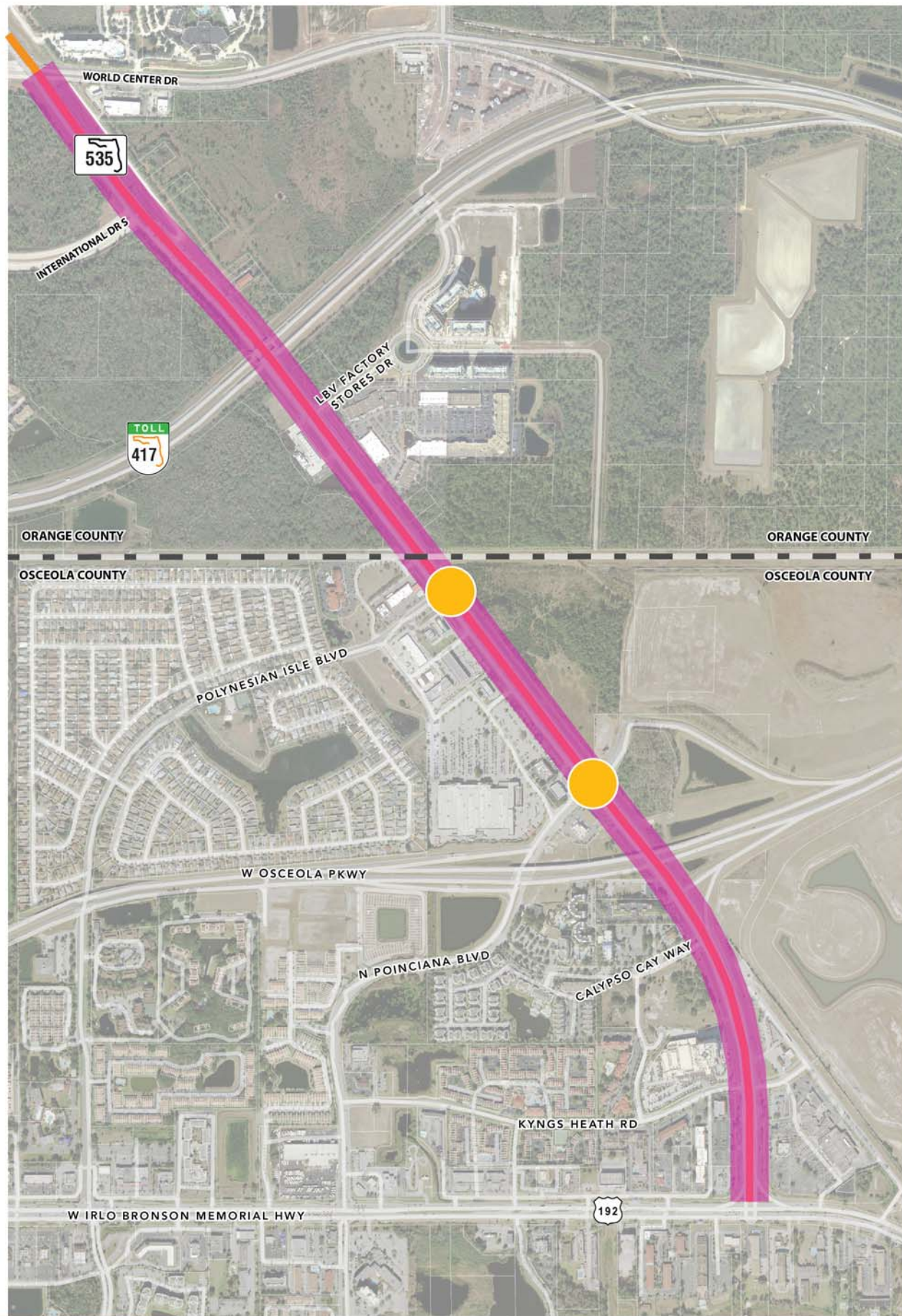
- SR 535 Six Lane Widening Feasibility Assessment from US 192 to SR 536/World Center Drive – Previous Study
- Osceola County Red-Light Camera Study – Ongoing Study
- SR 535/International Drive Intersection Improvements:
 - Signal Construction – Short Term Improvement
 - Connection of International Drive segments – Long Term Improvement
- SR 535/Vineland Avenue Intersection Improvements:
 - Second Westbound Right Turn Lane Addition by Orange County – Short Term Improvement; and
 - I-4 Beyond the Ultimate Intersection Upgrades – Long Term Improvement

Figure 4 displays the locations of the previous/ongoing studies and future improvement projects along the corridor. **Appendix C** contains the supporting documents from the studies/future improvement projects.

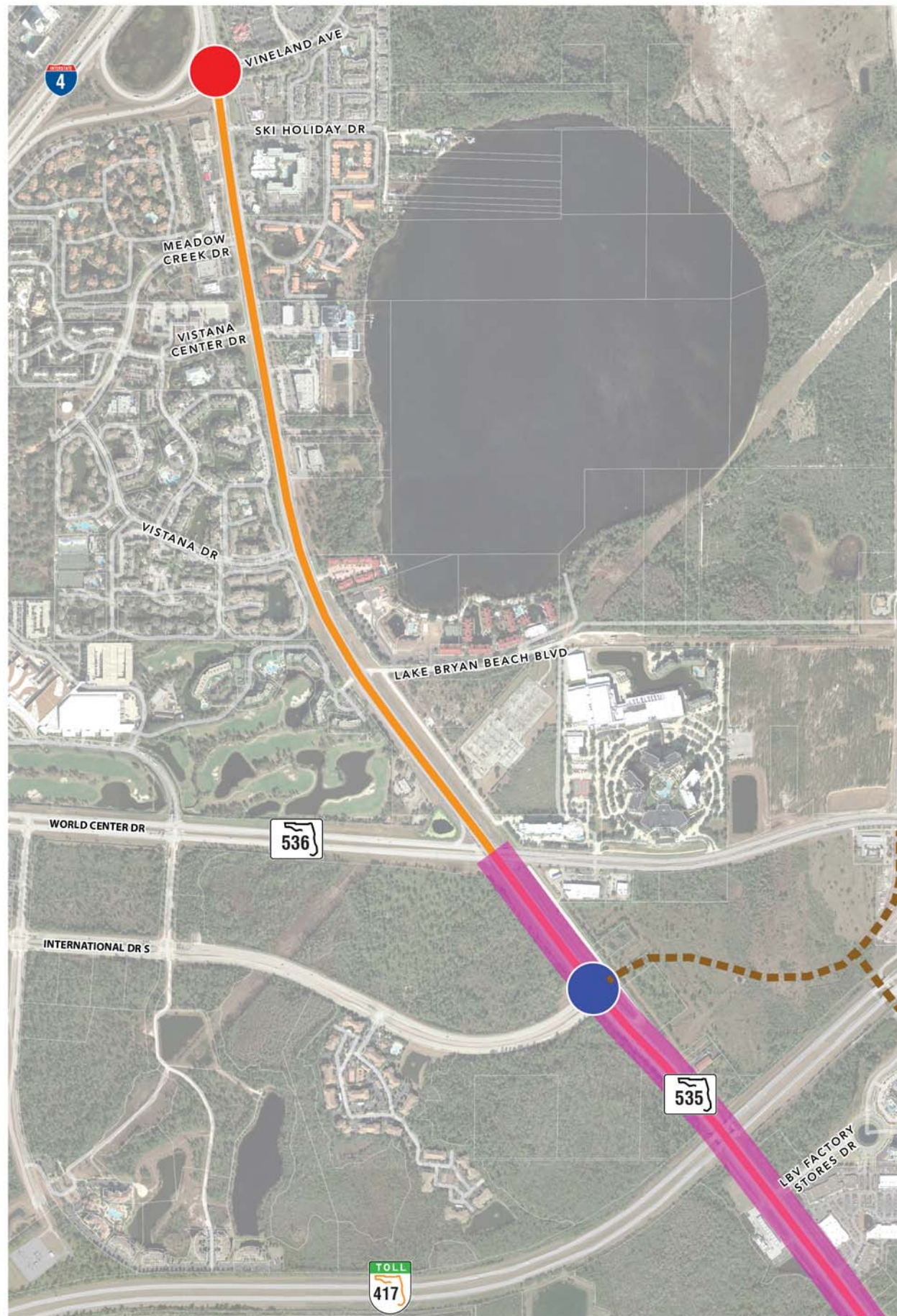
SIX LANE WIDENING FEASIBILITY ASSESSMENT – NOVEMBER 2008

The FDOT District 5 completed a feasibility assessment for a four to six lane roadway widening along SR 535 from US 192 to SR 536/World Center Drive. Below is a summary of the recommendations from the study:

- Widen SR 535 from four to six lanes from US 192 to SR 536/World Center Drive.
- SR 535/US 192 Intersection:
 - Add a second westbound right turn lane.
 - Add a third southbound left turn lane.
- SR 535/Kyngs Heath Road Intersection:
 - Convert the existing northbound right turn lane into the third northbound through lane and add a new northbound right turn lane with a receiving lane along Kyngs Heath Road.
 - Change the existing westbound shared through/right turn lane into a left turn only lane. Change the existing westbound right turn lane into a westbound through lane and add a new exclusive westbound right turn lane.
 - Add a second southbound left turn lane.
- SR 535/Calypso Cay Way:
 - Convert the existing southbound right turn lane into the third southbound through lane and add a new southbound right turn lane.



Aerial Image Fly Date: March 2016



0 0.25 0.5 Miles

Figure No. 4
**Previous / Ongoing
 Studies and Future
 Improvement Projects**

- SR 535 Six Lane Widening Feasibility Assessment
- Osceola County Red-Light Camera Study
- SR 535/International Drive Signal Construction
- SR 535/International Drive Intersection Connection
- SR 535/Vineland Avenue Intersection Improvements
- Study Corridor
- County Line

- SR 535/Poinciana Boulevard (assuming Poinciana Boulevard will be open east of the intersection in the future year):
 - Convert the eastbound dual right turn lanes into eastbound through lanes and add an exclusive eastbound right turn lane.
 - Shift the two westbound through lanes south into the striped out area. Use the remaining pavement to stripe an exclusive westbound right turn lane. Add a second exclusive westbound right turn lane.
 - Add a second southbound left turn lane.
 - Add an exclusive southbound right turn lane.
- SR 535/LBV Factory Stores Drive (proposed improvements did not include lane additions due to RaceTrac being constructed on west leg):
 - Add an exclusive westbound right turn lane.
 - Add a second southbound left turn lane.
- SR 535/International Drive (assuming the International Drive connection to the east is constructed):
 - Add a second northbound left turn lane.
 - Construct dual northbound right turn lanes.
 - Construct dual southbound left turn lanes.
 - Reconstruct the eastbound approach to include dual left turn lanes, three through lanes, and an exclusive right turn lane.
- SR 535/SR 536:
 - Convert the existing westbound right turn lane into the third westbound through lane and add a new westbound right turn lane.
 - Add a second southbound left-turn lane (this improvement has already been constructed).
 - Convert the existing inside eastbound right turn lane into a third eastbound through lane. Construct a second eastbound right turn lane.
 - Add a second eastbound left turn lane.

The recommendations from this study will be analyzed as part of the future build conditions assessment for the corridor.

OSCEOLA COUNTY RED-LIGHT CAMERA STUDY – ONGOING

Osceola County has installed red-light cameras along SR 535 at the following intersections:

- Poinciana Boulevard on the northbound approach; and
- Polynesian Isle Boulevard on the northbound and southbound approaches.

The goal of the study is to assess crash characteristics along these approaches before the cameras were installed versus when the cameras were operational to identify if there was a reduction in red-light running crash types. This study is currently ongoing and no results have been made available per

the date of this report. The Study Team will coordinate with Osceola County to obtain the study results when the study is completed.

SR 535/INTERNATIONAL DRIVE INTERSECTION IMPROVEMENTS

Signal Construction – Short Term Improvement

Orange County in coordination with FDOT District 5 will be constructing a traffic signal at the SR 535/International Drive intersection. The production date for the final design plan set is July 2016 with a construction letting date of October 4, 2016. It is anticipated this signal will be operational within the next 1-2 years. The signal will be included in the future no-build conditions assessment.

International Drive Connection – Long Term Improvement

As part of the International Drive Activity Center, Orange County is planning on connecting the two segments of International Drive. This connection would add an east leg at the SR 535/International Drive intersection and extend east to the intersection of World Center Drive/International Drive, where it would become the south leg. A roadway connection is also planned from new International Drive connection south to a roadway extending from the LBV Factory Stores. There is no timetable nor is funding currently identified for this improvement. This new roadway is not on MetroPlan Orlando's 2040 LRTP Cost Feasible Report.

SR 535/VINELAND AVENUE INTERSECTION IMPROVEMENTS

Second Westbound Right Turn Lane Addition – Short Term Improvement

Orange County in coordination with FDOT District 5 will be constructing a second westbound right turn lane at the SR 535/Vineland Avenue intersection along with an auxiliary turn lane to I-4 eastbound. This project is ranked #4 in the Management and Operations Projects Section of the MetroPlan Orlando Prioritized Project List for fiscal year 2019/20 through 2039/40.

I-4 Beyond the Ultimate Intersection Upgrades – Long Term Improvement

As part of the I-4 Beyond the Ultimate project, the SR 535/Vineland Avenue intersection is proposed to be improved during the reconstruction of the I-4/SR 535 interchange. The following summarizes the improvements:

- The loop ramp from southbound SR 535 to eastbound I-4 will be removed. This will allow the I-4 eastbound off ramp to SR 535 to be shifted north to better align with Vineland Avenue.
 - The eastbound off ramp will feature triple left turn lanes to go northbound onto SR 535.
 - The eastbound right turn lane to go southbound on SR 535 is being removed from this approach. A new loop ramp will take drivers over the SR 535/Vineland Avenue intersection if they wish to travel southbound on SR 535.

- The southbound through lanes on SR 535 will be grade separated from the SR 535/Vineland Avenue intersection.
- The westbound dual left turn lanes on Vineland Avenue will be grade separated from the SR 535/Vineland Avenue intersection.
- The northbound right turn lane will be converted to a shared through/right turn lane that will feed into the auxiliary turn lane onto I-4 eastbound.

Figure 5 displays the SR 535/Vineland Avenue proposed improvements as part of the I-4 Beyond the Ultimate project.

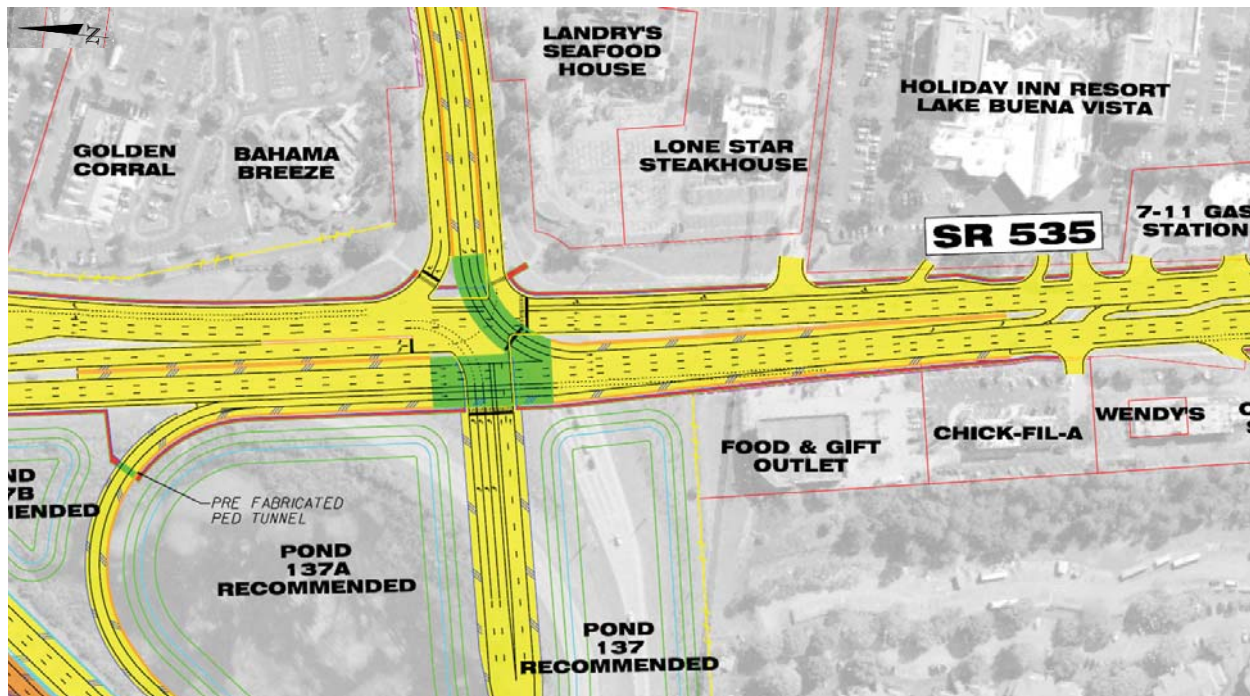


Figure 5: SR 535/Vineland Avenue Proposed Improvements

Existing Conditions

The purpose of the existing conditions analysis is to gain an understanding of how the corridor performs today to inform possible future improvement efforts. Topics addressed include land use, environment characteristics, roadway characteristics, traffic operations, and a historical safety assessment.

LAND USE AND COMMUNITY CHARACTERISTICS

Existing Land Use and Generalized Zoning

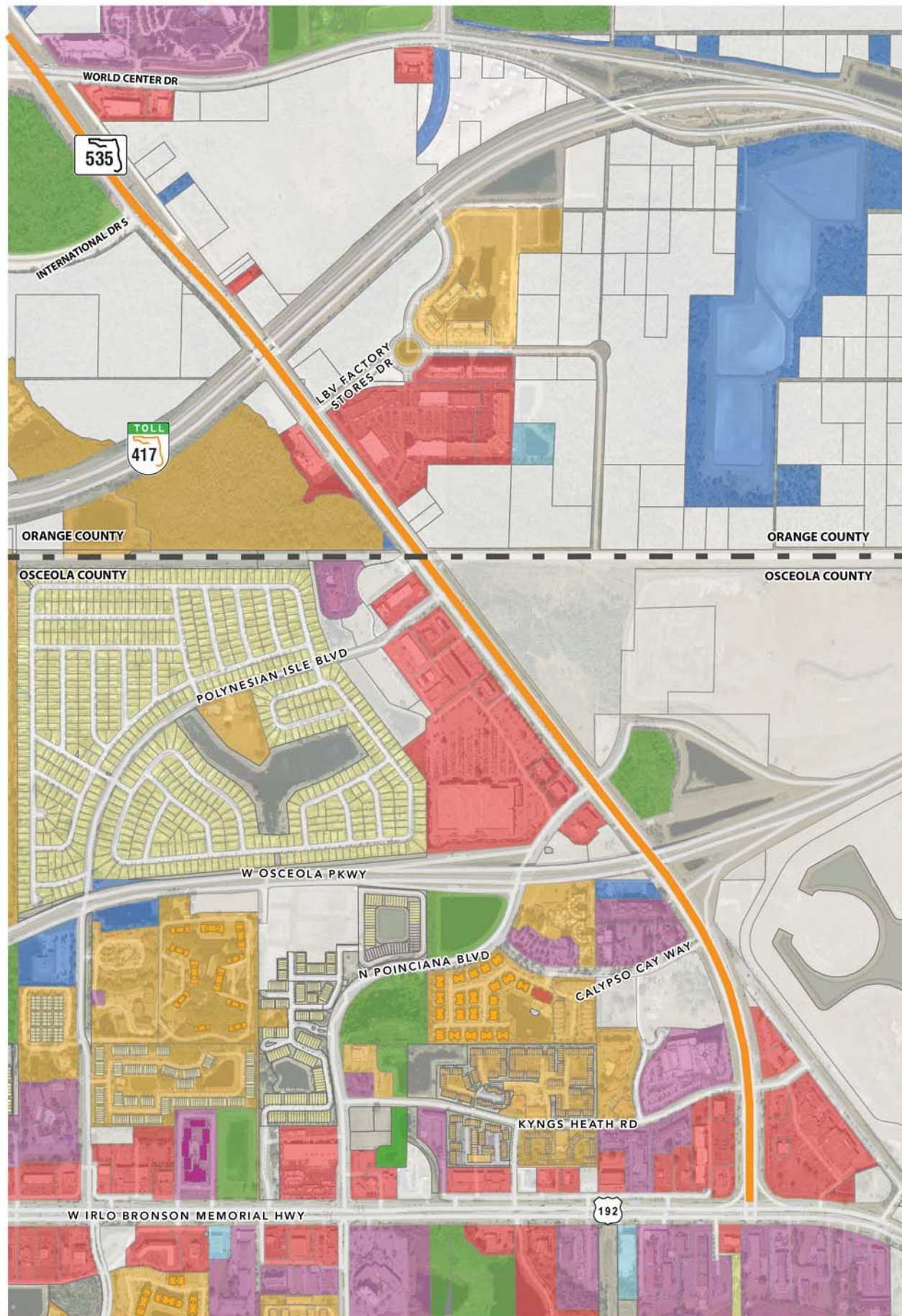
Figure 6 illustrates existing land use along the study corridor at the individual parcel level. There are two distinct clusters of developed parcels at either end of the study corridor separated by large areas of vacant land or conservation open spaces. The southern cluster from US 192 to the Orange County/Osceola County Line is characterized by strip suburban retail centers and hotels on the western side of the study corridor. Except for one suburban strip retail center at the northeast corner of the SR 535/US 192 intersection, most of the eastern side fronting the study corridor is currently vacant. Hotels and resorts are present along a majority of the corridor and tourist activity along the corridor is prevalent. **Figure 7** displays the location of the major hotels/resorts along the SR 535 study corridor.

The majority of land between the Orange County/Osceola County Line and SR 536/World Center Drive is vacant or marked as conservation or open space. Only a few commercial parcels like the Lake Buena Vista Factory Stores and a RaceTrac gas station are developed within this segment. The northern cluster from SR 536/World Center Drive to Vineland Avenue is characterized by hotels, resorts, multi-family vacation rental apartment complexes, and retail development.

Figure 8 displays the nine residential communities that exist along or near the SR 535 study corridor. Five of these communities are clustered west of SR 535 between US 192 and the Orange County Line. Three other apartment style communities are located on the north end of the SR 535 study corridor. **Figure 8** also displays the community features (places of worship and parks) present along and near the SR 535 study corridor.

Figure 9 shows the generalized zoning for Orange County and Osceola County along the study corridor. The majority of the land immediately adjacent to the study corridor is zoned as Planned Development. A few parcels at the northern end between Vistana Center Drive and Ski Holiday Drive are zoned as Retail Commercial District or Multi-Family Residential.

There are planned developments along the corridor that are either approved or under construction. These are discussed in the *Generalized Future Land Use and Approved Developments of Regional Impact (DRIs)* sections.



Aerial Image Fly Date: March 2016
 Data Source: Orange County and Osceola County

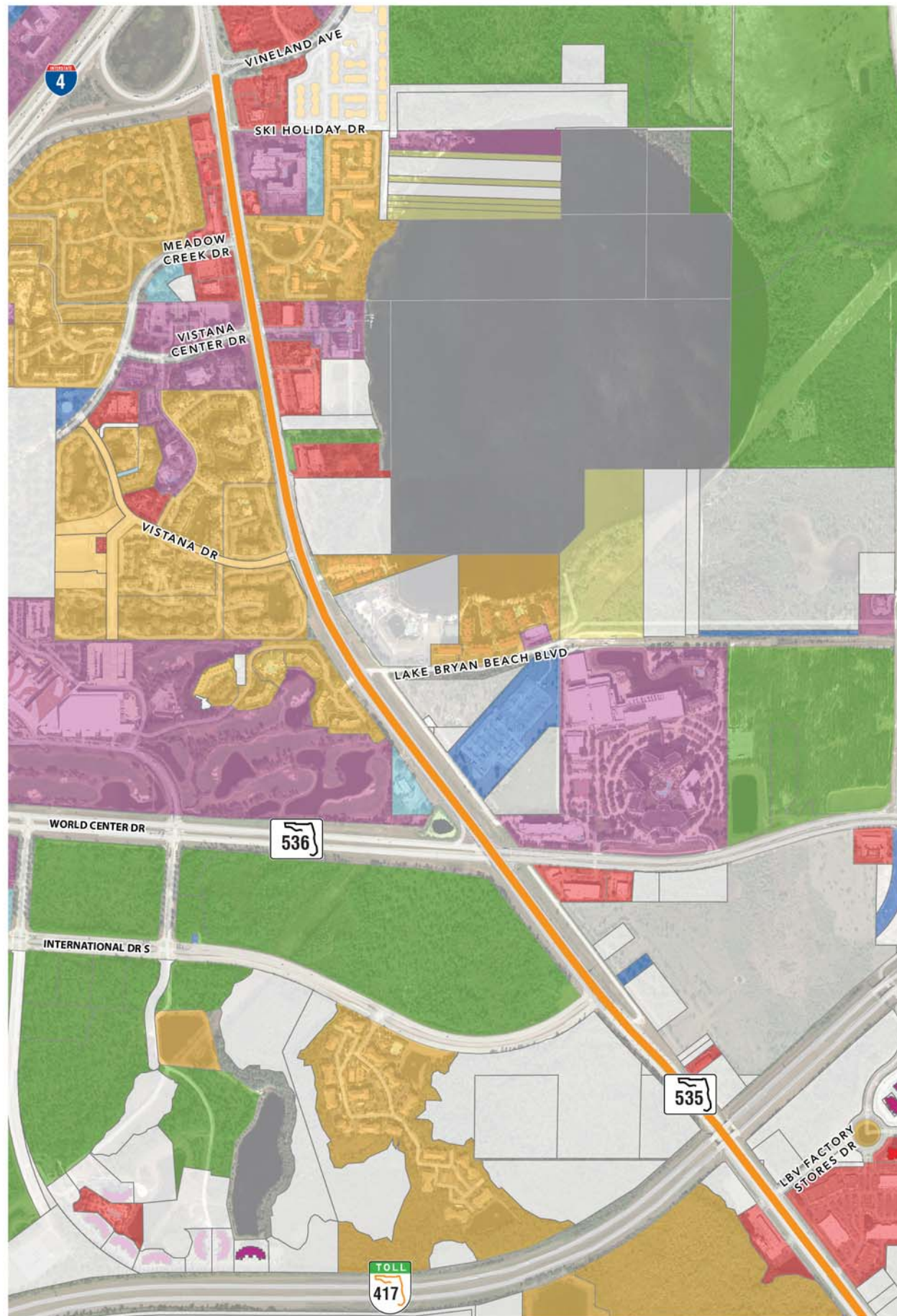
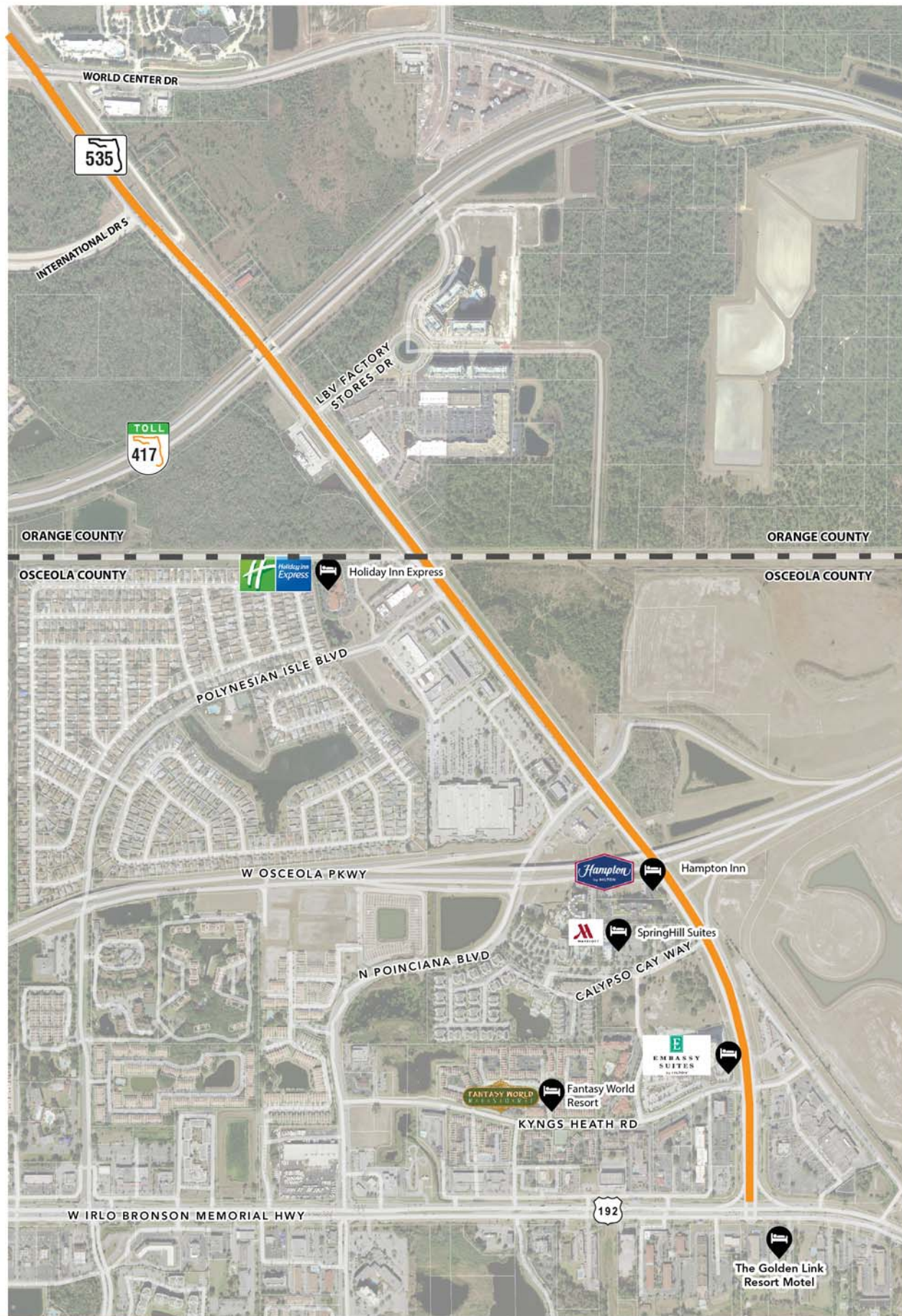


Figure No. 6
Existing Land Use

- Single-Family Residential
- Multi-Family Residential
- Retail
- Commercial
- Government / Public
- Institutional
- Open Space
- Vacant
- Study Corridor
- County Line



Aerial Image Fly Date: March 2016

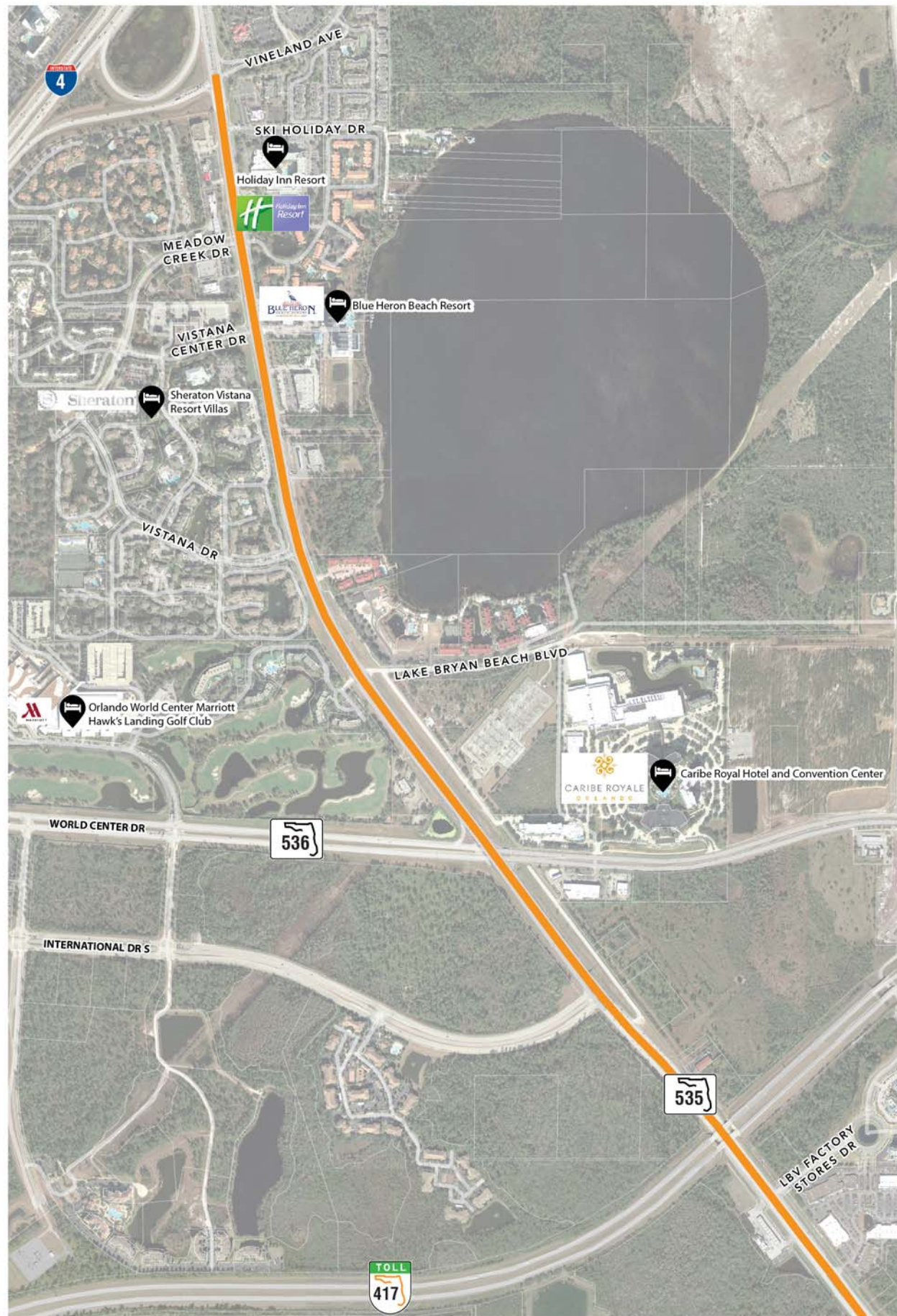
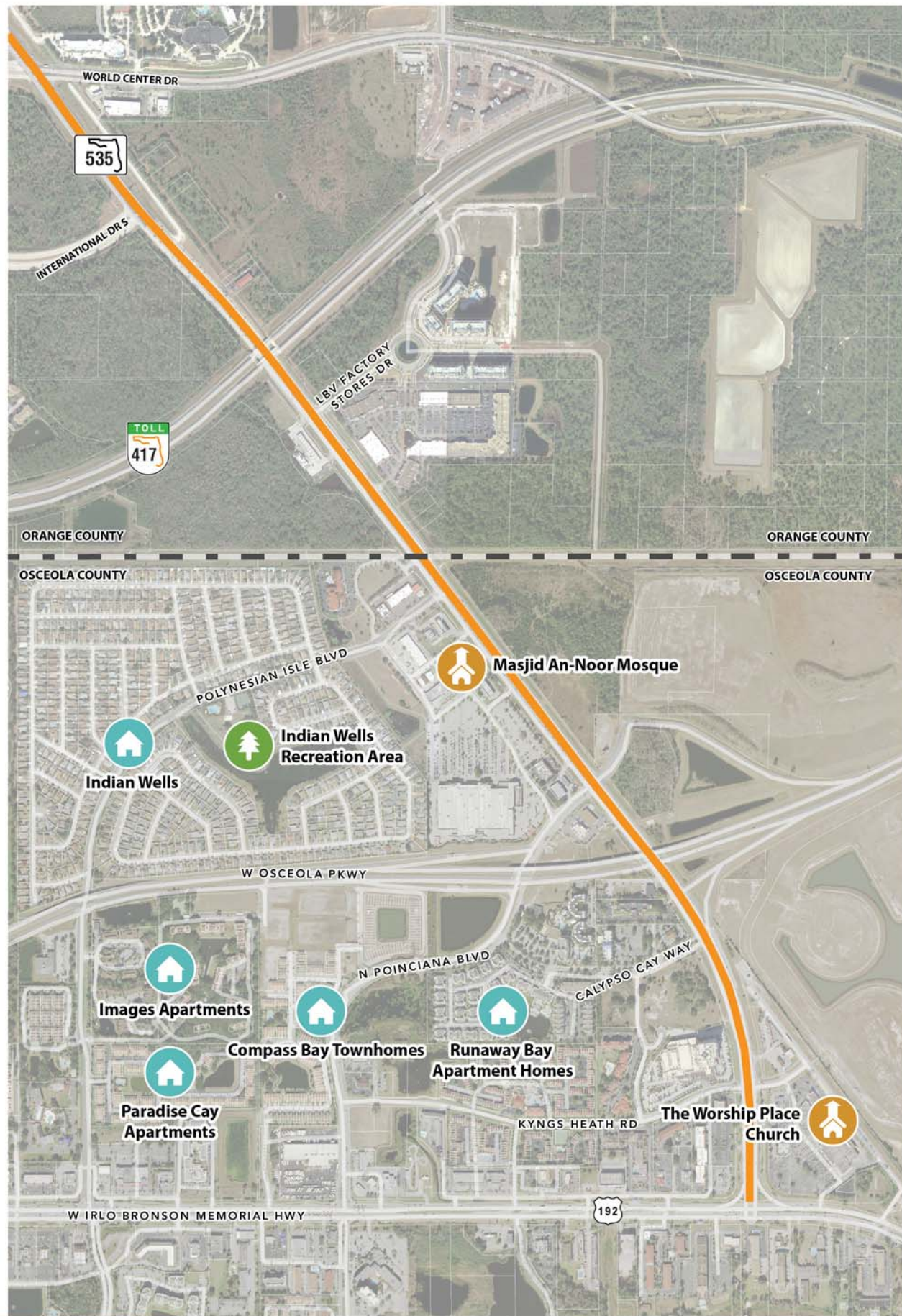


Figure No. 7
Hotels and Resorts

-  Hotel/Resort
-  Study Corridor
-  County Line



Aerial Image Fly Date: March 2016

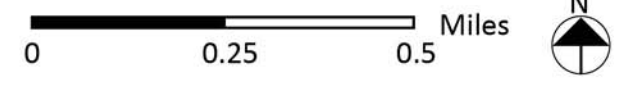
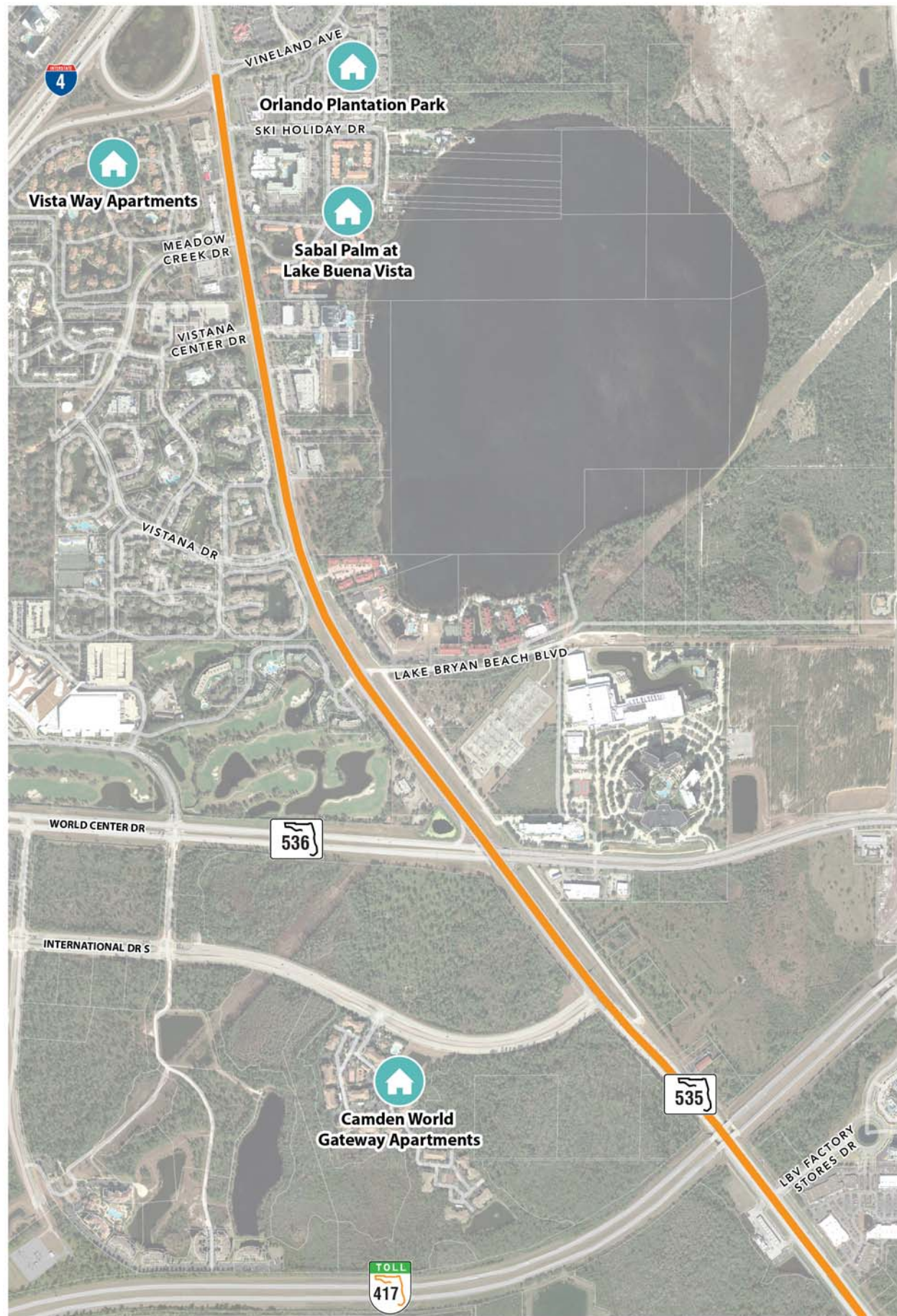
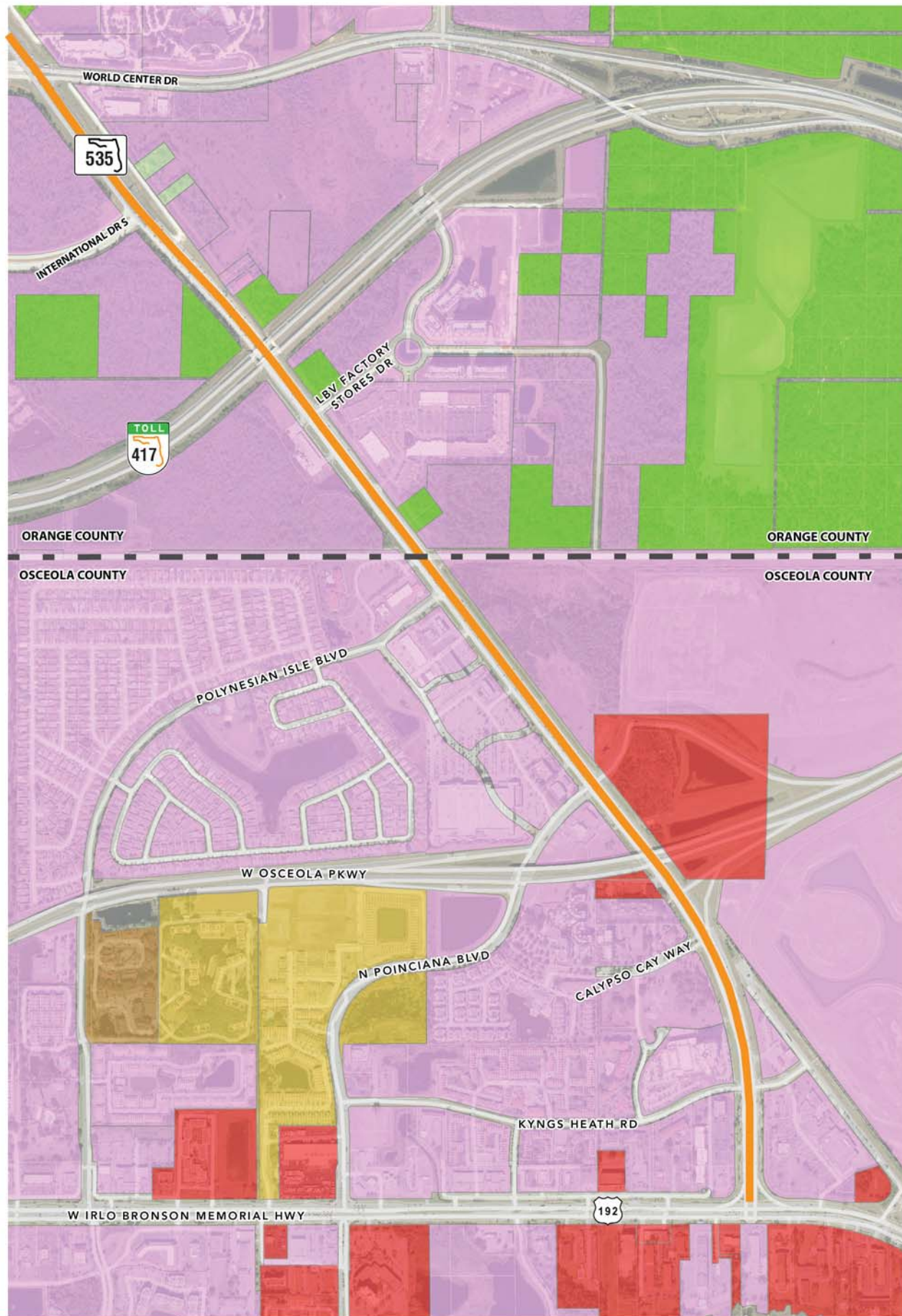


Figure No. 8

Communities/ Neighborhoods and Community Features

-  Communities/Neighborhoods
-  Places of Worship
-  Parks
-  Study Corridor
-  County Line



Aerial Image Fly Date: March 2016
 Data Source: Orange County and Osceola County

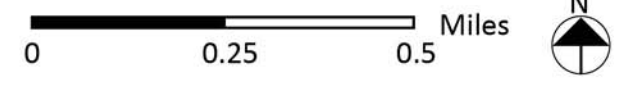
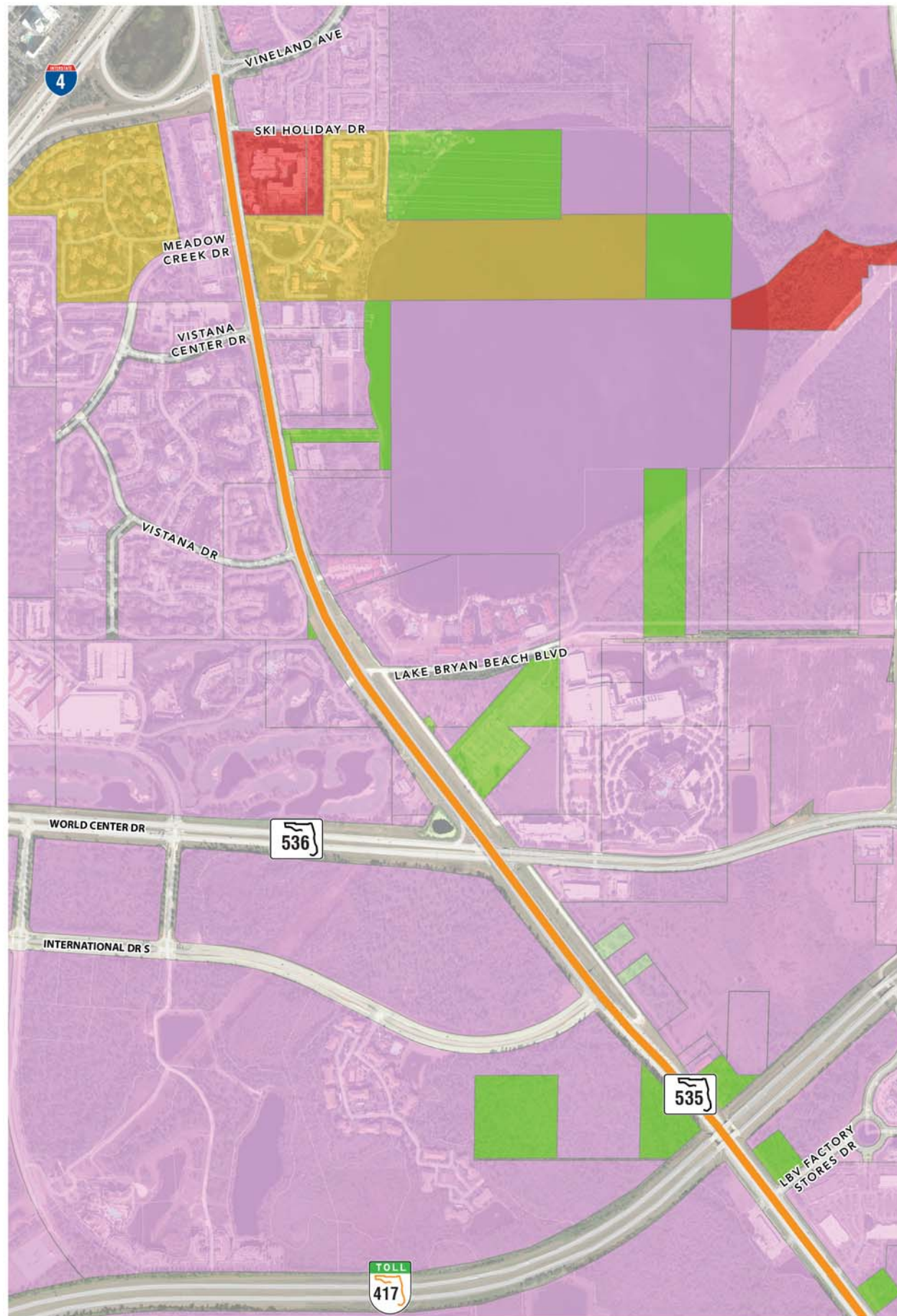


Figure No. 9
Zoning

- Orange County**
- Planned Development
 - Farmland Rural District
 - Multi-Family Residential
 - Retail Commercial District
- Osceola County**
- Planned Development
 - Commercial
 - Multi-Family Residential
 - Commercial - Tourist
- Study Corridor
 - County Line

Generalized Future Land Use

The generalized future land use for Orange County and Osceola County is illustrated in **Figure 10**. The future land use along the corridor does not vary from current zoning. A majority of land uses along the corridor in Osceola County is coded as Tourist Commercial land use. The majority of land fronting the study corridor in Orange County is planned as an Activity Center. While the counties use different naming conventions for their future land use, the descriptions for those land uses are similar.

Approved Developments of Regional Impact (DRIs)

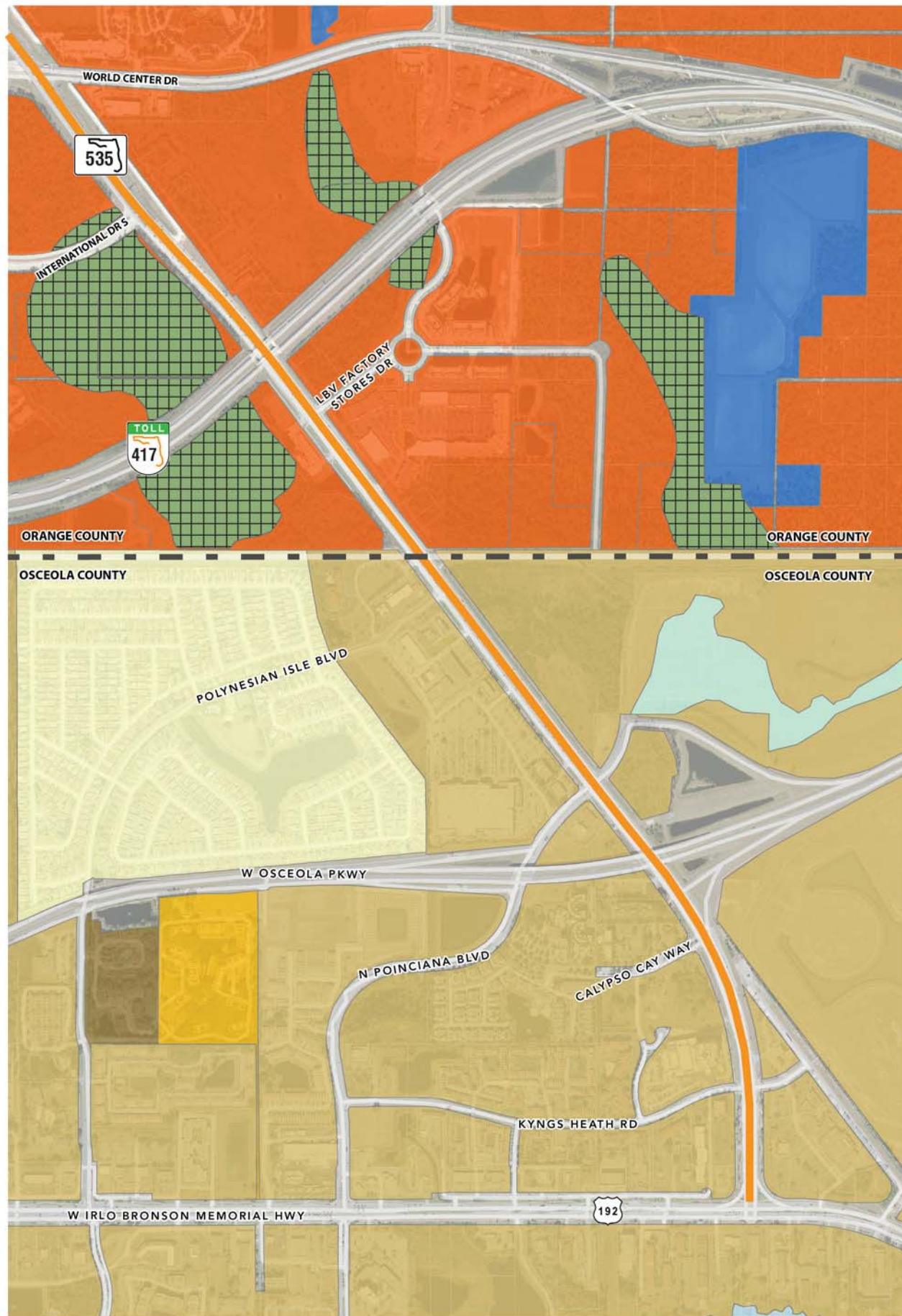
Figure 11 represents a map of the approved DRIs within the vicinity of the study corridor. The following is the list of DRIs along the corridor and their current status:

- Little England (west of SR 535, between Osceola Parkway and Orange County/Osceola County Line) – This DRI is mostly constructed.
- Legacy Park (Osceola Trace) (east of SR 535, between US 192 and Orange County/Osceola County Line) – land in northwest corner of this DRI (southeast corner of SR 535 and Osceola Parkway) is currently under construction. Final completion of this DRI is planned for 2017.
- World Gateway (west of SR 535, between Orange County/Osceola County Line and SR 536/World Center Drive) – This DRI has had a few multi-family developments constructed but for the most part is undeveloped land.
- Wind Song (west of SR 535, between SR 536/World Center Drive and the southern end of the Sheraton Vistana Resort property) – This DRI is fully constructed.
- Sierra Land (east of SR 535, between SR 536/World Center Drive and Lake Bryan Beach Boulevard) – This DRI is fully constructed.
- Holiday Inn (east of SR 535, between Meadow Creek Drive and Ski Holiday Drive) – This DRI is fully constructed.
- Little Lake Bryan (east of SR 535, between Ski Holiday Drive and Vineland Avenue) – This DRI is fully constructed.

Environmental Aspects

Figure 12 displays the wetlands and conservation areas along the SR 535 study corridor. Overall there are not many wetlands/conservation areas immediately adjacent to the SR 535 study corridor. A large wetland/conservation area is located in Orange County around SR 417 on the west side of SR 535. The southern end of a wetland area is located near the SR 535/Poinciana Boulevard intersection just north of Osceola Parkway but is outside of the roadway right-of-way.

Figure 13 shows habitats for threatened and endangered animal species near the SR 535 study corridor. Bird habitats for Scrub Jay and Caracara, as well as lizard habitat for Sand Skink exist within the vicinity of the study corridor. There are two documented locations of Black Bear occurrences in the northern half of SR 535 study area.



Aerial Image Fly Date: March 2016
 Data Source: Orange County and Osceola County

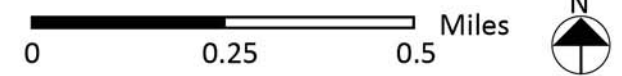
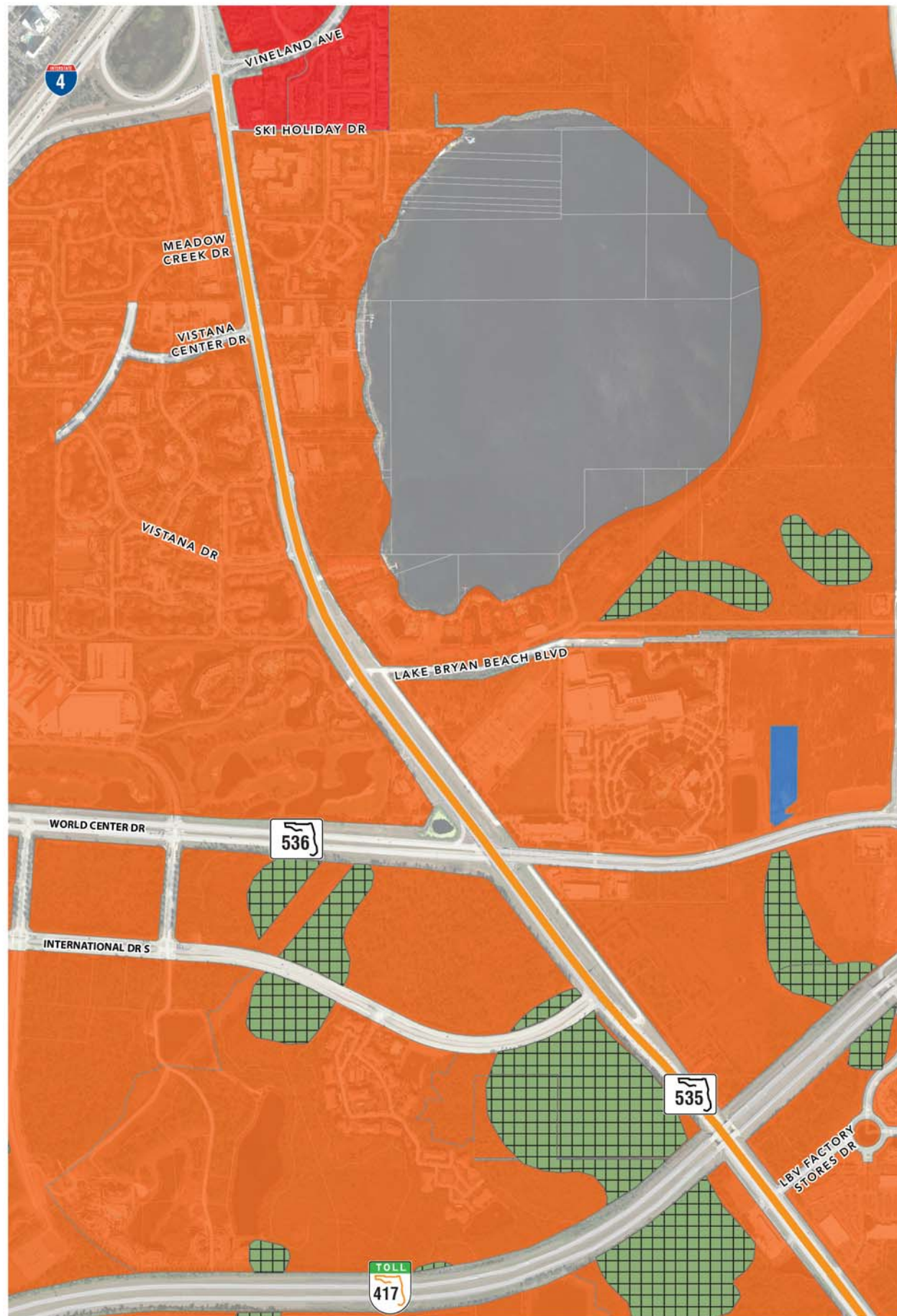


Figure No. 10
Future Land Use

- Orange County**
- Activity Center - Mixed Use
 - Institutional
 - Commercial
 - Conservation
- Osceola County**
- Tourist Commercial
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
- Study Corridor
- County Line



Aerial Image Fly Date: March 2016
 Data Source: FDOT

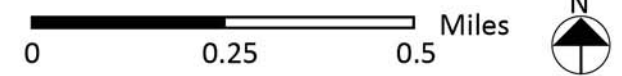





Figure No. 11
**Developments of
 Regional Impact**

-  DRI
-  Study Corridor
-  County Line

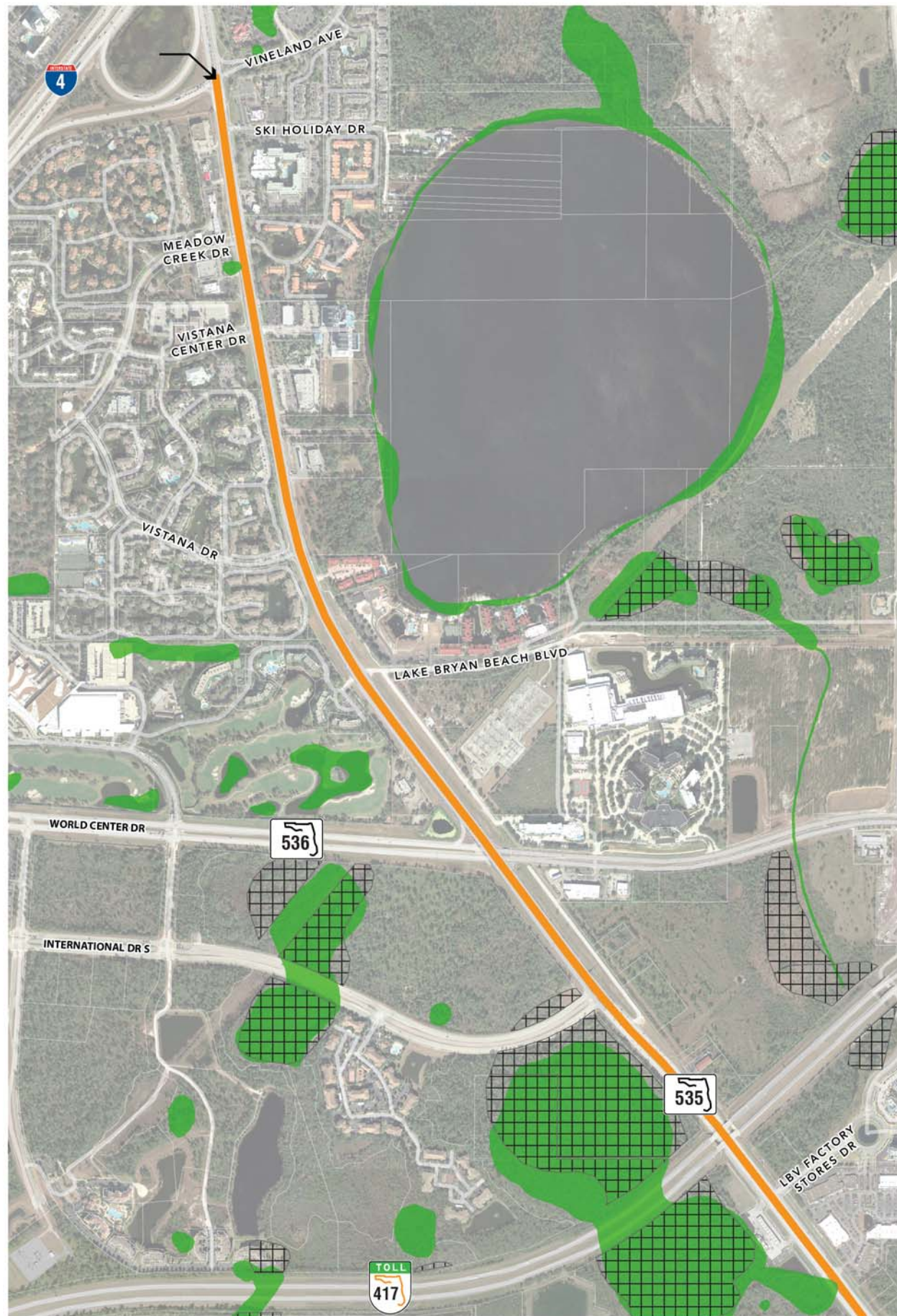
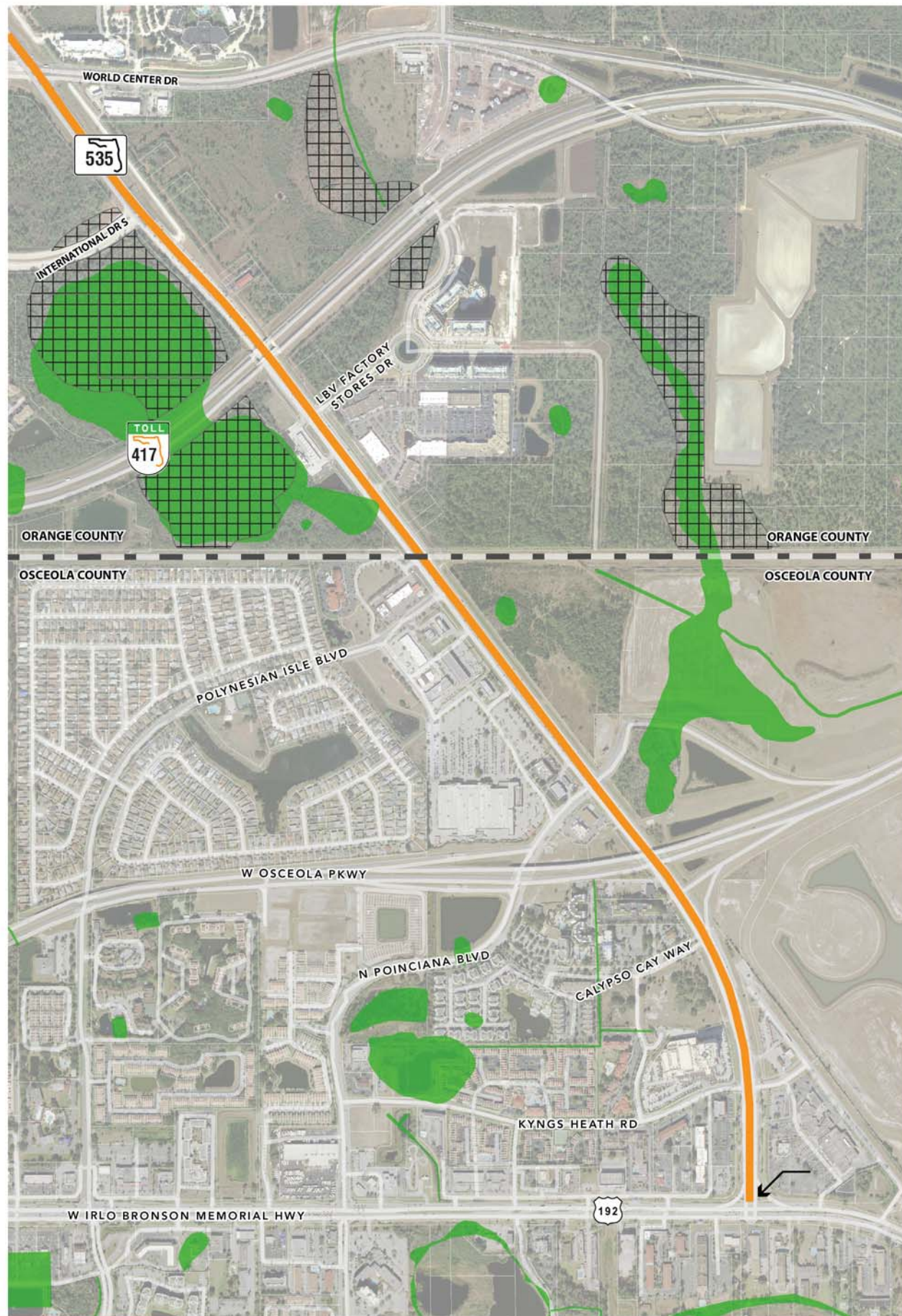
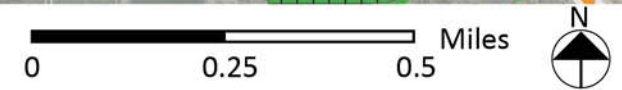


Figure No. 12
**Wetlands and
 Conservation Areas**

- Wetlands
- Conservation Areas
- Study Corridor
- County Line

Aerial Image Fly Date: March 2016
 Data Source: Orange County (Conservation Areas) and U.S. Fish and Wildlife Service (Wetlands)





Aerial Image Fly Date: March 2016
 Data Source: Florida Geographic Data Library

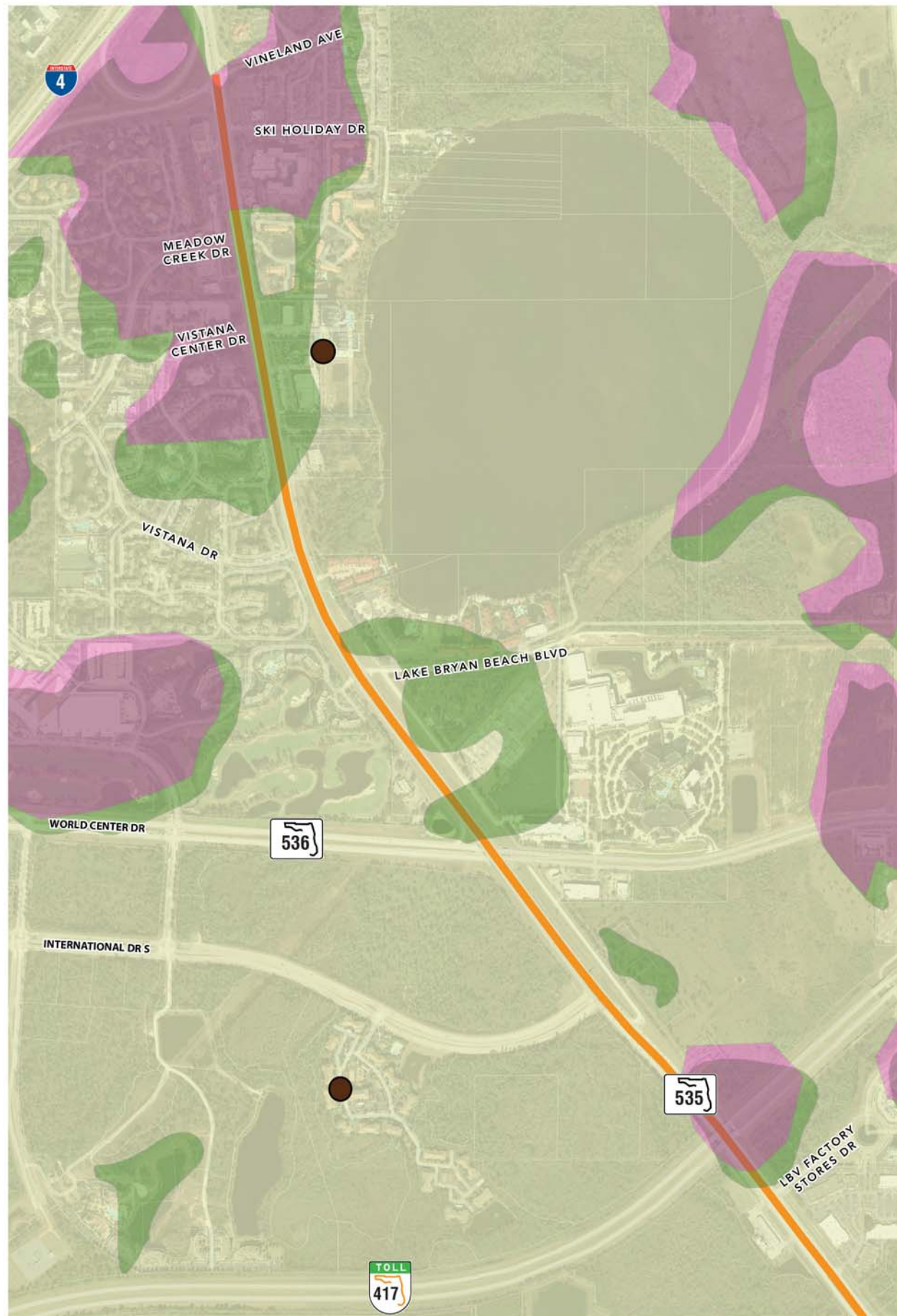


Figure No. 13
Threatened & Endangered Species' Habitat

- Black Bear Occurrences
- Scrub Jay Habitat
- Sand Skink Habitat
- Caracara Habitat
- Study Corridor
- County Line

EXISTING ROADWAY CHARACTERISTICS

The following section summarizes the existing roadway characteristics for the study corridor in addition to the existing general cross sections/right-of-way widths, pedestrian and bicycle facilities, transit facilities/ridership, and utilities.

Roadway Characteristics

The general roadway characteristics obtained from the 2015 Florida Transportation Information (FTI) DVD for the SR 535 study corridor are summarized below:

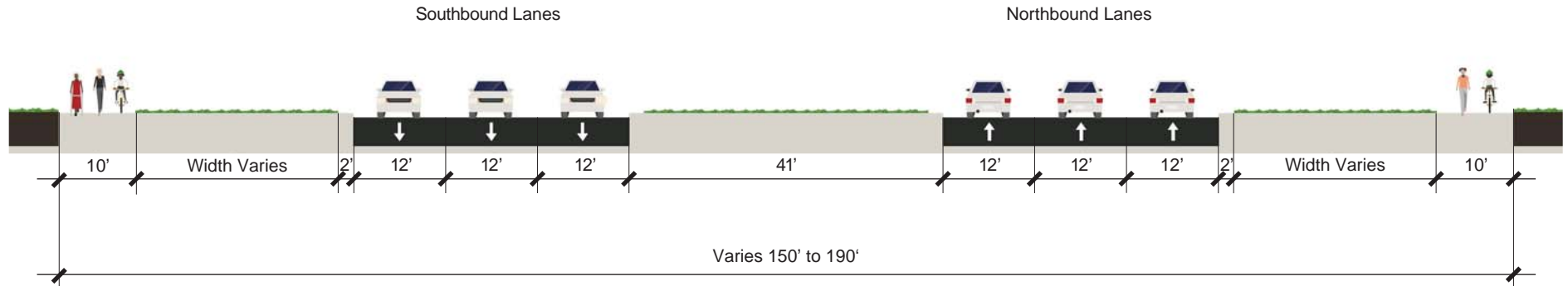
- Roadway ID 92040000 (Osceola County) – milepost 0.000 (US 192) to 1.147 (Orange County Line)
- Roadway ID 75035001 (Orange County) – milepost 0.000 (Osceola County Line) to 2.193 (Vineland Avenue)
- Functional Classification – Urban Minor Arterial
- SIS Designation – Non-SIS
- Speed Limits –
 - 45 miles per hour (MPH) from US 192 to just north of Kyngs Heath Road
 - 50 MPH from just north of Kyngs Heath Road to Lake Bryan Beach Boulevard
 - 45 MPH from Lake Bryan Beach Boulevard to Vineland Avenue
- Access Classification – 3

General Cross Section/Right-of-Way Widths

Figure 14 through **Figure 17** displays the typical existing cross sections for various segments along SR 535. Aerial and street view imagery from Google Earth taken in 2016, along with FDOT straight line diagrams (provided in **Appendix D**), was utilized to generate general cross sections along the SR 535 study corridor.

Figure No. 14

SR 535 from US 192 to Kyngs Heath Road



SR 535 from Kyngs Heath Road to Calypso Cay Way

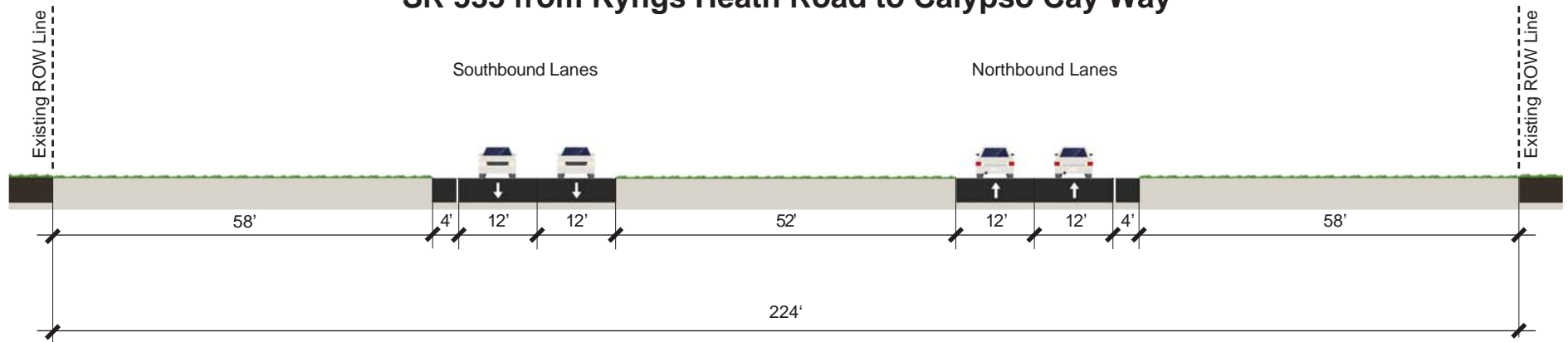
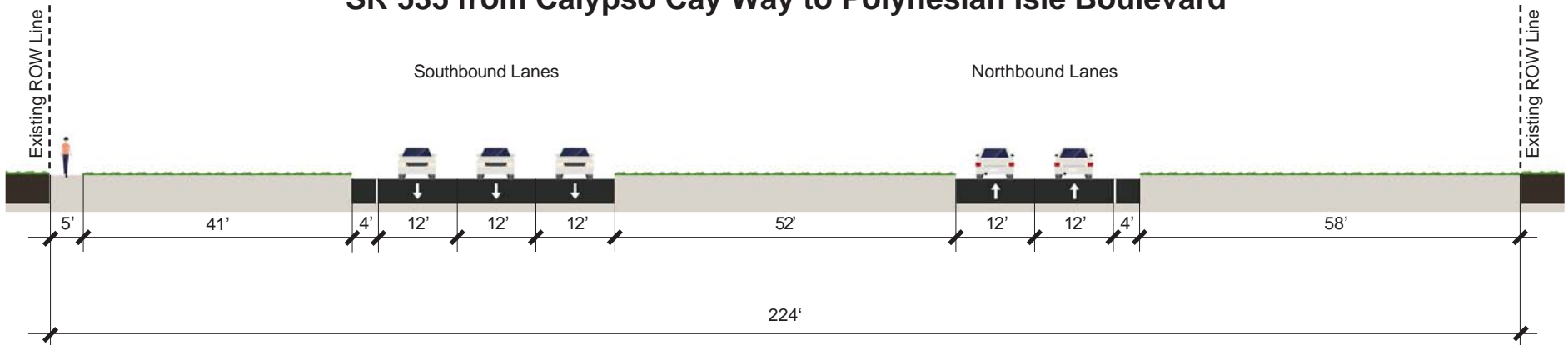


Figure No. 15

SR 535 from Calypso Cay Way to Polynesian Isle Boulevard



SR 535 from Polynesian Isle Boulevard to International Drive

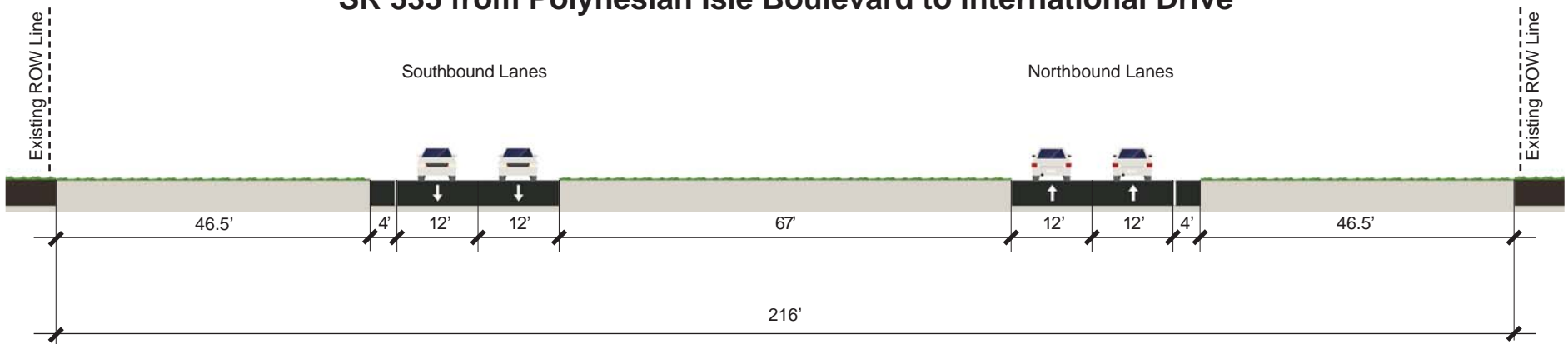
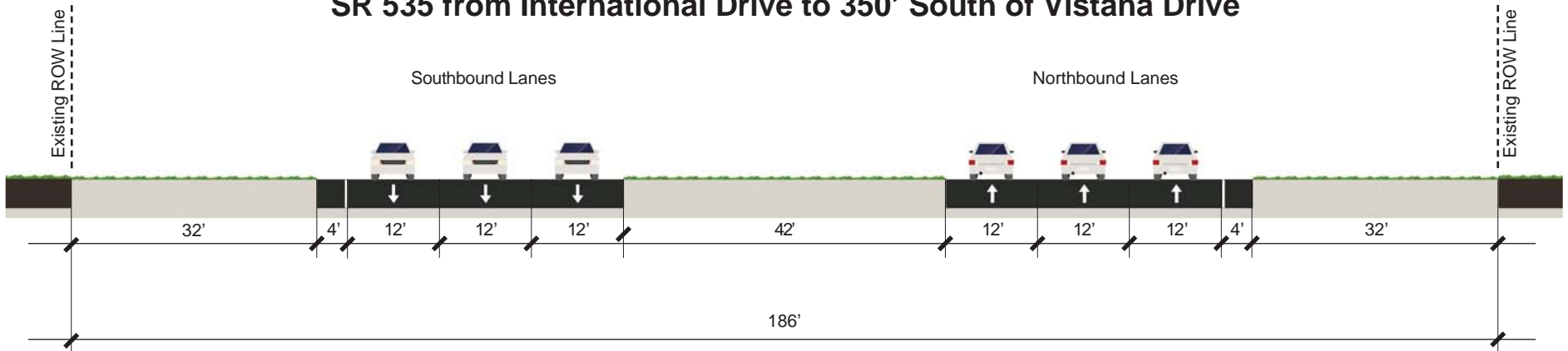


Figure No. 16

SR 535 from International Drive to 350' South of Vistana Drive



SR 535 from 350' South of Vistana Drive to 600' North of Vistana Drive

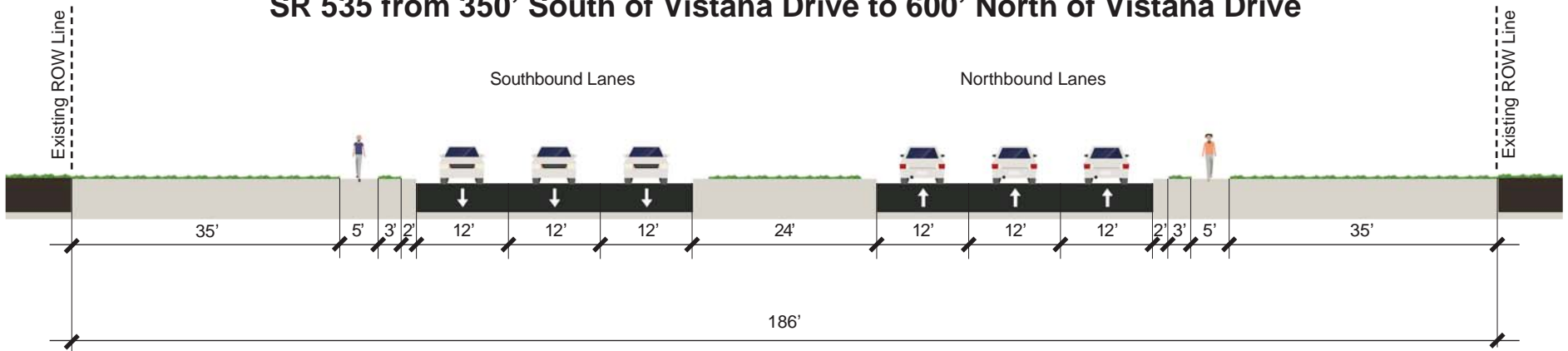
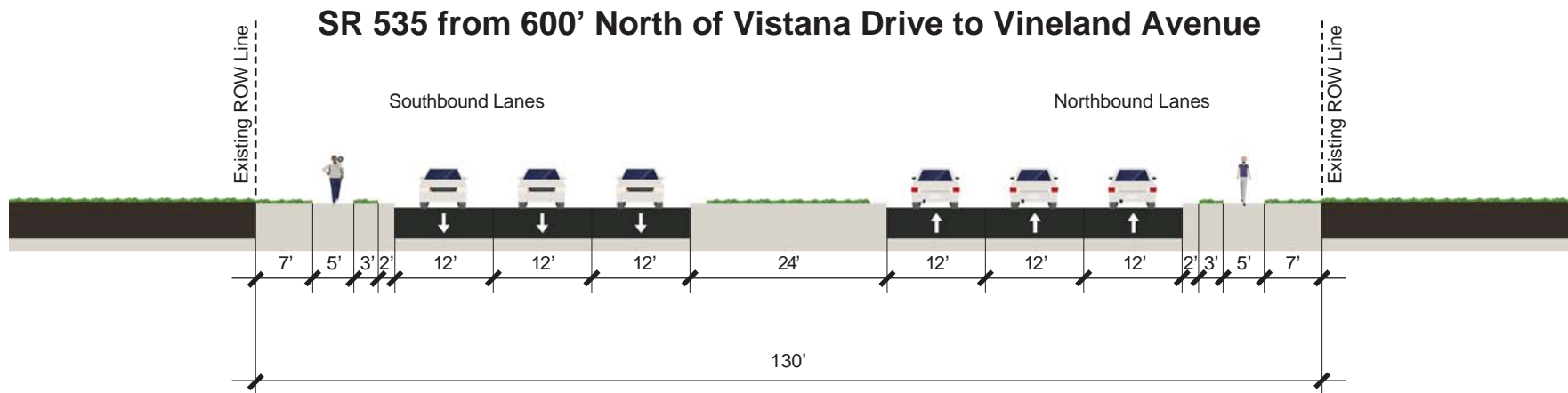


Figure No. 17



The Study Team performed a field review on April 19, 2016 to verify the cross sectional elements. Below is a summary of general cross section elements:

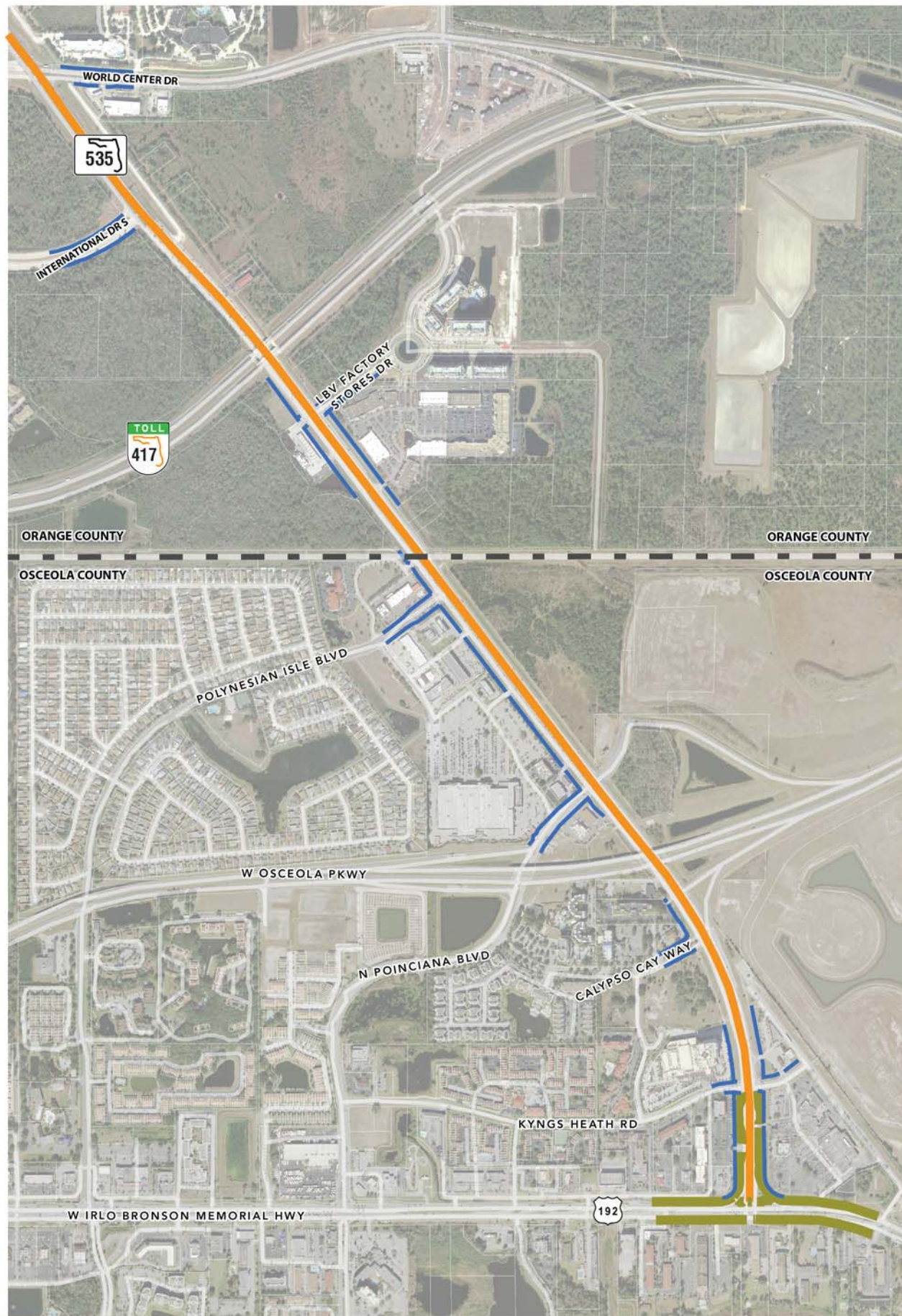
- Mainly four lane roadway divided by a grass median from US 192 to International Drive (1.75 miles) –
 - Six lane roadway section (three lanes southbound and three lanes northbound) present between US 192 and Kyngs Heath Road (0.15 miles).
 - Five lane roadway section (three lanes southbound and two lanes northbound) present between Calypso Cay Way and Polynesian Isle Boulevard (0.65 miles).
 - No curb and gutter is present along the roadside or in the median from Kyngs Heath Road to International Drive (1.60 miles).
- Six lane roadway divided by a grass median from International Drive to Vineland Avenue (1.50 miles) –
 - No curb and gutter is present along either the roadside or in the median from International Drive to just south of Vistana Drive (0.75 miles).
 - Curb and gutter is present roadside and in the median from just south of Vistana Drive to Vineland Avenue (0.75 miles).
- Lane widths consistently 12 feet wide.
- Grass median –
 - Varying 40 to 70 foot wide between US 192 to just south of Vistana Drive (2.50 miles).
 - 24 foot wide from just south of Vistana Drive to Vineland Avenue (0.75 miles).

The existing right-of-way (ROW) along the corridor was obtained from the FDOT District 5 ROW Department. SR 535 ROW varies between 224 feet in the southern end to 130 feet towards the northern end of the corridor. The typical existing cross sections display the various ROW widths along the corridor, where information could be obtained.

Pedestrian and Bicycle Facilities

Figure 18 shows existing bicycle and pedestrian facilities along the study corridor. Sidewalks are present fronting developed land along the corridor. Sidewalk gaps exist on the west side and virtually no sidewalks are present on the east side of study corridor between US 192 and SR 536/World Center Drive. Sidewalks are present on both sides of the corridor from where the curb and gutter section begins just north of SR 536/World Center Drive to Vineland Avenue.

An existing 10' wide shared-use path is present along US 192. This path is also present along both sides of SR 535 between US 192 and Kyngs Heath Road. Existing sidewalks closer to the ROW line are also present within this section. Deep drainage swales are present between the shared-use path and the sidewalks.



Aerial Image Fly Date: March 2016

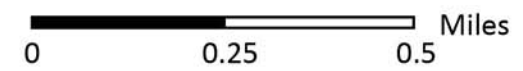


Figure No. 18
Pedestrian and Bicycle Facilities

- Sidewalk
- Shared Use Path
- Study Corridor
- County Line

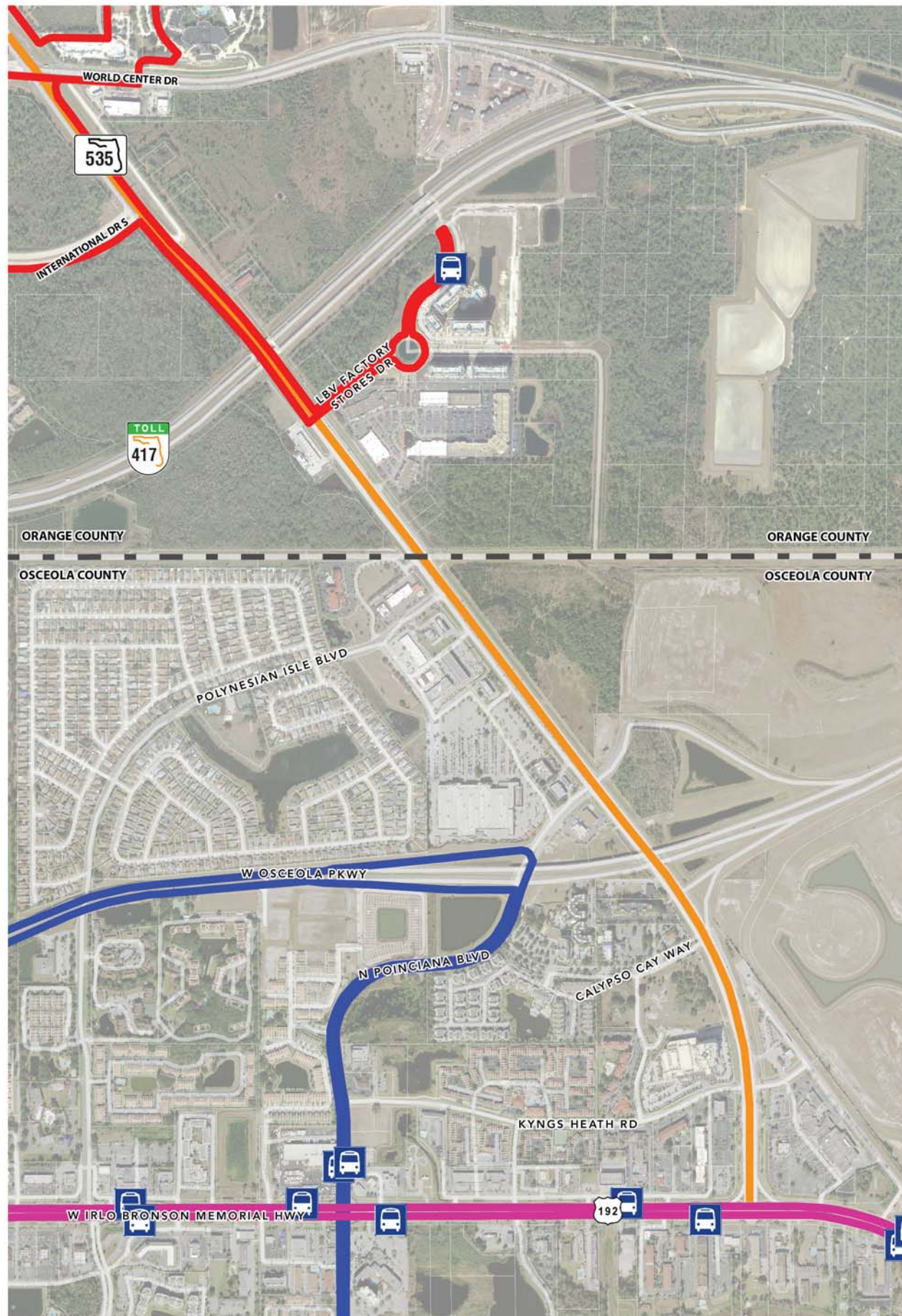
Standard four foot paved shoulders are present along SR 535 in the section without curb and gutter from Kyngs Heath Road to just south of Vistana Drive. These paved shoulders are not marked as formal bicycle facilities. No paved shoulders/formal bicycle facilities are provided within the curb and gutter section from just south of Vistana Drive to Vineland Avenue.

Transit Facilities/Ridership

Figure 19 shows existing LYNX transit routes/facilities along and around the study corridor. LYNX route 304 connects LYNX Central Station in Downtown Orlando to the Disney Springs West Side Transfer Station, but only serves SR 535 north of Lake Buena Vista Factory Stores Drive. Route 304 only operates 2 southbound buses and 1 northbound bus in a day. With such low operating headways, route 304 has an average of 40 riders per day between the 10 transit stops on/near the SR 535 corridor. There is no transit route currently operating along SR 535 south of Lake Buena Vista Factory Stores Drive.

LYNX bus routes 55 and 56 operate along US 192. Route 55 connects Kissimmee Intermodal Station and Four Corners Walmart with an average of 1,975 riders per day, while route 56 connects Kissimmee Intermodal Station and Disney's Magic Kingdom with an average of 2,215 riders per day. Both these routes operate at 30 minute headways and rank among the top 10 routes in the LYNX system for Saturday ridership. A Bus Rapid Transit (BRT) route is currently under study along US 192 that will connect US 27 in the west to Kissimmee in the east.

LYNX bus route 306 connects the Poinciana Walmart Center and Disney Springs West Side Transfer Station with an average of 75 riders per day. This route runs west of study corridor on Poinciana Boulevard and Osceola Parkway. There is only one northbound bus at 6:15 AM and one southbound bus at 5:05 PM throughout the day.



Aerial Image Fly Date: March 2016
Data Source: LYNX

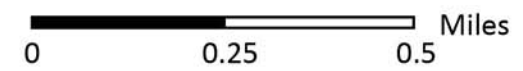


Figure No. 19

Transit Facilities

-  Sidewalk
-  LYNX Bus Route 304
-  LYNX Bus Route 55 and 56
-  LYNX Bus Route 306
-  Study Corridor
-  County Line

Existing Utilities

A Sunshine One Call ticket was requested for SR 535 within the project limits in Orange and Osceola Counties. The Sunshine One Call verified the following utilities along the study corridor:

- Communications/Electric;
- Gas Pipeline;
- Fiber CATV and Phone Lines;
- Wastewater and Reclaimed Water;
- Fiber Optic;
- Traffic Signals and Fiber;
- Water;
- Telephone;
- Sewer;
- Oil; and
- Telecom Cable and Fiber.

Appendix E contains the Sunshine One Call specifying the companies operating the various utilities along the corridor for both Orange and Osceola Counties.

EXISTING TRAFFIC VOLUMES

Data Collection

As part of this study, weekday classification and intersection turning movement counts were collected. The count location, types, and dates taken are as follow:

- 48-Hour Classification Counts – Tuesday April 12 and Wednesday 13, 2016
 - US 192 east of SR 535;
 - US 192 west of SR 535;
 - SR 535 between US 192 and Kyngs Heath Road;
 - SR 535 between Kyngs Heath Road and Osceola Parkway eastbound on-ramp;
 - SR 535 between Poinciana Boulevard and Polynesian Isle Boulevard;
 - SR 535 between LBV Factory Stores Drive and International Drive;
 - SR 535 between Meadow Creek Drive and Vineland Avenue; and
 - SR 535 north of Vineland Avenue.
- FDOT Count Station #750630
 - SR 535 between SR536/World Center Drive and Vistana Center Drive
- 4-Hour Intersection Turning Movement Counts – 7:00 to 9:00 AM and 4:00 to 6:00 PM, Tuesday April 12, 2016
 - SR 535 and US 192;
 - SR 535 and Kyngs Heath Road;
 - SR 535 and Calypso Cay Way;

- SR 535 and Osceola Parkway Eastbound On-Ramp;
- SR 535 and Poinciana Boulevard;
- SR 535 and Polynesian Isle Boulevard;
- SR 535 and LBV Factory Stores Drive;
- SR 535 and International Drive;
- SR 535 and SR 536/World Center Drive;
- SR 535 and Vistana Drive;
- SR 535 and Vistana Center Drive;
- SR 535 and Meadow Creek Drive; and
- SR 535 and Vineland Avenue.

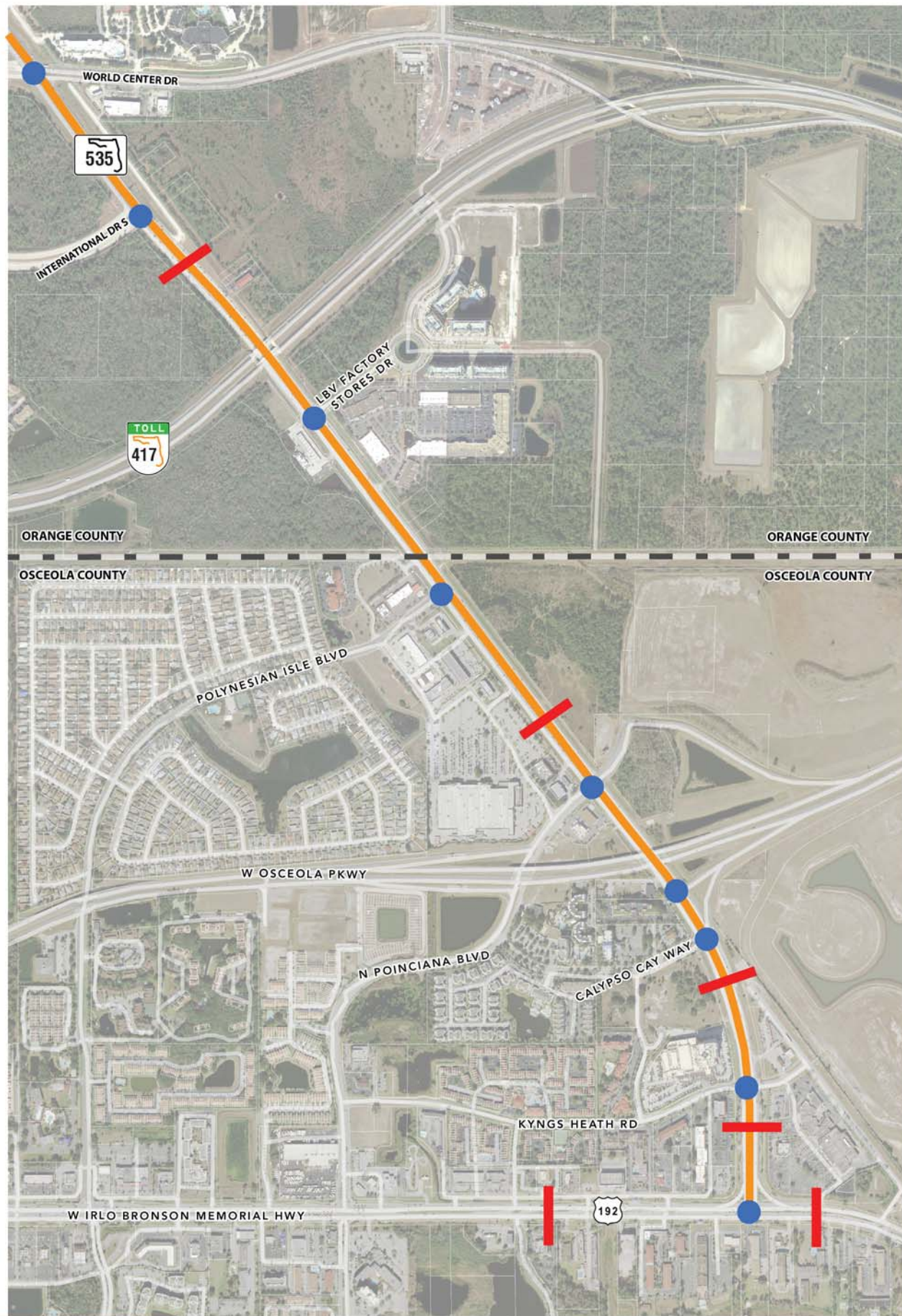
All of the intersections where intersection turning movement counts were taken will be projected for the future year analysis. The classification counts, intersection counts, and FDOT count station locations are illustrated in **Figure 20**. The raw classification and intersection count data is provided in **Appendix F**.

Existing Traffic Factors and Segment Volumes

The classification counts and turning movement counts were adjusted using a seasonal adjustment factor (included in **Appendix G**), obtained from 2015 FTI per FDOT procedures, to estimate 2016 Annual Average Daily Traffic (AADT) along the segments and turning movement volumes at the intersections. The collected classification counts did not require axle adjustments. These seasonally adjusted AADT's and turning movement volumes were used for the existing conditions analysis. The existing 2016 segment AADT's along the study corridor are presented in **Table 1** and in **Figure 21**.

Table 1: Existing Segment Volumes

Roadway	Count Type	Count Dates	ADT	Axle Adj. Factor	Seasonal Adj. Factor	AADT
US 192 to Kyngs Heath Road	48-Hour Classification	4/12/16 - 4/13/16	28,570	1.00	0.99	28,300
Kyngs Heath Road to Poinciana Boulevard	48-Hour Classification	4/12/16 - 4/13/16	27,170	1.00	0.99	26,900
Poinciana Boulevard to Polynesian Isle Boulevard	48-Hour Classification	4/12/16 - 4/13/16	47,271	1.00	0.99	46,800
Polynesian Isle Boulevard to World Center Drive	48-Hour Classification	4/12/16 - 4/13/16	44,733	1.00	0.99	44,300
World Center Drive to Meadow Creek Drive	FDOT Count Station #750630	2015	-	-	-	47,000
Meadow Creek Drive to Vineland Avenue	48-Hour Classification	4/12/16 - 4/13/16	50,178	1.00	0.99	49,700
North of Vineland Avenue	48-Hour Classification	4/12/16 - 4/13/16	57,934	1.00	0.99	57,400



Aerial Image Fly Date: March 2016

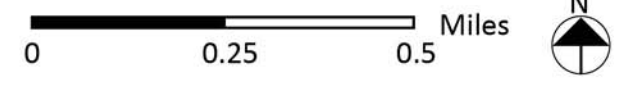
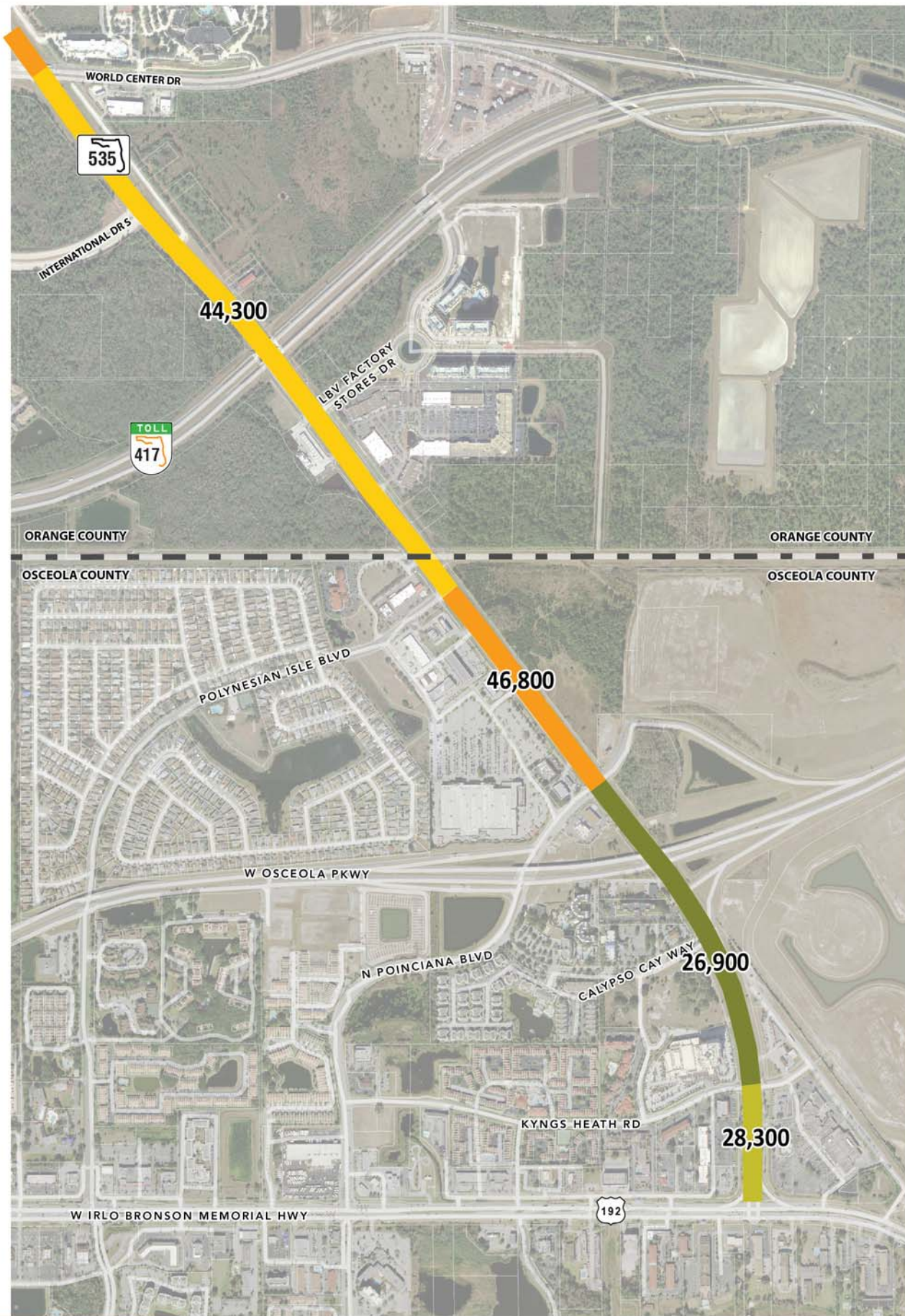


Figure No. 20

Data Collection Locations

- 4 Hour Turning Movement Count
- █ 48 Hour Classification Count
- █ FDOT Count Station #750630
- █ Study Corridor
- County Line



Aerial Image Fly Date: March 2016

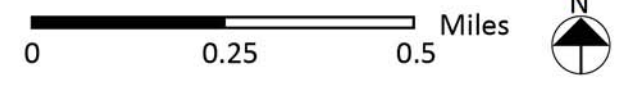


Figure No. 21

Average Annual Daily Traffic

(Based on Counts taken on 4/12/2016 - 4/13/2016 and FDOT Station #750630)

- <27,000
- 27,001 - 30,000
- 30,001 - 45,000
- 45,001 - 50,000
- >50,000
- County Line

EXISTING TRAFFIC OPERATIONS

In order to identify problem segments and intersections along the SR 535 study corridor, an existing traffic operations analysis was completed using Highway Capacity Manual (HCM) methodologies. This section describes the AM and PM peak hour field reviews and HCM segment/intersection analysis results which will help in identifying future improvements.

AM and PM Peak Hour Field Reviews

To verify existing traffic operations along the SR 535 study corridor during the AM and PM peak hours, the Study Team performed a field review on Thursday July 21, 2016. The following bullets summarize the observations from these field reviews.

AM – 7:00 TO 8:15

- Eastbound left turn queue at Poinciana Boulevard extends approximately 850 feet to the Osceola Parkway interchange ramp intersections (**Figure 22**).
 - Drivers were observed getting into the left turn lane for Osceola Parkway or the left turn lane at the median opening for Walmart thinking this was the inside left turn lane for Poinciana Boulevard. Then they would stop in the turn lane and wait for someone to let them back onto Poinciana Boulevard eastbound so they could enter the left turn lanes at the intersection.
 - Drivers were observed blocking the outside through lane while waiting to merge into one of the two left turn lanes.



Figure 22: Traffic Queuing Eastbound at Poinciana Boulevard

- Northbound queuing along SR 535 was observed from approximately 900 feet south of Poinciana Boulevard to the LBV Factory Stores Drive signal, a distance of approximately 0.90 miles (**Figure 23**).
- It appeared that there was a lack of coordination in the northbound direction between the LBV Factory Stores Drive and Polynesian Isle Boulevard signals (**Figure 23**).

- Northbound through vehicles were observed departing the Polynesian Isle Boulevard intersection and arriving at the back of the LBV Factory Stores Drive queue. It was observed several times that the signal was still showing a red indication for the northbound through movements.



Figure 23: Traffic Queuing Northbound at Poinciana Boulevard, Polynesian Isle Boulevard, and LBV Factory Stores Drive

PM – 4:15 TO 6:30

- Southbound queuing was observed along SR 535 extending from LBV Factory Stores Drive through SR 536/World Center Drive to Meadow Creek Drive, a distance of approximately 1.65 miles (**Figure 24**).
 - It took the field review team approximately 15 minutes to drive southbound from Meadow Creek Drive to SR 536/World Center Drive due to this queuing.

Looking South from SR 536/World Center Drive



Looking North at SR 536/World Center Drive



Looking South at Meadow Creek Drive

Figure 24: Traffic Queuing Southbound at LBV Factory Stores Drive, SR 536/World Center Drive, and Meadow Creek Drive

- Due to southbound queue spillback through the SR 536/World Center Drive intersection, the westbound left and eastbound right turn movements were not fully served. This led to vehicles blocking the intersection (**Figure 25**).
 - Westbound left turn queue extended approximately 700 feet and spilled out of the left turn queue storage.
 - Eastbound queueing extended approximately 0.30 miles, thus the eastbound left turn lane was not being fully utilized because left turning vehicles had to wait behind eastbound through vehicles.
 - Both the eastbound right and westbound left turners utilized all three southbound lanes when making the turn, even though the inside left turn lane is a merge lane approximately 700 feet to 1,000 feet downstream.
 - There may be opportunities to provide coordination between the LBV Factory Stores Drive and World Center Drive intersections for the southbound direction. Coordination will be important should the intersection of SR 535/International Drive become signalized in the future.



Looking West at SR 536/World Center Drive



Looking East from SR 536/World Center Drive

SR 536/World Center Drive Signal



Looking East at SR 536/World Center Drive

Figure 25: Traffic Queuing Westbound and Eastbound at SR 536/World Center Drive

- Pedestrians were observed running across SR 536/World Center Drive between the Caribe Royale Hotel and land uses on the south side of the roadway (**Figure 26**).
- Other pedestrians were observed utilizing the SR 535/SR 536/World Center Drive intersection even though no pedestrian facilities are present (**Figure 26**).



Looking East from SR 536/World Center Drive



Eastbound Leg of SR 536/World Center Drive Intersection

Figure 26: Pedestrians Crossing SR 536/World Center Drive

- Northbound queuing along SR 535 extended from LBV Factory Stores Drive to Polynesian Isle Boulevard, a distance of approximately 0.30 miles. Northbound queuing also extended from Vineland Avenue to approximately 0.50 miles south of the Meadow Creek Drive intersection, a total distance of approximately 0.75 miles. (**Figure 27**)



Looking South from LBV Factory Stores Drive



Looking North from Meadow Creek Drive



Northbound Queuing at Meadow Creek Drive

Figure 27: Traffic Queueing Northbound at LBV Factory Stores Drive, Meadow Creek Drive, and Vineland Avenue

- Eastbound queuing along Meadow Creek Drive extended approximately 600 feet, with a majority of these vehicles turning left to go north onto SR 535 (**Figure 28**).
 - Due to northbound queuing from Vineland Avenue backing through Meadow Creek Drive, only two to five vehicles on average were able to make it through the signal. Most of the vehicles turning left had to wait in the middle of the intersection before they were able to find an open lane on SR 535.



Looking West from Meadow Creek Drive



Eastbound Left Turn Movement at Meadow Creek Drive

Figure 28: Traffic Queuing Eastbound at Meadow Creek DriveExisting Segment Operations

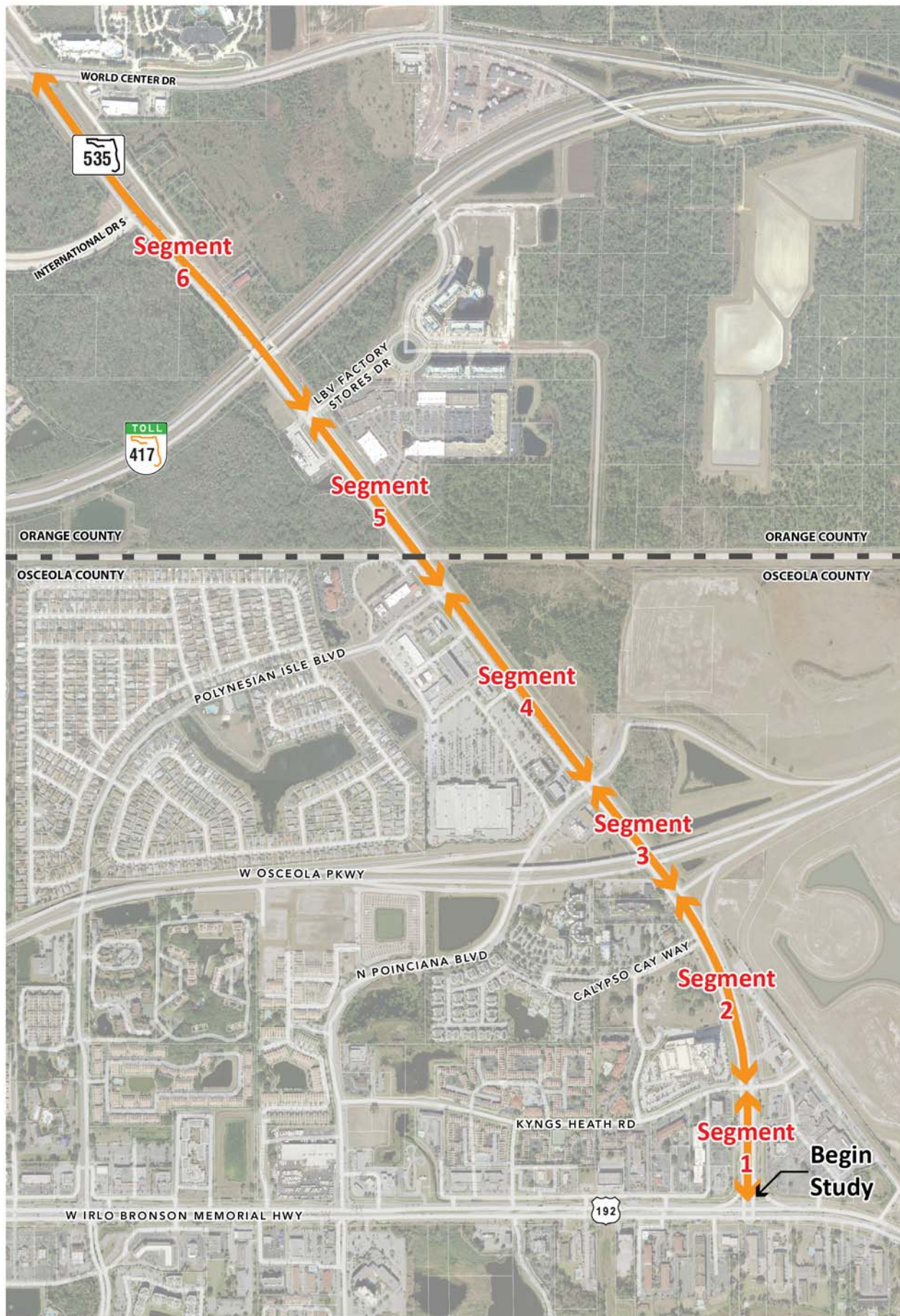
The FDOT maintains a policy and procedure addressing the operating level of service standards for the State Highway System. The term “level of service” (LOS) is defined as the system of six designated ranges from “A” (best) to “F” (worst) used to evaluate roadway facility performance. The LOS standard for a specific facility is defined by the area type it is located within. Roadways classified as within an urbanized area have a LOS standard of D whereas roadways classified outside an urbanized area have a LOS standard of C. Due to SR 535 being classified as an urban minor arterial, the LOS standard is D within the study limits.

For the purpose of the segment analysis, SR 535 was divided into eight (8) individual segments between the nine (9) signalized intersections included in the study area. The eight segments are displayed on **Figure 29** and summarized below:

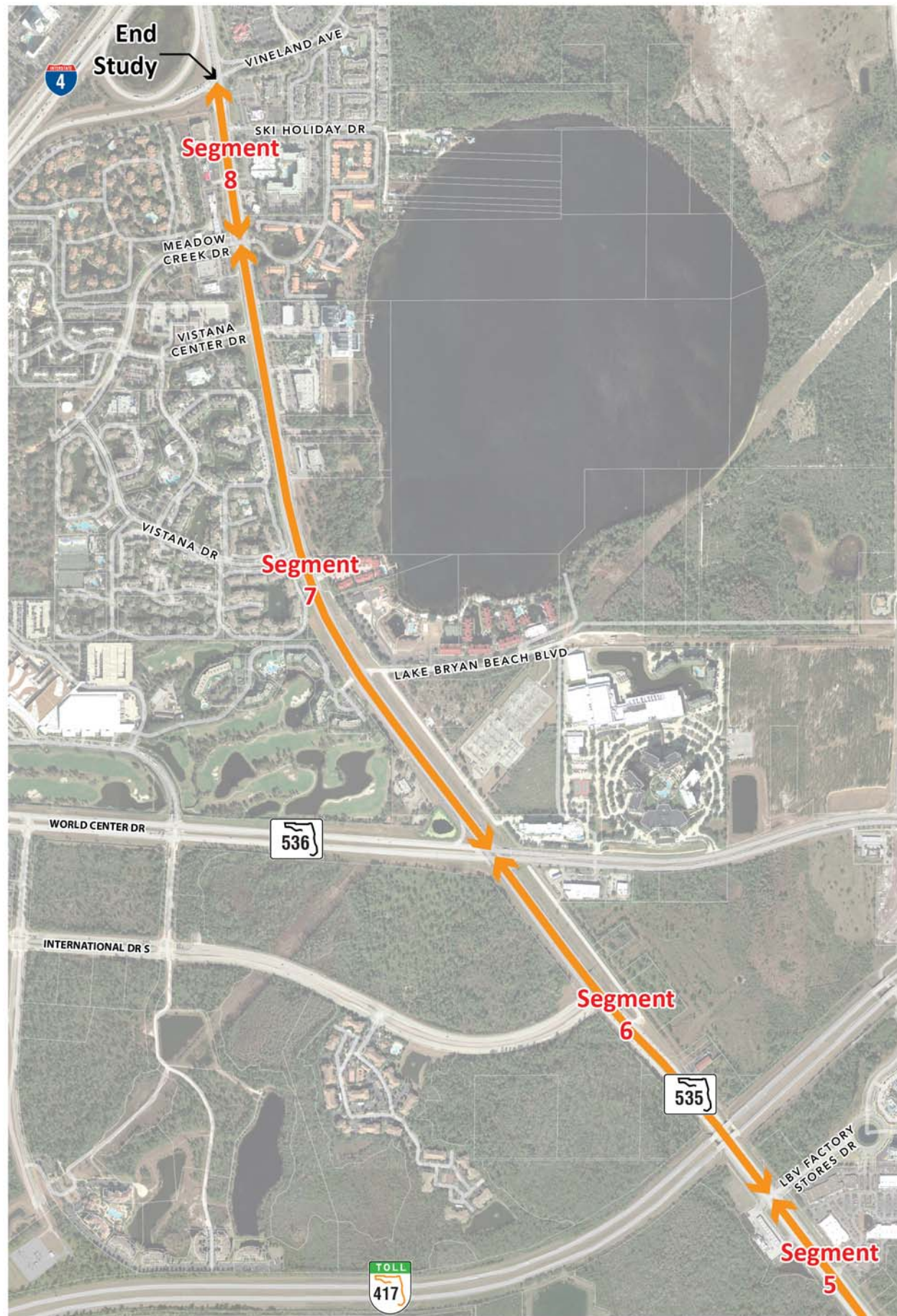
- Segment 1 – SR 535 from US 192 to Kyngs Heath Road
- Segment 2 – SR 535 from Kyngs Heath Road to Osceola Parkway Eastbound On-Ramp
- Segment 3 – SR 535 from Osceola Parkway Eastbound On-Ramp to Poinciana Boulevard
- Segment 4 – SR 535 from Poinciana Boulevard to Polynesian Isle Boulevard
- Segment 5 – SR 535 from Polynesian Isle Boulevard to LBV Factory Stores Drive
- Segment 6 – SR 535 from LBV Factory Stores Drive to SR 536/World Center Drive
- Segment 7 – SR 535 from SR 536/World Center Drive to Meadow Creek Drive
- Segment 8 – SR 535 from Meadow Creek Drive to Vineland Avenue

Two analyses were performed to identify segment deficiencies along the SR 535 corridor:

1. LOS evaluation based on the FDOT Generalized LOS Tables; and
2. LOS evaluation based on Highway Capacity Manual (2010) Methodologies.



Aerial Image Fly Date: March 2016



0 0.25 0.5 Miles

Figure No. 29

Segments for Operational Analysis

Segment for Operational Analysis

County Line

Segment 1 – SR 535 from US 192 to Kyngs Heath Road

Segment 2 – SR 535 from Kyngs Heath Road to Osceola Parkway Eastbound On-Ramp

Segment 3 – SR 535 from Osceola Parkway Eastbound On-Ramp to Poinciana Boulevard

Segment 4 – SR 535 from Poinciana Boulevard to Polynesian Isle Boulevard

Segment 5 – SR 535 from Polynesian Isle Boulevard to LBV Factory Stores Drive

Segment 6 – SR 535 from LBV Factory Stores Drive to SR 536/World Center Drive

Segment 7 – SR 535 from SR 536/World Center Drive to Meadow Creek Drive

Segment 8 – SR 535 from Meadow Creek Drive to Vineland Avenue

FDOT GENERALIZED LOS EVALUATION

An evaluation of the existing LOS along SR 535 was performed by comparing segment AADT's (as presented in *Existing Traffic Factors and Segment Volumes*) versus the LOS volume threshold from the FDOT Generalized LOS Tables found in the 2013 FDOT Quality/LOS Handbook. Every segment of SR 535 is characterized as an urban state signalized arterial with a 40 MPH or higher posted speed limit, thus Class 1 volume thresholds from Table 1 – Generalized Annual Average Daily Volumes for Urbanized Areas were used. The volume thresholds were increased by 5 percent due to the presence of exclusive right turn lanes at the signalized intersections. The volume threshold for the segment between Poinciana Boulevard and Polynesian Isle Boulevard was obtained from the FDOT District 5 LOS_ALL_Spreadsheet because no volume threshold for a five lane facility is present in the Generalized LOS Tables. **Appendix H** contains Table 1 from the Generalized LOS Tables.

As displayed in **Table 2**, SR 535 between Polynesian Isle Boulevard and SR 536/World Center Drive does not meet the LOS standard based on the FDOT generalized LOS evaluation.

Table 2: FDOT Generalized LOS Analysis

Segment	AADT	Area Type	Segment Type	Speed Limit	FDOT LOS Standard	Adjusted LOS Volume Standard	Existing Volumes Below LOS Standard?
US 192 to Kyngs Heath Road	28,300	Urban	Signalized Arterial	50	D	41,790	N
Kyngs Heath Road to Osceola Parkway Eastbound On-Ramp	26,900	Urban	Signalized Arterial	50	D	41,790	N
Osceola Parkway Eastbound On-Ramp to Poinciana Boulevard	26,900	Urban	Signalized Arterial	50	D	41,790	N
Poinciana Boulevard to Polynesian Isle Boulevard	46,800	Urban	Signalized Arterial	50	D	52,340	N
Polynesian Isle Boulevard to LBV Factory Stores Drive	44,300	Urban	Signalized Arterial	50	D	41,790	Y
LBV Factory Stores Drive to SR 536/World Center Drive	44,300	Urban	Signalized Arterial	50	D	41,790	Y
SR 536/World Center Drive to Meadow Creek Drive	47,000	Urban	Signalized Arterial	50	D	62,900	N
Meadow Creek Drive to Vineland Avenue	49,700	Urban	Signalized Arterial	45	D	62,900	N

*Source: 2013 FDOT Quality/LOS Handbook Tables

The FDOT generalized LOS analysis methodology is a sketch-planning level tool developed to provide a quick review of capacity and LOS for the roadway being studied. HCM methodologies are the most widely used for analyzing existing facilities and future improvements to corridors. A more detailed analysis is needed beyond what the generalized LOS tables can provide thus the reason for a HCM level segment and intersection analysis.

HIGHWAY CAPACITY MANUAL (HCM) 2010 LOS EVALUATION

A HCM 2010 Urban Street Segment analysis was performed for the eight SR 535 study segments. This methodology is applicable for segments less than two miles in length between signalized intersections. The HCM 2010 section 17.1 was referenced to evaluate the segment LOS based on the average travel speed (ATS) as a percentage of the base free flow speed (%BFFS). The LOS thresholds for urban street segments are summarized in **Table 3**.

Table 3: LOS for Urban Street Segments (HCM 2010)

LOS	Travel Speed as a Percentage of Free Flow Speed (%)
A	>85
B	>67 – 85
C	>50 – 67
D	>40 – 50
E	>30 – 40
F	≤30

The segment analysis was performed for the AM and PM peak hours in the northbound and southbound directions for each SR 535 segment. **Table 4** and **Table 5** display the results from the HCM analysis and the existing conditions LOS for each segment. **Appendix H** contains the HCM inputs and the various outputs/calculations for the segment analysis.

As noted in the *AM and PM Peak Hour Field Reviews* section, significant queuing was observed along SR 535 in both the southbound and northbound directions during the peak hours. In most cases, the queuing extended through adjacent signalized intersections. Due to this level of congestion, the signalized intersections are not processing the full traffic demand volumes of the corridor. With latent demand not being accounted for in the operational analysis, some segments are being reported as having acceptable LOS where the Study Team observed significant queuing and delays. Thus in cases where a segment was experiencing significant queuing extending through adjacent signalized intersections, a default LOS of F was reported.

Table 4: HCM LOS Evaluation Results – AM Peak Hour

Segment	BFFS (MPH)	Average Travel Speed (MPH)	% of BFFS	LOS	Segment LOS Below LOS Standard?
Northbound Direction					
US 192 to Kyngs Heath Road	46.2	29.0	63%	C	N
Kyngs Heath Road to Osceola Parkway Eastbound On-Ramp	50.3	32.5	65%	C	N
Osceola Parkway Eastbound On-Ramp to Poinciana Boulevard	50.6	8.2	16%	F	Y
Poinciana Boulevard to Polynesian Isle Boulevard	N/A	N/A	N/A	F*	Y
Polynesian Isle Boulevard to LBV Factory Stores Drive	50.5	20.7	41%	F	Y
LBV Factory Stores Drive to SR 536/World Center Drive	50.4	18.9	38%	E	Y
SR 536/World Center Drive to Meadow Creek Drive	47.7	34.3	72%	B	N
Meadow Creek Drive to Vineland Avenue	43.7	29.6	68%	B	N
Southbound Direction					
Vineland Avenue to Meadow Creek Drive	43.8	23.8	54%	C	N
Meadow Creek Drive to SR 536/World Center Drive	47.7	21.8	46%	D	N
SR 536/World Center Drive to LBV Factory Stores Drive	50.4	31.8	63%	C	N
LBV Factory Store Drive to Polynesian Isle Boulevard	50.2	36.7	73%	B	N
Polynesian Isle Boulevard to Poinciana Boulevard	50.4	26.2	52%	C	N
Poinciana Boulevard to Osceola Parkway Ramps	50.2	25.2	50%	D	N
Osceola Parkway Eastbound On-Ramp to Kyngs Heath Road	50.4	26.6	53%	C	N
Kyngs Heath Road to US 192	46.2	7.3	16%	F	Y

* During field observations, traffic queuing extended entire segment causing stop and go driving conditions. HCM 2010 methodologies do not support a LOS calculation under this type of driving condition leading to a default segment LOS of F.

As displayed in **Table 4**, SR 535 in the northbound direction between Osceola Parkway and SR 536/World Center Drive experiences LOS E or lower in the AM peak hour. This was confirmed during the field review, where queued traffic was observed extending from LBV Factory Stores Drive through the Polynesian Isle Boulevard signalized intersection to Poinciana Boulevard.

Table 5: HCM LOS Evaluation Results – PM Peak Hour

Segment	BFFS (MPH)	Average Travel Speed (MPH)	% of BFFS	LOS	Segment LOS Below LOS Standard?
Northbound Direction					
US 192 to Kyngs Heath Road	46.2	30.1	65%	C	N
Kyngs Heath Road to Osceola Parkway Eastbound On-Ramp	50.3	26.7	53%	C	N
Osceola Parkway Eastbound On-Ramp to Poinciana Boulevard	50.6	14.3	28%	F	Y
Poinciana Boulevard to Polynesian Isle Boulevard	50.5	27.7	55%	C	N
Polynesian Isle Boulevard to LBV Factory Stores Drive	N/A	N/A	N/A	F*	Y
LBV Factory Stores Drive to SR 536/World Center Drive	50.4	18.4	37%	E	Y
SR 536/World Center Drive to Meadow Creek Drive	47.7	30.6	64%	C	N
Meadow Creek Drive to Vineland Avenue	43.7	11.6	27%	F	Y
Southbound Direction					
Vineland Avenue to Meadow Creek Drive	43.8	19.4	44%	D	N
Meadow Creek Drive to SR 536/World Center Drive	N/A	N/A	N/A	F*	Y
SR 536/World Center Drive to LBV Factory Stores Drive	N/A	N/A	N/A	F*	Y
LBV Factory Store Drive to Polynesian Isle Boulevard	50.2	35.4	71%	B	N
Polynesian Isle Boulevard to Poinciana Boulevard	50.4	30.9	61%	C	N
Poinciana Boulevard to Osceola Parkway Ramps	50.2	23.9	48%	D	N
Osceola Parkway Eastbound On-Ramp to Kyngs Heath Road	50.4	22.2	44%	D	N
Kyngs Heath Road to US 192	46.2	7.1	15%	F	Y

* During field observations, traffic queuing extended entire segment causing stop and go driving conditions. HCM 2010 methodologies do not support a LOS calculation under this type of driving condition leading to a default segment LOS of F.

During the PM peak hour, multiple northbound segments of SR 535 experienced LOS E or F conditions, as displayed in **Table 5**. Primary queuing/congestion was observed between Osceola Parkway and Poinciana Boulevard, Polynesian Isle Boulevard to SR 536/World Center Drive, and Meadow Creek Drive to Vineland Avenue.

During the PM peak hour in the southbound direction, queuing was observed extending from the LBV Factory Stores intersection through SR 536/World Center Drive intersection to the Meadow Creek Drive intersection (a distance of 1.65 miles).

SR 535 from Kyngs Heath Road to US 192 in the southbound direction experiences slow average travel speeds and a LOS of F in both the AM and PM peak hours due to the short segment length and the southbound delay experienced at the SR 535/US 192 intersection.

Existing Peak Hour Intersection Operations

Thirteen (13) intersections along the study corridor were analyzed. Nine of the intersections are signalized, while the other four are full or directional median openings with stop control on the minor street approach. The existing intersection lane configurations and traffic control can be seen in **Figure 30**. Intersection geometry was determined through the use of aerial and street view imagery from Google Earth taken in 2016. The Study Team performed a field review on April 19, 2016 to verify the intersection lane configurations.

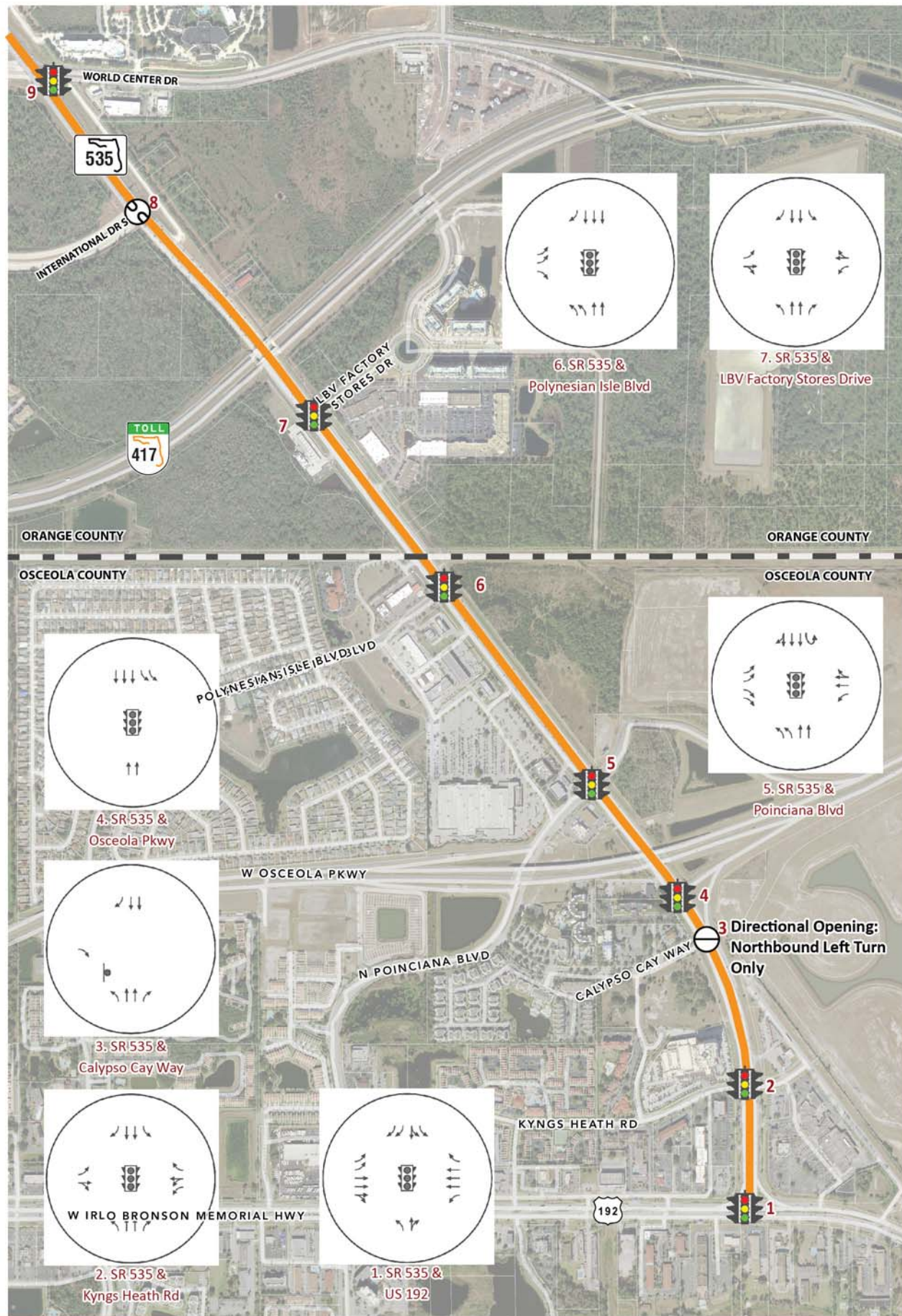
The raw intersection turning movement counts were adjusted in a series of steps to prepare for the intersection operational analysis:

1. The individual peak hour for each intersection was determined in order to provide a conservative operational analysis with the highest possible traffic volumes.
2. The raw counts were adjusted for seasonal variability using a seasonal factor obtained from the FTI, as explained in the *Existing Traffic Volumes* section.
3. The entering/exiting traffic volumes between adjacent intersections were adjusted for reasonableness.

Note that some larger volume differences between adjacent intersections were observed because individual peak hours were utilized. The raw, factored, and adjusted turning movement volumes can be found in **Appendix H**.

The existing intersection operating conditions (2016) were evaluated for the weekday AM and PM peak hour traffic volume conditions. Current signal timing plans were obtained from Orange and Osceola Counties for use in the analysis. The signal timing plans are provided in **Appendix H**. The intersection LOS was analyzed using *HCM* methodologies as implemented by Synchro Version 9.1. **Figure 31** summarizes the existing AM and PM peak hour intersection operations and turning movement volumes. For the signalized intersections, overall intersection LOS and delay are presented. For the unsignalized intersections, the LOS and delay are presented for the critical movement at the intersection. Detailed HCM output reports are located in **Appendix H**.

In the AM peak hour, Poinciana Boulevard (signalized) operates at LOS E, International Drive (unsignalized) operates at LOS F, and Vistana Centre Drive (unsignalized) operates at LOS E. Poinciana Boulevard experiences an eastbound left turn volume of just over 900 in the AM peak hour with a 0.95 volume to capacity ratio, thus contributing to delays at this intersection. In the PM peak hour, International Drive (unsignalized) operates at LOS F, SR 536/World Center Drive (signalized) operates at LOS E, and Vistana Centre Drive (unsignalized) operates at LOS E.



Aerial Image Fly Date: March 2016

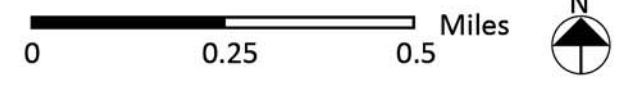
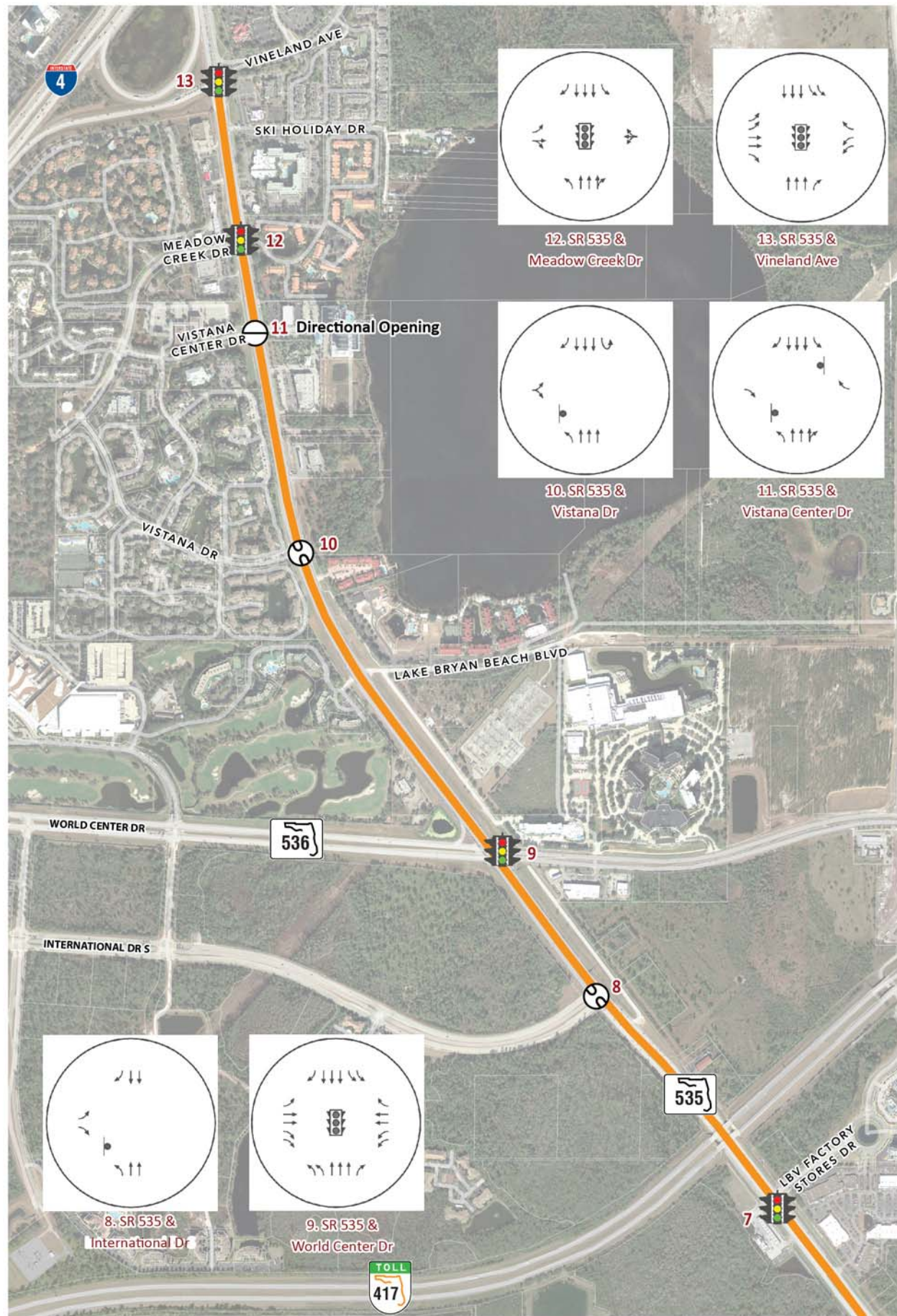
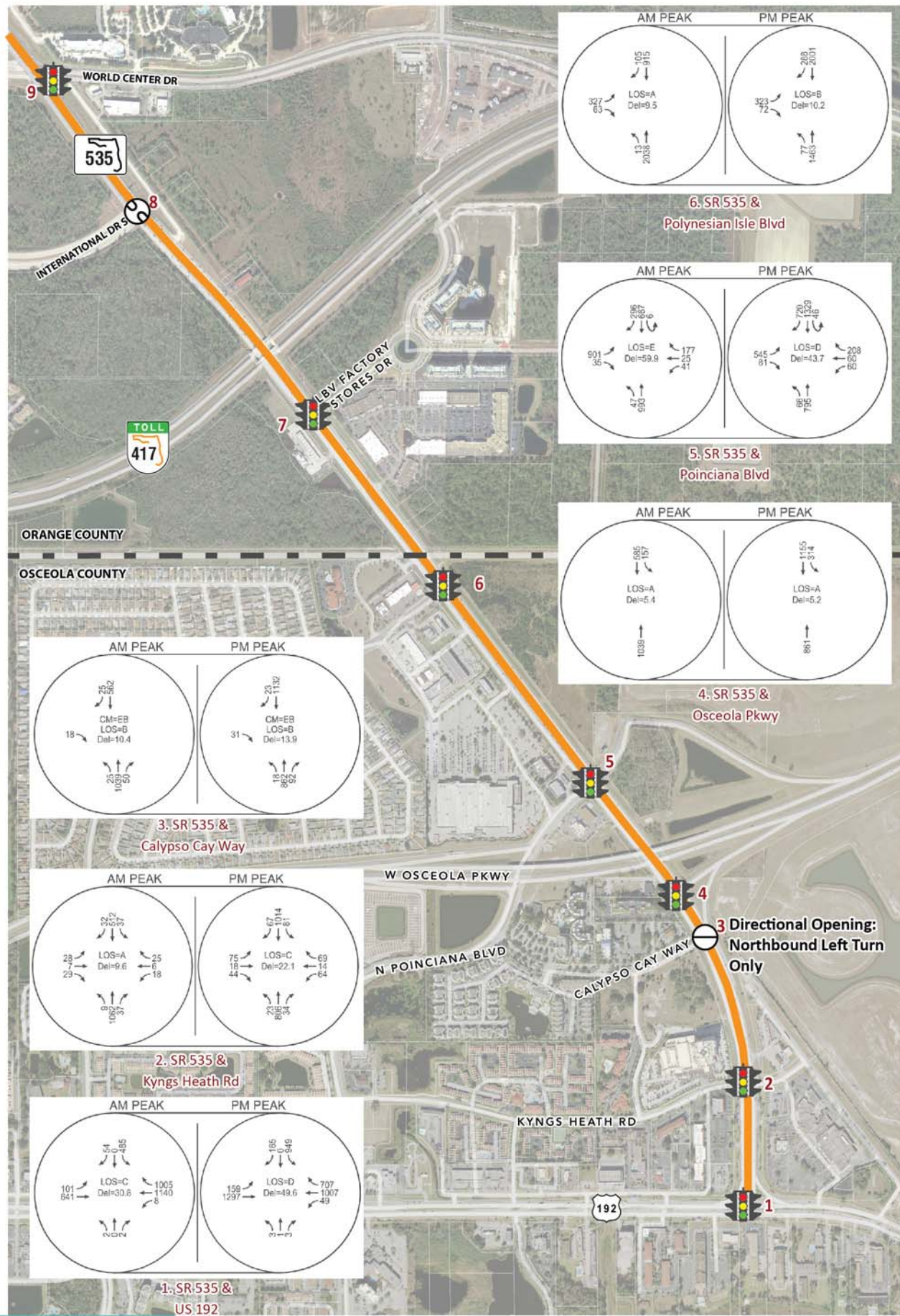


Figure No. 30
Intersection Lane Configurations & Traffic Control

- Traffic Signal
- Full Median Opening
- Directional Median Opening
- Study Corridor
- County Line



Aerial Image Fly Date: March 2016

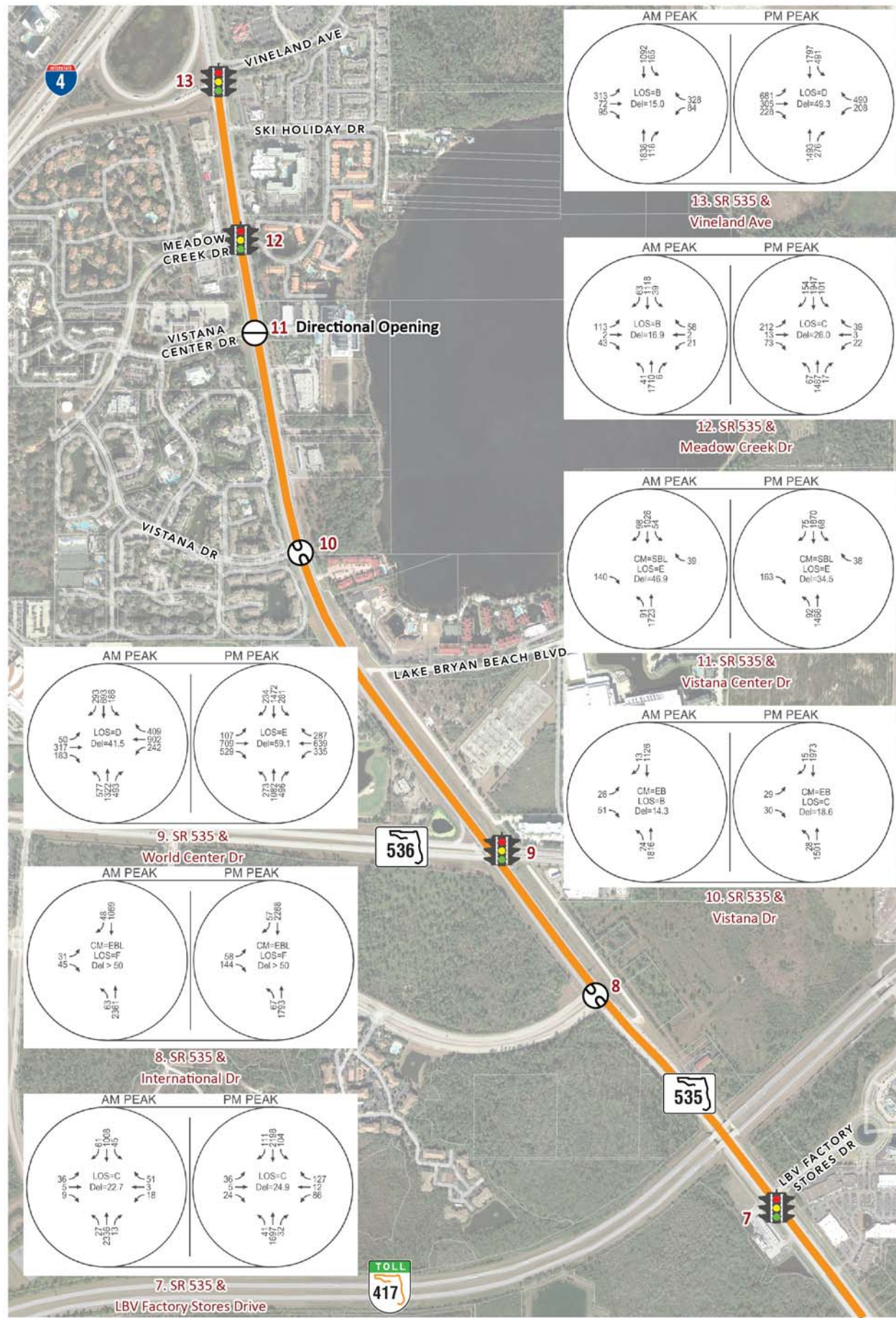


Figure No. 31

Existing Peak Hour Intersection Operations

- Traffic Signal
- Full Median Opening
- Directional Median Opening
- Study Corridor
- County Line

SAFETY ASSESSMENT

Crash records were obtained for SR 535 within the study limits for the most recent five year period on record (2010 through 2014) from FDOT's Crash Analysis Reporting System (CARS). CARS data for 2015 was not certified by FDOT at the time of this analysis; therefore, data through 2014 was analyzed. This section summarizes the corridor wide crash statistics then reviews crash data for the high crash intersections along the study corridor. A detailed pedestrian/bicycle safety review is also discussed in this section.

Corridor Wide Crash Statistics

Figure 32 displays a summary of crash frequency by year along with their respective severity from 2010 to 2014. There were a total of 1,142 reported crashes during this period, 521 of which (46 percent) resulted in at least one injury and seven (7) of which resulted in at least one fatality. As displayed in **Figure 32**, the crashes per year along the corridor have been relatively consistent ranging from 228 in 2010 to 267 in 2014.

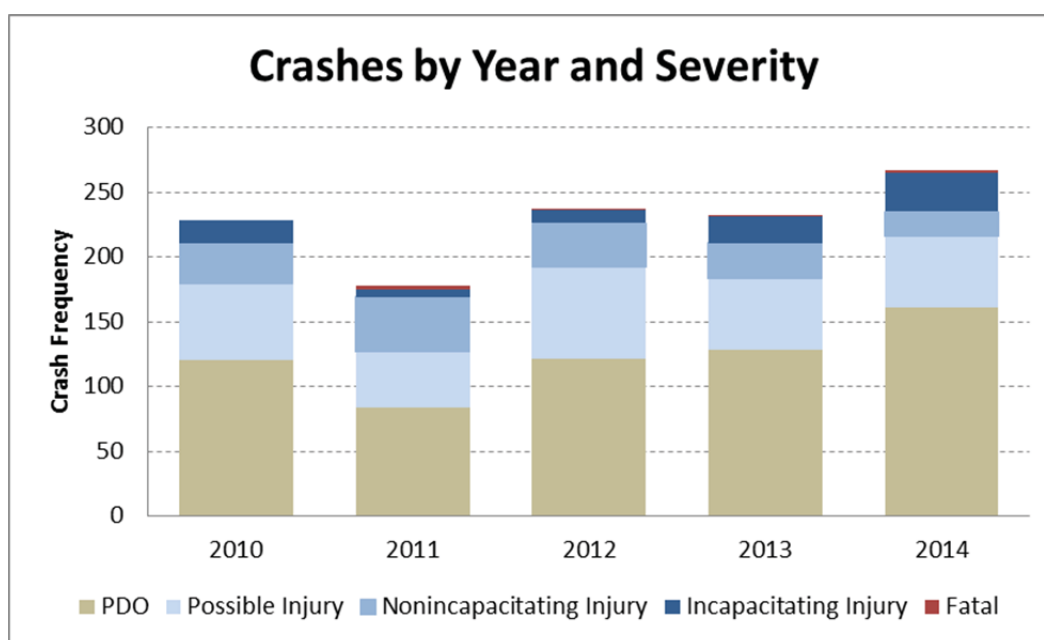


Figure 32: Crashes per Year (Corridor Wide)

Figure 33 displays the crashes along the corridor by type and severity for the five year study period. The highest crash type observed was rear end, comprising 61 percent of the total crashes. Angle (11 percent) and sideswipe (8 percent) were the second and third highest crash types. There were 13 pedestrian and 5 bicycle crashes over the five years resulting in five (5) of the seven (7) fatal crashes. Rear end and left turn crashes accounted for the other two (2) fatal crashes.

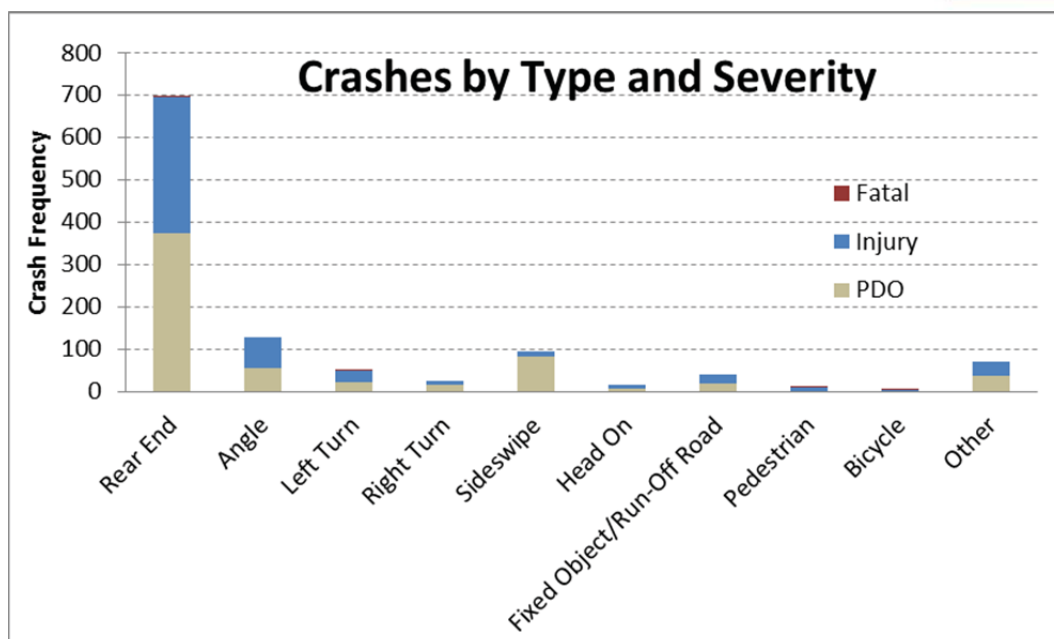


Figure 33: Crashes by Type and Severity (Corridor Wide)

Other crash statistics to note include the following:

- Crashes occurring in non-daylight conditions accounted for 42 percent of the crashes.
- Crashes occurring in wet roadway surfaces conditions accounted for 26 percent of the crashes.
- A spike in crashes was observed during the summer months of June through August, which combined accounted for 31 percent of the total crashes.
- Thirty-five (35) percent of the crashes were observed between 3 PM and 8 PM.
- Forty (40) percent of the drivers at fault were aged between 16 and 29.

The number of crashes by location is shown in **Figure 34**. SR 536/World Center Drive is the location with the highest number of crashes, accounting for 212 of the 1,142 crashes (19 percent) over the five years. Polynesian Isle Boulevard (133 crashes), Vineland Avenue (122 crashes), and LBV Factory Stores Drive (101 crashes) were the next highest crash frequency locations. **Figure 35** displays the crash locations along the SR 535 study corridor from US 192 to SR 536/World Center Drive while **Figure 36** displays the crash locations from SR 536/World Center Drive to Vineland Avenue.

The raw crash data obtained from CARS can be found in **Appendix I**. A more detailed summary of the 2010 to 2014 corridor wide crash data set in tabular and graphical format is also provided in **Appendix I**.

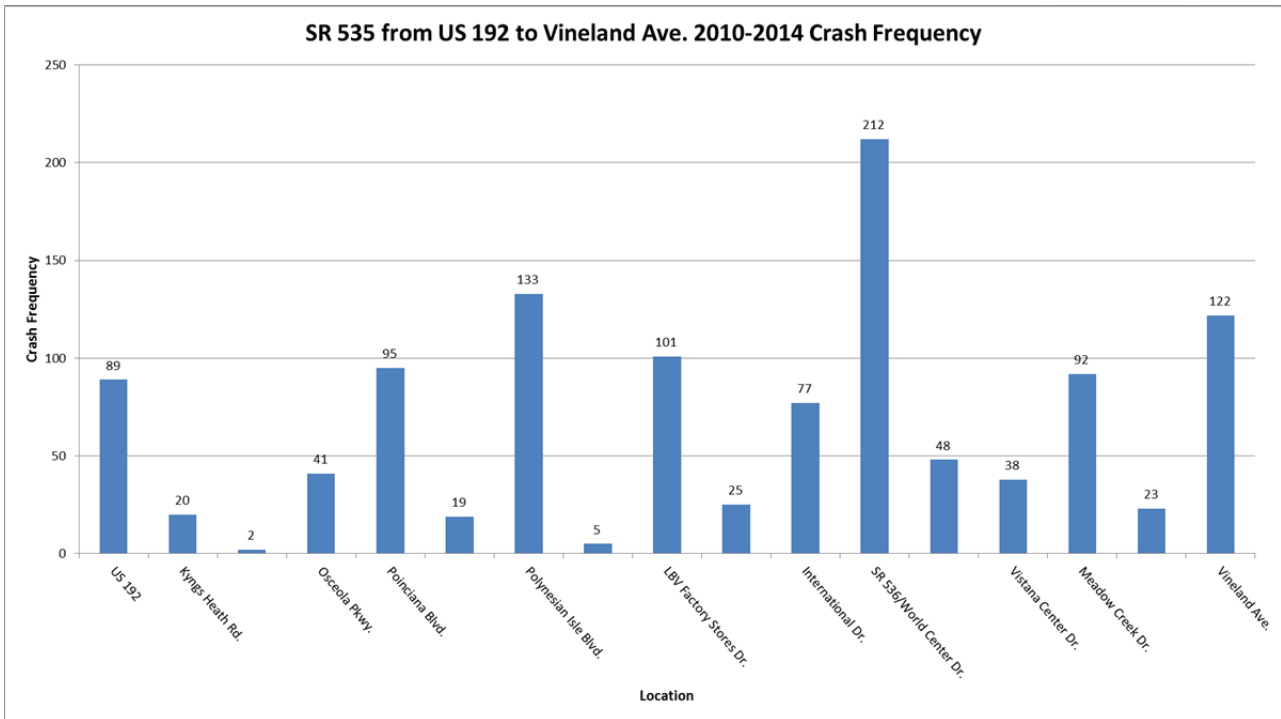


Figure 34: Crashes by Location (Corridor Wide)

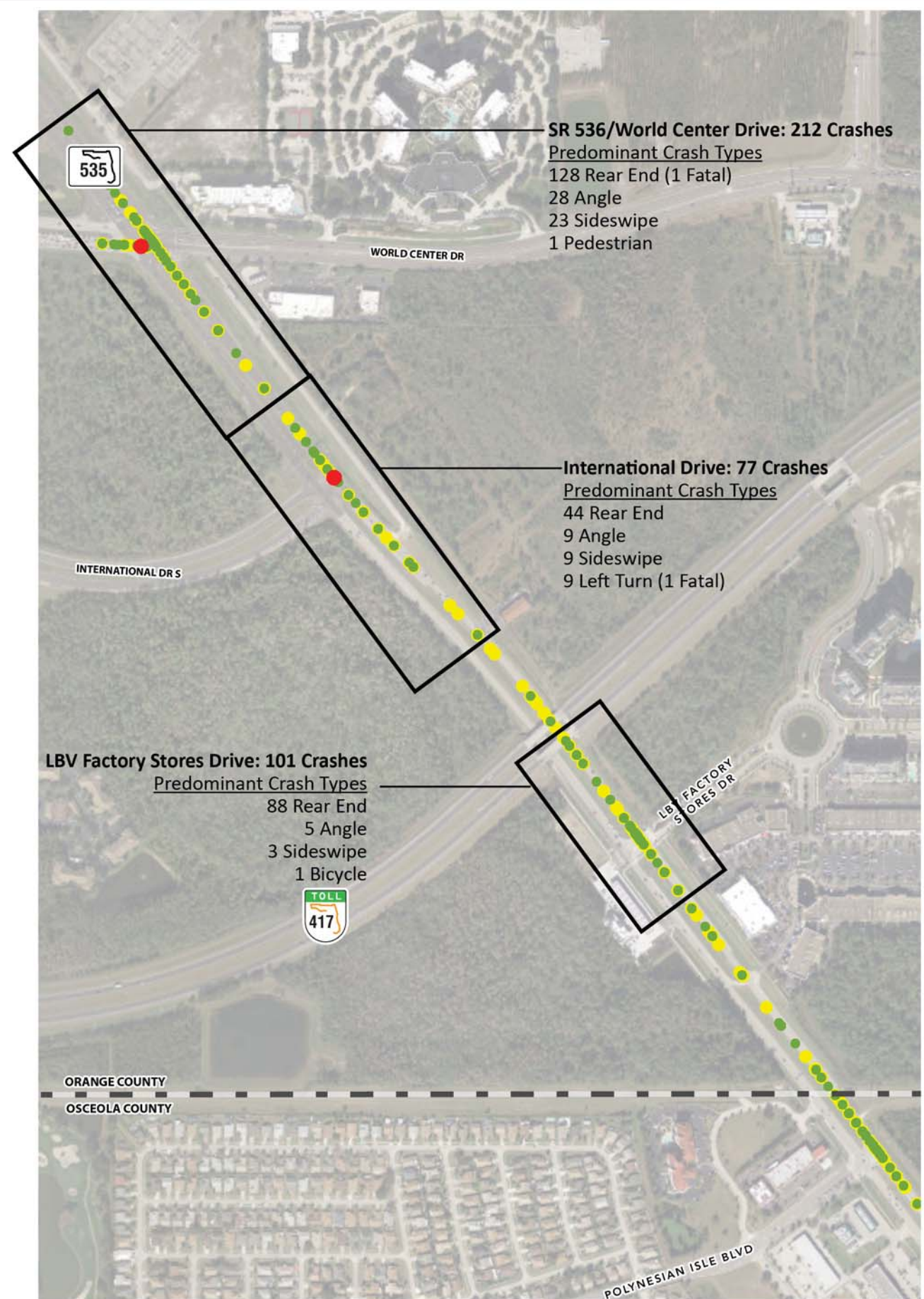


Figure No. 35

2010 - 2014 Crash Frequency: US 192 to SR 536 / World Center Drive

- Fatal Crash
- Injury Crash
- Property Damage Only Crash
- County Line

Aerial Image Fly Date: March 2016
 Data Source: FDOT CARS Crash Data: 2010-2014



Figure No. 36
2010 - 2014 Crash Frequency: SR 536 / World Center Drive to Vineland Avenue

- Fatal Crash
- Injury Crash
- Property Damage Only Crash
- County Line

Aerial Image Fly Date: March 2016
 Data Source: FDOT CARS Crash Data: 2010-2014

High Crash Intersections

Crashes at the nine signalized intersections accounted for 909 of the 1,142 crashes (80 percent) along the SR 535 corridor. An additional 77 crashes (7 percent) occurred at the unsignalized intersection of SR 535 and International Drive. This section will review crash statistics at the intersections of US 192, Poinciana Boulevard, Polynesian Isle Boulevard, LBV Factory Stores Drive, International Drive, SR 536/World Center Drive, Meadow Creek Drive, and Vineland Avenue. All of these intersections experienced 75 or more crashes during the five year study period.

SR 535/US 192 (89 CRASHES)

The signalized intersection of SR 535 with US 192 accounted for 89 of the crashes (8 percent) along the study corridor. **Figure 37** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 49 percent of the total crashes. Fixed object/run off the road (18 percent) and angle (12 percent) were the second and third highest crash types. There were no pedestrian or bicycle crashes at this intersection. A more detailed summary of the 2010 to 2014 SR 535/US 192 crash data set in tabular and graphical format is provided in **Appendix I**.

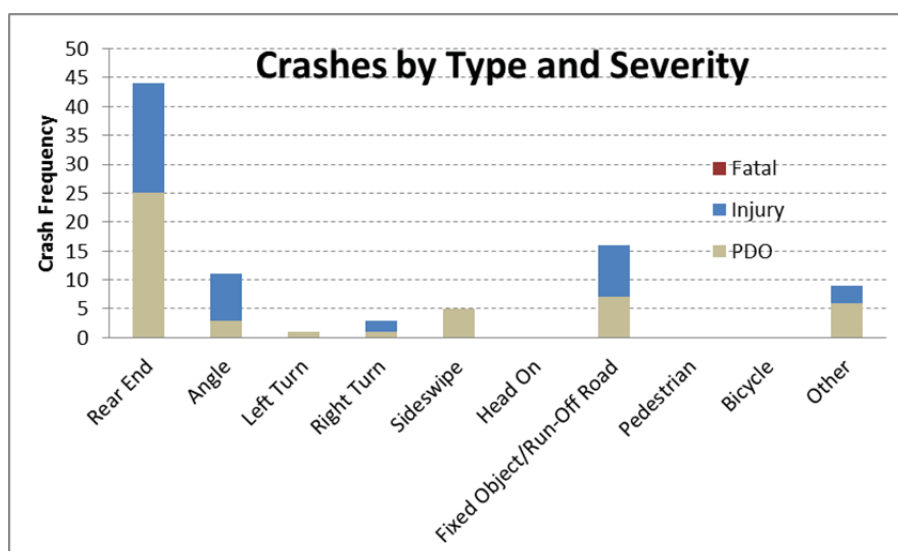


Figure 37: Crashes by Type and Severity (SR 535/US 192)

SR 535/POINCIANA BOULEVARD (95 CRASHES)

The signalized intersection of SR 535 with Poinciana Boulevard accounted for 95 of the crashes (8 percent) along the study corridor. **Figure 38** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 54 percent of the total crashes. Angle (15 percent) and sideswipe (8 percent) were the second and third highest crash types. There were three (3) pedestrian crashes at this intersection, one of which resulted in a fatality. No bicycle crashes occurred at this intersection. A more detailed summary of the 2010 to 2014 SR 535/Poinciana Boulevard crash data set in tabular and graphical format is provided in **Appendix I**.

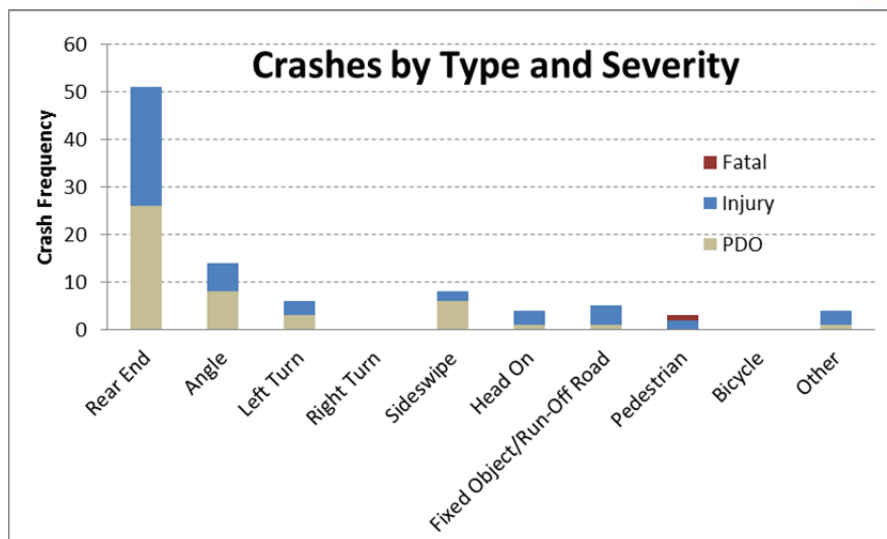


Figure 38: Crashes by Type and Severity (SR 535/Poinciana Boulevard)

SR 535/POLYNESIAN ISLE BOULEVARD (133 CRASHES)

The signalized intersection of SR 535 with Polynesian Isle Boulevard accounted for 133 of the crashes (12 percent) along the study corridor. **Figure 39** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 73 percent of the total crashes. Angle (8 percent) and sideswipe (7 percent) were the second and third highest crash types. There were no pedestrian or bicycle crashes at this intersection. A more detailed summary of the 2010 to 2014 SR 535/Polynesian Isle Boulevard crash data set in tabular and graphical format is provided in **Appendix I**.

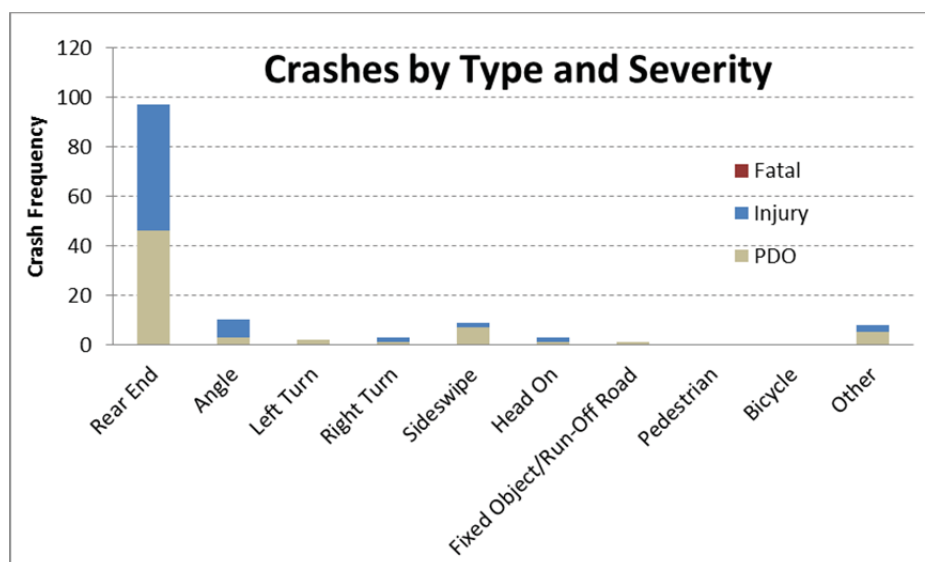


Figure 39: Crashes by Type and Severity (SR 535/Polynesian Isle Boulevard)

SR 535/LBV FACTORY STORES DRIVE (101 CRASHES)

The signalized intersection of SR 535 with LBV Factory Stores Drive accounted for 101 of the crashes (9 percent) along the study corridor. **Figure 40** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 87 percent of the total crashes. Angle (5 percent) and sideswipe (3 percent) were the second and third highest crash types. There was one (1) bicycle crash at this intersection, which resulted in an injury. No pedestrian crashes occurred at this intersection. A more detailed summary of the 2010 to 2014 SR 535/LBV Factory Stores Drive crash data set in tabular and graphical format is provided in **Appendix I**.

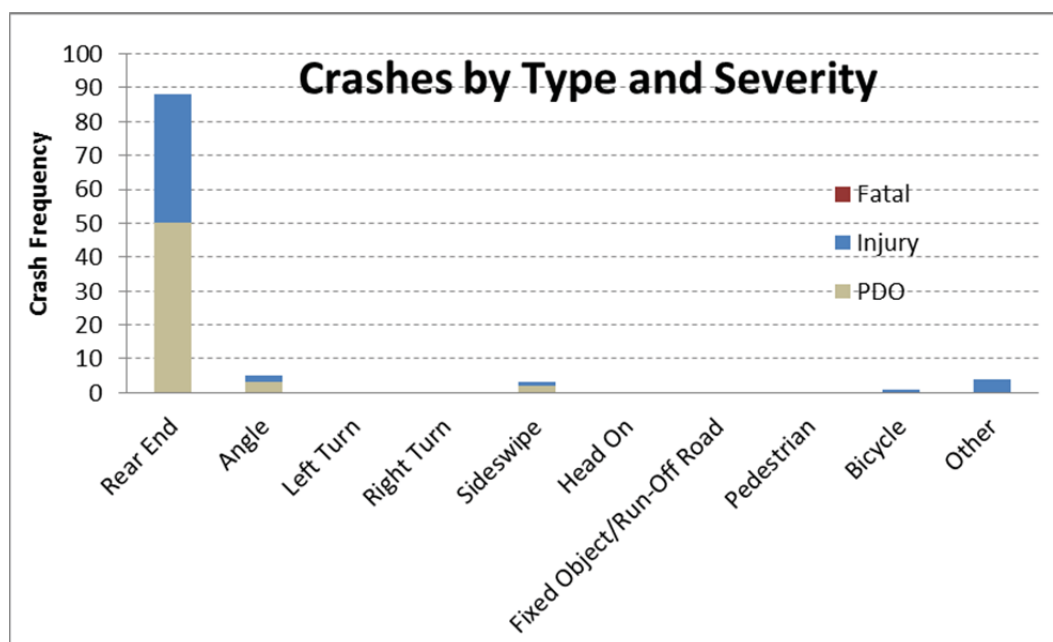


Figure 40: Crashes by Type and Severity (SR 535/LBV Factory Stores Drive)

SR 535/INTERNATIONAL DRIVE (77 CRASHES)

The signalized intersection of SR 535 with International Drive accounted for 77 of the crashes (7 percent) along the study corridor. **Figure 41** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 57 percent of the total crashes. Angle, left turn, and sideswipe accounted for 9 crashes each (35 percent total). One of the left turn crashes resulted in a fatality. There were no pedestrian or bicycle crashes at this intersection. A more detailed summary of the 2010 to 2014 SR 535/International Drive crash data set in tabular and graphical format is provided in **Appendix I**.

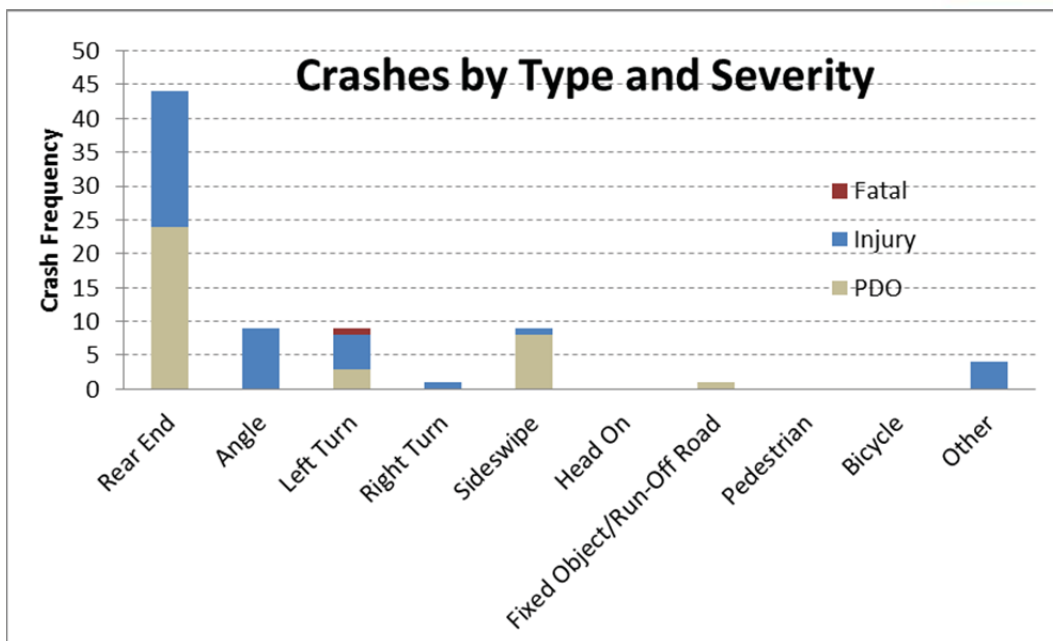


Figure 41: Crashes by Type and Severity (SR 535/International Drive)

SR 535/SR 536/WORLD CENTER DRIVE (212 CRASHES)

The signalized intersection of SR 535 with SR 536/World Center Drive accounted for 212 of the crashes (19 percent) along the study corridor. **Figure 42** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 60 percent of the total crashes. The one fatal crash at the intersection was rear end related. Angle (13 percent) and sideswipe (11 percent) were the second and third highest crash types. There was one (1) pedestrian and no bicycle crashes at this intersection. A more detailed summary of the 2010 to 2014 SR 535/SR 536/World Center Drive crash data set in tabular and graphical format is provided in **Appendix I**.

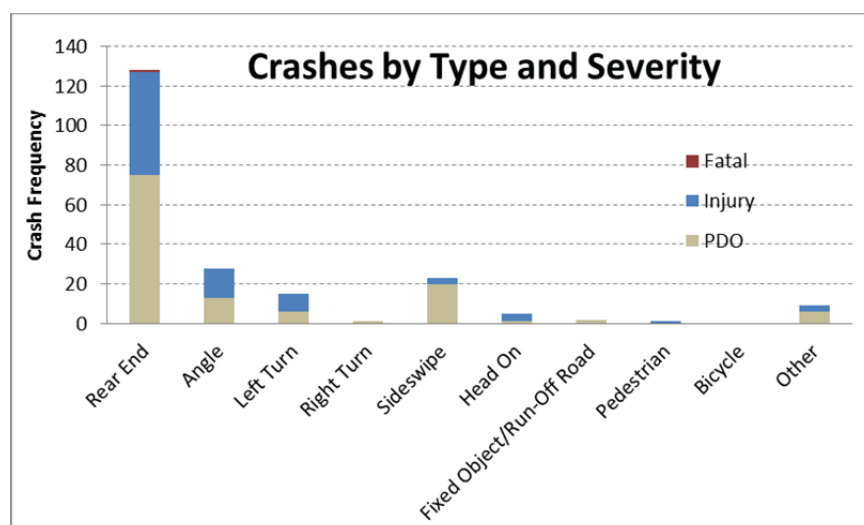


Figure 42: Crashes by Type and Severity (SR 535/SR 536/World Center Drive)

SR 535/MEADOW CREEK DRIVE (92 CRASHES)

The signalized intersection of SR 535 with Meadow Creek Drive accounted for 92 of the crashes (8 percent) along the study corridor. **Figure 43** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 59 percent of the total crashes. Angle (10 percent) and sideswipe/right turn (7 percent each) were the second, third, and fourth highest crash types. There were four (4) pedestrian crashes at this intersection, one (1) of which resulted in a fatality. A more detailed summary of the 2010 to 2014 SR 535/Meadow Creek Drive crash data set in tabular and graphical format is provided in **Appendix I**.

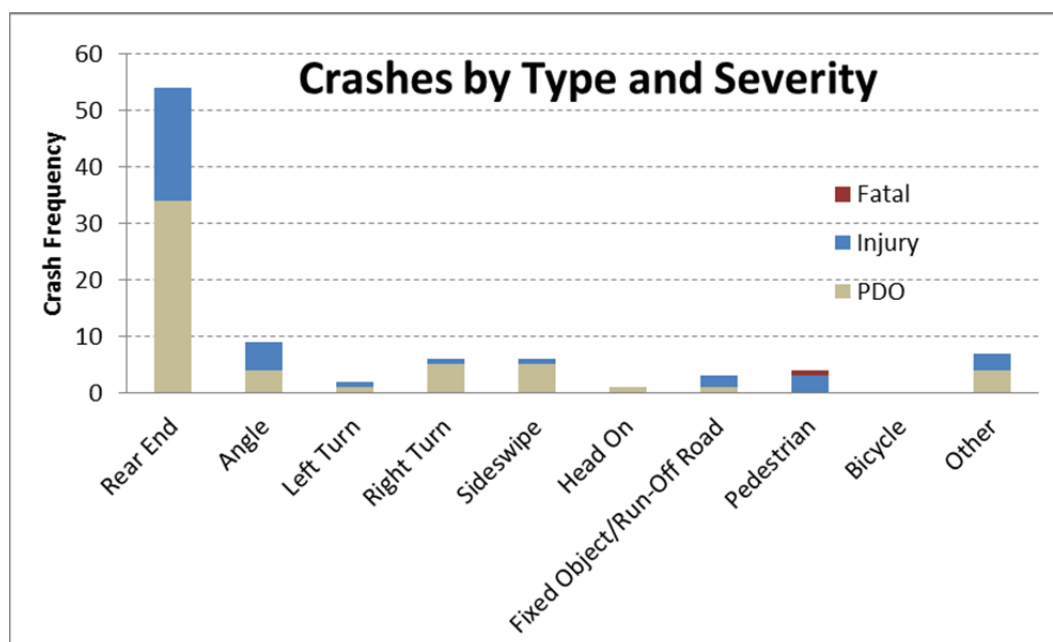


Figure 43: Crashes by Type and Severity (SR 535/Meadow Creek Drive)

SR 535/VINELAND AVENUE (122 CRASHES)

The signalized intersection of SR 535 with Vineland Avenue accounted for 122 of the crashes (11 percent) along the study corridor. **Figure 44** displays the crashes by type and severity at the intersection. The highest crash type observed was rear end, comprising 62 percent of the total crashes. Angle (12 percent) and sideswipe (8 percent) were the second and third highest crash types. There were no pedestrian or bicycle crashes at this intersection. A more detailed summary of the 2010 to 2014 SR 535/Vineland Avenue crash data set in tabular and graphical format is provided in **Appendix I**.

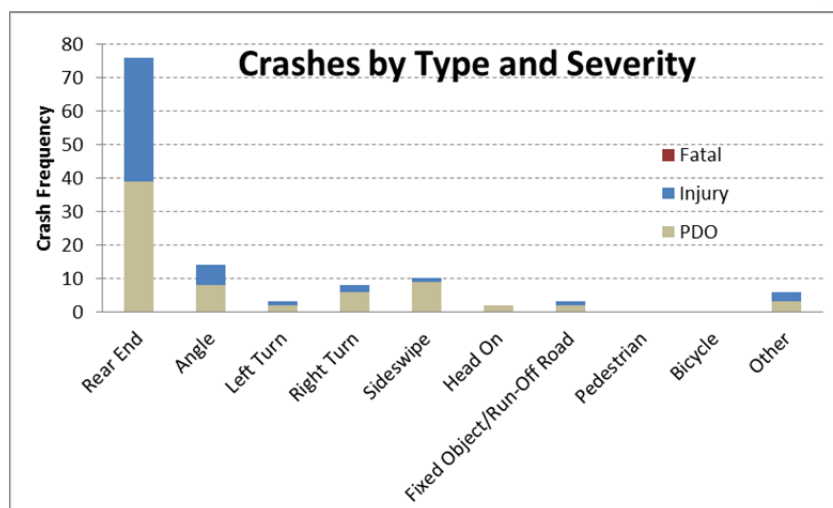


Figure 44: Crashes by Type and Severity (SR 535/Vineland Avenue)

Pedestrian and Bicycle Crash Review

There were 13 pedestrian crashes and five (5) bicycle crashes during the analysis period. General pedestrian and bicycle statistics are summarized below:

- Of the 13 pedestrian crashes, four (4) were fatal and nine (9) were injury.
- Of the five (5) bicycle crashes, one (1) was fatal and four (4) were injury.
- Thirteen (13) of the 18 pedestrian/bicycle related crashes (72 percent) occurred in non-daylight conditions.
- Six (6) of the 18 pedestrian/bicycle related crashes (33 percent) occurred on a Friday.
- Alcohol and/or drugs was involved in three (3) of the 18 crashes (17 percent).

A more detailed summary of the 2010 to 2014 SR 535 pedestrian/bicycle crash data set in tabular and graphical format is provided in **Appendix I**.

Pedestrian and bicycle crashes by location are displayed in **Figure 45**. Crashes by location are summarized below:

- Five (5) pedestrian and one (1) bicycle crash occurred between US 192 and just north of Poinciana Boulevard. Three (3) of the five (5) pedestrian crashes resulted in a fatality.
- Four (4) pedestrian crashes occurred within marked crosswalks at Meadow Creek Drive, one of which resulted in a fatality.
- Six (6) of the 18 pedestrian/bicycle crashes occurred when pedestrians/bicyclists were walking on the paved shoulder in areas where no sidewalks are present. Two of those crashes resulted in a fatality.
- Four (4) of the 18 pedestrian/bicycle crashes occurred when a pedestrians/bicyclist attempted to cross SR 535 between signalized intersections, two (2) of which resulted in a fatality.

A more detailed summary of the 2010 to 2014 SR 535 pedestrian/bicycle crash data set in tabular and graphical format is provided in **Appendix I**.

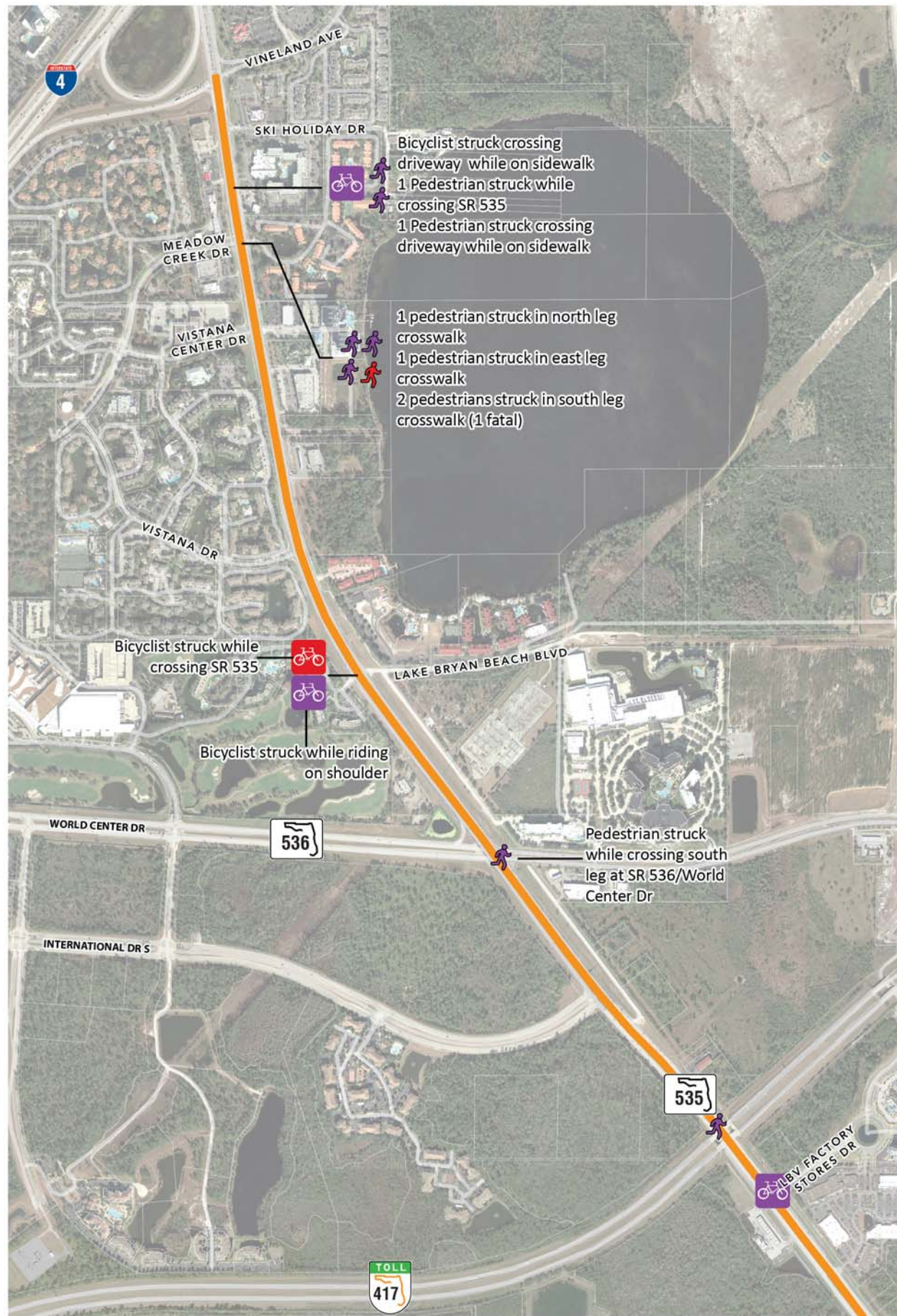


Figure No. 45

Pedestrian and Bicycle Crashes

- Fatal Bicycle Crash
- Injury Bicycle Crash
- Property Damage Only Bicycle Crash
- Fatal Pedestrian Crash
- Injury Pedestrian Crash
- Study Corridor
- County Line

Aerial Image Fly Date: March 2016
Data Source: FDOT CARS Crash Data: 2010-2014



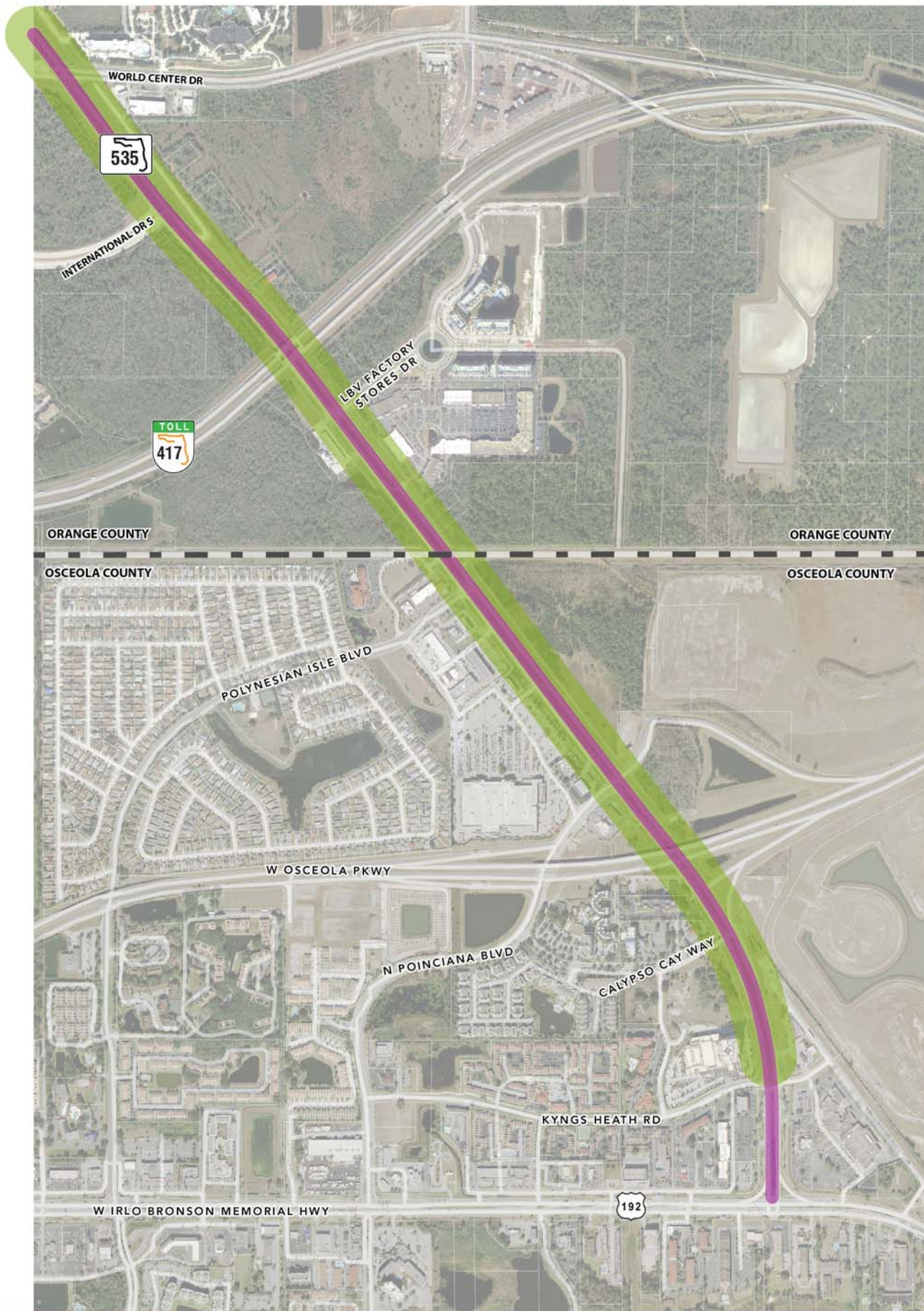
Identified Issues and Opportunities

Throughout stakeholder interviews and the existing roadway, operational, and safety conditions analysis, the following opportunities for improvement were identified along the SR 535 study corridor:

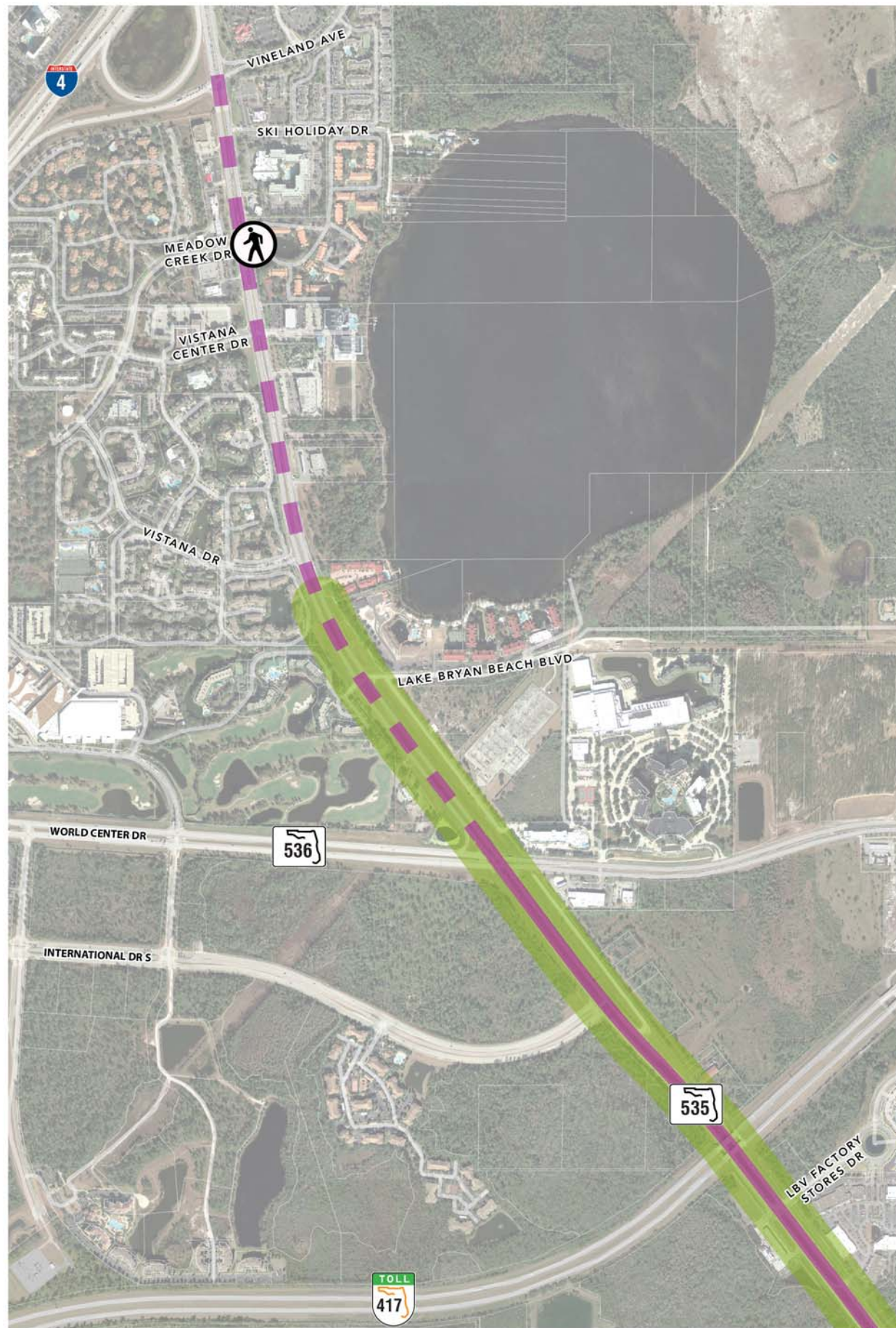
- There is a desire and need for enhanced/continuous pedestrian and bicycle facilities along the corridor.
 - Sidewalks/bicycle facilities are missing from Kyngs Heath Road to just north of SR 536/World Center Drive. Nine (9) of the 18 pedestrian/bicycle crashes occurred along this section with three (3) resulting in a fatality.
 - Of the nine (9) pedestrian/bicycle crashes, five (5) occurred with the pedestrian/bicyclist walking on the shoulder. Three (3) of the nine (9) crashes occurred when pedestrians attempted to cross SR 535 near intersections without marked crosswalks.
- Operational issues existed in both the AM and PM peak hours, with queuing extending $\frac{1}{4}$ to over 1.5 miles in certain areas.
 - During the AM peak hour, SR 535 from south of Poinciana Boulevard to LBV Factory Stores Drive experienced 1 mile queues in the northbound direction.
 - Eastbound queuing during the AM peak hour at the Poinciana Boulevard intersection extended approximately 850 feet west of SR 535.
 - Southbound queuing in the PM peak hour extended from LBV Factory Stores Drive through SR 536/World Center Drive to Meadow Creek Drive, a distance of approximately 1.65 miles.
 - Due to southbound queue spillback, the westbound left and eastbound right turn movements were not fully served leading to vehicles blocking the SR 536/World Center Drive intersection.
 - Northbound queuing in the PM peak hour extended from LBV Factory Stores Drive to Polynesian Isle Boulevard, a distance of approximately 0.30 miles. Northbound queuing also extended from Vineland Avenue to approximately 0.50 miles south of the Meadow Creek Drive intersection, a total distance of approximately 0.75 miles.
 - Due to southbound queue spillback, eastbound queuing along Meadow Creek Drive extended approximately 600 feet, with a majority of these vehicles turning left to go north onto SR 535.
- Safety is a concern with a total of 1,142 reported crashes from 2010 to 2014, of which 521 (46 percent) resulted in at least one injury and seven (7) of which resulted in at least one fatality.
 - Crashes at the nine signalized intersections accounted for 909 of the 1,142 crashes (80 percent) along the SR 535 corridor. An additional 77 crashes (7 percent) occurred at the unsignalized intersection of SR 535 and International Drive.
 - SR 536/World Center Drive is the location with the highest number of crashes, accounting for 212 of the 1,142 crashes (19 percent). Polynesian Isle Boulevard (133

- crashes), Vineland Avenue (123 crashes), and LBV Factory Stores Drive (101 crashes) were the next highest crash frequency locations.
- The highest crash type observed was rear end, comprising 61 percent of the total crashes. Angle (11 percent) and sideswipe (8 percent) were the second and third highest crash types.
 - There were 13 pedestrian and 5 bicycle crashes over the five years resulting in five (5) of the seven (7) fatal crashes.
 - With no transit routes/stops provided south of SR 536/World Center Drive, local commuter trips between the south and north sides of the SR 535 corridor must be made by vehicle.
 - From stakeholder interviews, there is a desire to extend the current transit service south to US 192 and possibly connect with a future bus rapid transit system that would operate between Kissimmee and Disney World.
 - For the transit service between SR 536/World Center Drive and Vineland Avenue, additional stops and increased headways would be beneficial to tourists staying in resorts/hotels in the northern portion of the corridor.
 - With virtually no opportunity to widen SR 535 from six to eight lanes north of SR 536/World Center Drive, increasing transit would provide a non-automobile alternative for locals/tourists to traverse from the north to the south sides of the corridor.

The above summary will help define the guiding principles and purpose and need for possible corridor improvements. **Figure 46** summarizes the issues/opportunities identified for pedestrian/bicycle facilities and transit service for the SR 535 study corridor. **Figure 47** summarizes the issues/opportunities identified for operational performance and vehicular/pedestrian/bicycle safety.



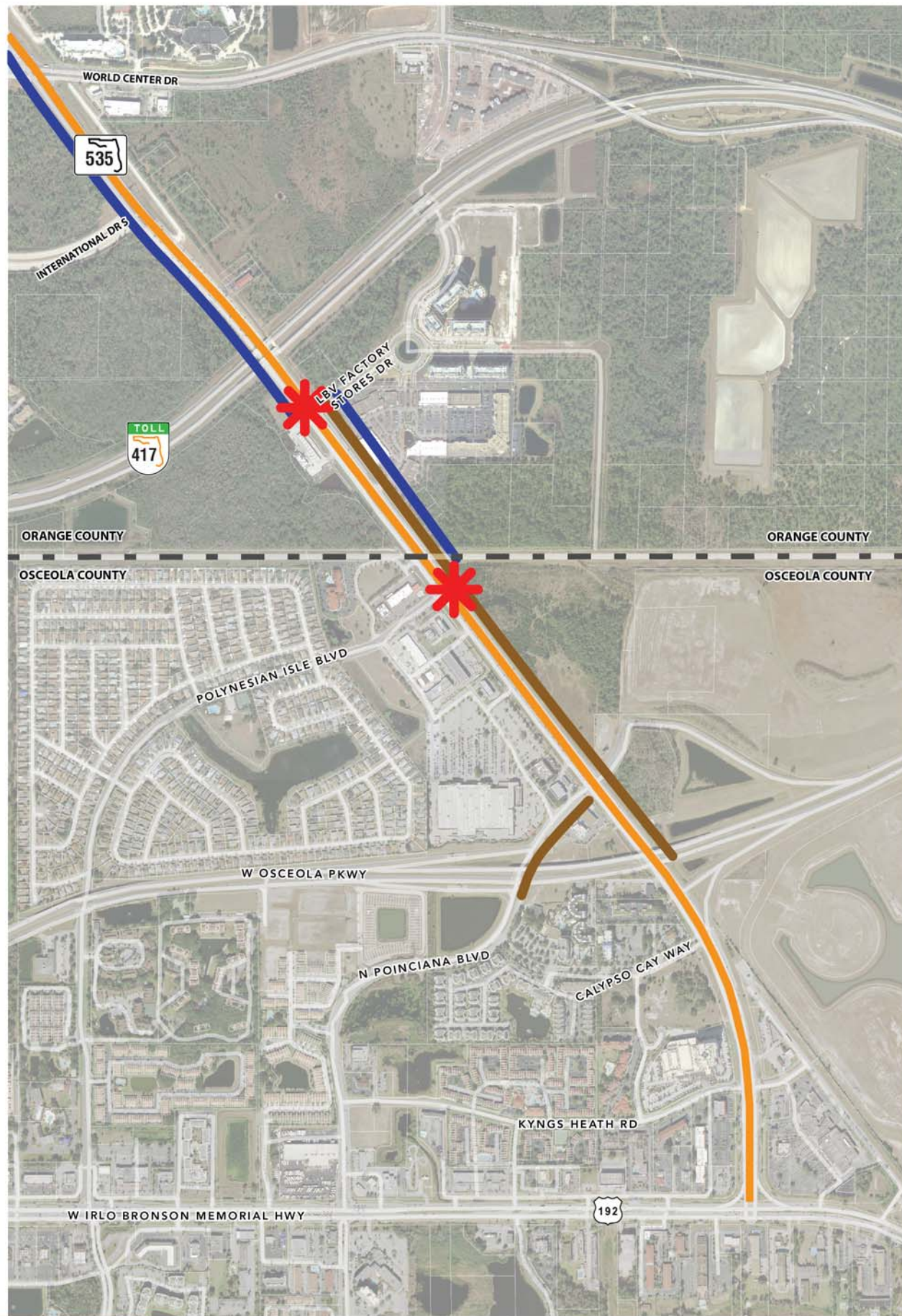
Aerial Image Fly Date: March 2016



0 0.25 0.5 Miles

Figure No. 46
**SR 535 Multimodal
 Issues & Opportinites**

-  Enhance Pedestrian & Bicycle Facilities
-  Pedestrian Safety Emphasis Intersection
-  Add Transit Service
-  Enhace Transit Service
-  County Line



Aerial Image Fly Date: March 2016

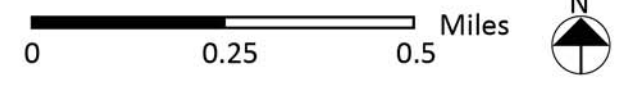







Figure No. 47
SR 535 Vehicular
Issues & Opportunities

-  AM Peak Hour Queuing
-  PM Peak Hour Queuing
-  High Crash Frequency Intersections
-  Study Corridor
-  County Line

APPENDIX A – SR 535 REFERENCES IN TIP AND LRTP

MetroPlan Orlando
 Transportation Improvement Program
State Highway Projects
 Orange County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2016/17 (\$000's)	Project Status and Cost (\$000's)							Estimated Future Cost After 2020/21 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	
		From	To	Length (Miles)	Work Description			2016/17	2017/18	2018/19	2019/20	2020/21	Funding Sources	Project Phases				
4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	1.39	Widen to 6 Lanes	Tech. Rep. 3 page 18		500	0	0	0	0	0	DDR	PE			FDOT
								5	0	0	0	0	0	DIH	PE			
								0	30	0	0	0	0	DIH	ROW			
								1,615	58	0	0	0	0	SU	ROW			
								0	0	1,840	0	0	0	CM	CST			
								0	0	1,892	0	0	0	DDR	CST			
								0	0	54	0	0	0	DIH	CST			
								0	0	8,123	0	0	50	SA	CST			
							3,131	2,120	88	11,909	0	50	Total			0	17,298	
4324022	SR 500/US 441	CR 437/Orange Ave.	N of Junction/Wesley Rd.	2.79	Resurfacing	Overview page 7		1,014	0	0	0	0	0	DDR	CST			FDOT
								456	0	0	0	0	0	DIH	CST			
								3,133	0	0	0	0	0	SA	CST			
							619	4,603	0	0	0	0	Total			0	5,222	
4344241	SR 500/US 441	S of Taft Vineland Rd.	S of SR 528/Beachline Expy.	0.74	Safety/Access Management	Overview page 7		1,100	0	0	0	0	0	HSP	CST			FDOT
							313	1,100	0	0	0	0	Total			0	1,413	
4344251	SR 436	N of SR 50	S of Old Cheney Hwy.	0.45	Safety/Access Management	Overview page 7		31	0	0	0	0	0	DDR	CST			FDOT
								1,131	0	0	0	0	0	HSP	CST			
							413	1,162	0	0	0	0	Total			0	1,575	
4344261	SR 482/Sand Lake Rd.	E of Golden Sky Ln.	E of Lake Gloria Blvd.	1.33	Skid Hazard Overlay	Overview page 7		10	0	0	0	0	0	DDR	CST			FDOT
								2,209	0	0	0	0	0	HSP	CST			
							415	2,219	0	0	0	0	Total			0	2,634	
4354352	SR 500/US 441	Lee Rd.	Beggs Rd.	2.74	Landscaping	Overview page 9		77	0	0	0	0	0	DIH	CST			FDOT
								499	0	0	0	0	0	DS	CST			
							0	576	0	0	0	0	Total			0	576	
4371751	SR 535	Orange/Osceola Co. Line	I-4	2.31	Project Development & Environment Study	Tech. Rep. 3 page 18		0	0	0	1,400	0	0	DDR	PD&E			FDOT
								0	0	0	14	0	0	DIH	PD&E			
							114	0	0	0	1,414	0	0	Total		TBD	TBD	
4373301	SR 527/Orange Ave.	Southbound Bifurcation	Grant Street	2.28	Resurfacing	Overview page 7		817	0	0	0	0	0	DDR	PE			FDOT
								20	0	0	0	0	0	DIH	PE			
								0	0	303	0	0	0	DDR	CST			
								0	0	3,148	0	0	0	DS	CST			
							10	837	0	3,451	0	0	Total			0	4,298	
4373311	SR 500/US 441	N of Jones Ave.	S of Wadsworth Rd.	3.05	Resurfacing	Overview page 7		662	0	0	0	0	0	DDR	PE			FDOT
								20	0	0	0	0	0	DIH	PE			
								0	0	303	0	0	0	DDR	CST			
								0	0	3,250	0	0	0	DS	CST			
							10	682	0	3,553	0	0	Total			0	4,245	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Osceola County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 L RTP Reference	Historic Cost Prior to 2016/17 (\$000's)	Project Status and Cost (\$000's)							Estimated Future Cost After 2020/21 (\$000's)	Total Project Cost (\$000's)	Responsible Agency	
		From	To	Length (Miles)	Work Description			2016/17	2017/18	2018/19	2019/20	2020/21	Funding Sources	Project Phases				
2396821	SR 500/US 192	Aeronautical Blvd.	Budinger/Columbia Ave.	3.97	Widen to 6 Lanes	Tech. Rep. 3 page 7	54,248	156 156	0 0	0 0	0 0	0 0	0 0	DDR Total	CST	0	54,404	FDOT
2396831	SR 500/US 192	Eastern Ave.	CR 532/Nova Rd.	3.18	Widen to 6 Lanes	Tech. Rep. 3 page 7	25,114	124 124	0 0	0 0	0 0	0 0	0 0	DDR Total	CST	0	25,238	FDOT
2397141	SR 600/US 17/92	W of Poinciana Blvd.	CR 535/Ham Brown Rd.	2.22	Widen to 4 Lanes	Tech. Rep. 3 page 28	7,343	0 0 0 0	1,085 325 14,665 148	0 0 0 0	0 0 78 0	0 0 0 0	0 0 0 0	DDR LF DDR DIH Total	RRU RRU CST CST	0	23,644	FDOT
4184032	John Young Pkwy.	Portage St.	SR 530/US 192	1.37	Widen to 6 Lanes	Tech. Rep. 3 page 28	21,591	52 52	0 0	0 0	0 0	0 0	0 0	DDR Total	CST	0	21,643	FDOT
4184033	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.38	Widen to 6 Lanes	Tech. Rep. 3 page 18	6,517	2,170 150 2,320	1,070 120 1,190	4,236 111 4,347	18,859 0 18,859	3,000 0 3,000	0 0 0	DDR DIH Total	ROW ROW	39,500	75,733	FDOT
4283284	Hoagland Blvd. ①	US 17/92	N of Shingle Creek	0.83	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 18	0	0 0 0 0	203 3,951 270 3,119	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	CIGP LFP TRIP TRWR Total	CST CST CST CST	0	7,543	FDOT/ Osceola Co.
4283285	Hoagland Blvd. ①	N of Shingle Creek	5th St.	2.15	Widen to 4 Lanes/Realign	Tech. Rep. 3 page 18	0	0 0 11,476	5,738 5,738	0 0	0 0	0 0	0 0	CIGP LF Total	CST CST	0	11,476	FDOT/ Osceola Co.
4332041	Carroll St.	E of John Young Pkwy.	Michigan Ave.	3.50	Widen to 4 & 6 Lanes	Tech. Rep. 3 page 25	3,156	0 0 0	6,728 5 6,733	0 0 0	0 0 0	0 0 0	0 0 0	LFP SA Total	ROW ROW	21,824	31,713	Osceola Co.
4336931	Poinciana Pkwy./ Southport Connector	Florida's Turnpike	Pleasant Hill Rd.		Project Development & Environment Study	Tech. Rep. 3 page 40	3,621	15 15	15 15	0 0	0 0	0 0	0 0	SU Total	PD&E	0	3,651	Osceola Co.
4344061	SR 15/US 441	E of Bridge over Turnpike	N of Tyson Creek Bridge	16.95	Resurfacing	Overview page 7	861	0 0 0 360 360	2,378 564 7,754 0 10,696	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	DDR DIH DS DDR Total	CST CST CST ENV	0	11,917	Osceola Co.
4363641	US 192	Bradley Dr.	Sapling Ln.	25.18	Signing/Pavement Markings	Overview page 7	132	0 0 0	8 1,127 1,135	0 0 0	0 0 0	0 0 0	0 0 0	DDR HSP Total	CST CST	0	1,267	FDOT
4371741	SR 535	US 192	Orange/Osceola Co. Line	1.15	Project Development & Environment Study	Tech. Rep. 3 page 18	114	0 0 0	0 0 0	0 0 0	550 5 555	0 0 0	0 0 0	DDR DIH Total	PD&E PD&E	TBD	TBD	FDOT

① The Hoagland Blvd. projects are also shown in the Locally Funded Highway Projects section of the TIP on page V-9.

TABLE 8: FEDERAL & STATE FUNDED COST FEASIBLE PROJECTS

Roadway	From	To	Improvement	Funded by
SR 46	Mellonville Ave.	SR 415	Widen to 4 Lanes	2020
SR 434/Forest City Rd.	Edgewater Dr.	Orange/Seminole Co. Line	Widen to 6 Lanes	2020
SR 423/John Young Pkwy.	SR 50	Shader Rd.	Widen to 6 Lanes	2020
SR 434	at CR 427		Improve Intersection	2020
SR 434	Range Line Rd.	US 17/92	Multimodal/CSS Improvements	2020
Hoagland Blvd. Phase 2	US 17/92	5th St.	Widen to 4 Lanes/Realign	2020
SR 414/Maitland Blvd.	I-4	Maitland Ave.	Widen to 6 Lanes	2020
SR 434	Smith St.	Franklin St.	Widen to 4 Lanes - Phase 1	2020
SR 426/CR 419	Pine Ave.	Avenue B	Widen to 4 Lanes - Phase 2	2025
CR 419	Avenue B	W of Lockwood Blvd.	Widen to 4 Lanes - Phase 3	2025
SR 50	E. Old Cheney Hwy.	SR 520	Widen to 6 Lanes	2025
SR 527/Orange Ave.	SR 482/Sand Lake Rd.	SR 15/Hoffner Ave.	Multimodal/CSS Improvements	2025
SR 434/Alafaya Tr.	SR 50	McCulloch Rd.	Multimodal/CSS Improvements	2025
SR 15/600/US 17/92 & Lee Rd Ext	Norfolk Ave SR15/600/US 17/92	Monroe St./Denning Dr	Construct medians/improve Intersection/ Extend Road	2025
SR 46	SR 415	CR 426	Safety Improvements - Phase 1	2025
SR 46	SR 415	CR 426	Widen to 4 Lanes - Phase 2	2025
John Young Pkwy.	Pleasant Hill Rd.	Portage St.	Widen to 6 Lanes	2025
SR 535	Orange/Osceola Co. Line	I-4	Widen to 6 Lanes (2 miles) and 8 Lanes (1.5 miles)	2025
SR 438/Silver Star Rd	SR 429	Bluford Ave	Widen to 4 Lanes	2025
SR 527/Orange Ave	Pineloch Ave	Anderson St	Multimodal /CSS Improvements	2025
SR 436	US 17/92	Wilshire Dr.	Widen to 8 Lanes/CSS Improvements	2025
SR 436	Newburyport Ave	CR 427/Ronald Reagan Blvd.	Intersection Improvements	2025
SR 434	SR 417	Mitchell Hammock Rd	Widen to 4 Lanes	2025
US 17/92	at Pleasant Hill Rd		Inters Improv/Potent. Flyover/Crossover Diverted Left turn lanes	2025
US 17/92	SR 417	SR 46/1st St	Multimodal/CSS Improvements	2025
SR 436	Orlando International Airport	Orange/Seminole Co. Line	Multimodal/Context Sensitive Improvements to incl BRT	2025

TABLE 8: FEDERAL & STATE FUNDED COST FEASIBLE PROJECTS (Continued)				
SR 50	SR 435/Kirkman Rd	N. Tampa Ave	Multimodal/CSS Improvements	2025
SR 434	SR 436	Montgomery Rd	Widen to 6 Lanes	2025
SR 500/US 441	US 192	Osceola Pkwy	Multimodal/CSS Improvements	2025

TABLE 9: ORANGE COUNTY PROJECTS				
Roadway	From	To	Improvement	Funded by
Apopka-Vineland Road (SR 535)	SR 536	I-4 WB Ramp	Widen to 8 Lanes	2020
SR 15 (Narcoossee Road)	SR 528 (BeachLine Expressway)	Lee Vista Boulevard	Widen to 6 Lanes	2020
Apopka-Vineland Road (SR 535)	Osceola County Line	SR 536	Widen to 6 Lanes	2020
Central Florida Parkway	International Drive	SR 423 (John Young Parkway)	Widen to 6 Lanes	2020
SR 423 (John Young Parkway) **	SR 50 (Colonial Drive)	Shader Road	Widen to 6 Lanes	2020
International Drive	Hawaian Court	SR 482	Widen to 6 Lanes	2025
Apopka-Vineland Road	CR 535	Fenton Avenue	Widen to 6 Lanes	2025
Landstar Boulevard	Osceola County Line	SR 417	Widen to 6 Lanes	2025
Destination Parkway	Universal Boulevard	John Young Parkway	Widen to 6 Lanes	2025
Conway Road	Hoffner Road	Michigan Street	Widen to 6 Lanes	2025
Apopka-Vineland Road	Darlene Road	Kilgore Road	Widen to 6 Lanes	2025
US 441 (Orange Blossom Trail)	SR 50 (Colonial Drive)	John Young Parkway	Widen to 6 Lanes	2025
** Refer to Prioritized Project List (PPL)				
TABLE 9: ORANGE COUNTY PROJECTS (Continued)				
Jeff Fuqua Boulevard	.13 miles South of Boggy Creek Road	Heintzelman Boulevard	Widen to 4 Lanes	2025
Conway Road	Judge Road	Hoffner Road	Widen to 6 Lanes	2030
New Independence Pkwy/Wellness Way	Lake County Line	SR 429	New/Widen 4 Lanes	2030
Alafaya Trail	Huckleberry Finn Drive	Lake Underhill Road	Widen to 6 Lanes	2030
Apopka-Vineland Road	Kilgore Road	SR 482	Widen to 6 Lanes	2030
Hiawasse Road	SR 50	Silver Star Road	Widen to 6 Lanes	2030
Apopka-Vineland Road	Fenton Avenue	Darlene Road	Widen to 6 Lanes	2030
Lake Nona Boulevard	Tavistock Lakes Boulevard	SR 417 (Greenway)	Widen to 6 Lanes	2030
Universal Boulevard	SR 482	Pointe Plaza Avenue	Widen to 6 Lanes	2030
Central Florida Parkway	SR 423 (John Young Parkway)	Orange Blossom Trail	Widen to 6 Lanes	2030
International Drive	SR 482	Kirkman Road	Widen to 6 Lanes	2030

Table 10: OSCEOLA COUNTY PROJECTS (Continued)				
Oren Brown Ext	US 192	Poinciana Blvd	Widen to 4 Lanes	2040
Osceola Pkwy	Interstate 4	SR 417	Widen to 8 Lanes	2040
Osceola Pkwy	John Young Pkwy	US 441 (Orange Blossom Tr)	Widen to 6 Lanes	2040
Osceola Pkwy	Buenaventura Blvd	Boggy Creek Rd	Widen to 6 Lanes	2040
Partin Settlement Rd	Neptune Rd	US 192	Widen to 4 Lanes	2040
Partin Settlement Rd	US 192	Lakeshore Blvd	Widen to 4 Lanes	2040
Pine Tree Dr	Canoe Creek Rd	Hickory Tree Rd	Widen to 4 Lanes	2040
Pleasant Hill Rd	Poinciana Blvd	Reaves Rd	Widen to 6 Lanes	2040
Pleasant Hill Rd	Reaves Rd	US 17-92	Widen to 6 Lanes	2040
Princess Way	Seven Dwarfs Ln	Old Vineland Rd	Widen to 4 Lanes	2040
Quail Roost Rd	Rambler Ave	Canoe Creek Rd (CR 523)	Widen to 4 Lanes	2040
Rhododendron Ave	Polk County Line	Koa St	Widen to 4 Lanes	2040
Rummell Rd	Narcoossee Rd	Mississippi Ave	Widen to 4 Lanes	2040
Rummell Rd	Mississippi Ave	Nova Road	Widen to 4 Lanes	2040
Seven Dwarfs Ln	US 192	Princess Way	Widen to 4 Lanes	2040
Sherberth Rd	US 192	Orange County Line	Widen to 4 Lanes	2040
Simpson Rd	Fortune Rd	US 192	Widen to 4 Lanes	2040
Southport Rd	Pleasant Hill Rd	Hunt Rd	Widen to 4 Lanes	2040
Stewart Ave	Broadway	Mabbette St	Widen to 4 Lanes	2040
Tenque Ave	Orange County Line	Nova Road	Widen to 4 Lanes	2040
Thacker Ave	Donegan Ave	Flora Blvd	Widen to 6 Lanes	2040
Toho Parkway	US 192	Southport Connector	Widen to 4 Lanes	2040
Vineland Rd (SR 535)	US 192	Orange County Line	Widen to 6 Lanes	2040
SR 60	Polk Co. Line	US 441	Widen to 4 Lanes	2040
SR 60	US 441	SR 91 (Florida's Turnpike)	Widen to 6 Lanes	2040
US 17-92	Polk County Line	CR 532	Widen to 4 Lanes	2040
US 17-92	CR 532 (Osceola-Polk Line Rd)	Old Tampa Hwy	Widen to 4 Lanes	2040
US 17-92	Old Tampa Hwy	Poinciana Blvd	Widen to 4 Lanes	2040
US 17-92	Ham Brown Rd	Pleasant Hill Rd	Widen to 6 Lanes	2040
US 17/92 **	Pleasant Hill Rd	Portage St	Widen to 6 Lanes	2040
US 192	Nova Rd (CR 532)	Pine Grove Rd	Widen to 6 Lanes	2040
US 441	W Columbia Ave	Carroll St	CSS Improvements	2040
US 441	US 192	W Columbia Ave	CSS Improvements	2040
US 441	Carroll St	Osceola Pkwy	CSS Improvements	2040
US 441	Osceola Pkwy	Orange Co. Line	CSS Improvements	2040
Fortune Road Ext. *	Neptune Road	US 192/US441	New 2 Lane Road	-
TNR Access Road *	US 441	End of Property	New 2 Lane Road	-
* Refer to FY14/15 - FY18/19 Transportation Improvement Program (TIP)				
** Refer to Prioritized Project List (PPL)				

APPENDIX B – PUBLIC INVOLVEMENT MATERIALS

PVT KICK-OFF MEETING NOTES AND PRESENTATION

Project Visioning Team (PVT) Kick-Off Meeting

SUBJECT: FM 437174-1 and 437175-1: SR 535 Corridor Study
Orange and Osceola Counties

MEETING DATE: Thursday, April 21, 2016

MEETING TIME: 1:00 PM – 2:30 PM

VENUE: MetroPlan Orlando - 250 S Orange Ave #200, Orlando, FL 32801

Introduction and Attendees

To kick off the SR 535 Corridor Planning Study, a meeting was held with initial representatives of the Project Visioning Team (PVT), which included members of the Florida Department of Transportation District 5 (FDOT), Orange County, Osceola County, LYNX, MetroPlan Orlando, and the consultant team Kittelson & Associates, Inc. (KAI). The following people attended the PVT kick-off meeting:

- Jesse Blouin – FDOT
- Judy Pizzo – FDOT
- Deborah Tyrone – FDOT
- Brian Sanders – Orange County
- Tamaya Huff – Osceola County
- Joedel Zaballero – Osceola County
- Carleen Flynn – LYNX
- Keith Caskey – MetroPlan Orlando
- Karl Passetti – KAI
- Aditya Inamdar – KAI
- Travis Hills – KAI

A sign in sheet for the meeting is attached.

Meeting Discussion

Jesse Blouin and Travis Hills led a presentation for the attendees but general discussion took place during the presentation. The following sections summarize the discussion points from the meeting.

Overview of Corridor Planning Process and Project Background/Overview

Jesse and Travis gave a general overview about the corridor planning process and how the SR 535 Corridor Planning Study fits within the overall schedule of project development.

Jesse noted the SR 535 corridor is programmed for PD&E in 2020. Travis then gave an overview on the background of the project and the limits of the study.

General Discussion/Concerns about Study Area

The group discussed the following topics in regards to the SR 535 study corridor:

- 8 lane widening option north of SR 535 would not be considered as part of this study.
- Pedestrian/Bicycle –
 - Needs to be a consideration for pedestrian/bicycle volume projections into the future, let's not design to the minimum now but for where we expect pedestrian/bicycle levels to be in the future.
 - Pedestrian and bicycling counts as part of peak hour counts may not be representative of pedestrian and bicycle trips. Ped/bike trips tend to have different peaking characteristics.
 - Consider ways to study existing locations where people are crossing at midblock locations or have short ped/bike trips without crossing a signalized intersection, since these will not be captured in peak hour counts at signalized intersections.
 - To help project future volumes, need to look at attractors and generators along the corridor and where will non-motorists be traveling from/to.
 - Consider different types of bicycle facilities like cycle tracks/shared use paths with physical separation for better utilization by bicyclists due to high speed roadway characteristics.
 - An important consideration is how to attract tourists from northern section of the corridor to the southern section/community redevelopment area (CRA).
 - Another consideration could be to create a shared use path along the corridor to connect with the shared use path along US 192.
 - Future trail along power utility easement along county line. Explore opportunities for trail connectivity.
 - Review Strava data to understand ped/bike travel patterns.
- Environmental constraints (wetlands, habitats etc.) may be present in the middle portion of the corridor; this will be reviewed during the study.
- Disney has transit that travels along corridor.
- Coordinate with Orange County improvements at SR 535/Vineland Avenue intersection (WB right turn ramp on I-4).
- SR 535/SR 536 intersection has heavy tourist vehicular traffic that are confused with which lane they need to be in. May need better intersection approach signage.
- Red light cameras along corridor have been installed for approximately 1 year. Osceola County is performing study analyzing how effective the cameras have been but the SR 535 study team will need to look at safety pre-cameras to post cameras.

- Joedel Zaballero to provide dates of installation and the results of the analysis once it is finished.
- The study area is within Orange County's International Drive Activity Center. Needs coordination with its recommendations, including alignment to connect I-Drive from SR 535 to World Center Drive.
 - Confirm status of the DRIs in the area and their impact on future traffic forecasting.
 - Frontage roads at World Center Dr. and International Dr. may be within FDOT ROW.
 - Explore network alternatives to create parallel connections to SR 535 especially at congested intersections.
 - Look into designing any potential storm water ponds as community features.

Public Involvement

The group discussed the following topics in regards to public involvement:

- One of the highest producing Walmarts in the region is located near the northwest corner of SR 535 and Poinciana Boulevard so they need to be added to the stakeholder list.
- May be able to reach out to the chamber of commerce for respective counties to get information on potential stakeholders.
- May want to consider adding Orange and Osceola County Department of Health to PVT list.
- May want to consider adding East Central Florida Regional Planning Council to stakeholder list.
- May want to consider adding School Board and police/fire/rescue representative to stakeholder list.
- May want to consider adding DRI land owners' representatives to stakeholders' list.

Branding

The group discussed the three logos/branding options and decided the second logo, which was circular and included blue/grey/black coloring, would be the preferred option. The group wanted the circles on the right and left sides of the logo to be removed and to have the pedestrian and bus icons added to the logo.

Next Steps

The group generated the following action item list to be completed by various team members after the meeting.

Action Item	Due Date	Status	Person Responsible	Notes
Update PVT and stakeholder lists, send to group	4/27/16	Ongoing	Travis H./ Jesse B.	
Update branding and send to group	4/27/16	Ongoing	Travis H.	
PVT group to review stakeholder lists and provide additional stakeholders or stakeholder information, if available	5/4/16	Ongoing	PVT Group	
Orange County to send I-Drive Activity Center Documents	04/22/16	Received	Brian Sanders	

This summary is Travis Hills' interpretation of the meeting. Questions should be directed to him at 407-540-0555.

SR 535 Corridor Planning Study -
PVT Kick Off Meeting April 21, 2016

Name	Agency/Firm	Email
Tamm's MHA	KITE	Tamm's e Kittelson with
Tamm's Jediel Zaballero	Osceola OSCEOLA	Tamm's, HUET@ceol.orc jzab@osceola.org
BRIAN SANDERS	ORANGE Co	BRIAN.SANDERS@OCFL.NET
CARLEEN FLYNN	LYNX	cflynn@golynx.com
Keith Caskey	Metropolitan Orlando	kcasken@metroplanorlando.com
Karl Passetti	Kittelson (KAI)	kpassetti@kittelson.com
Jesse Blavin	In-house FDOT Consultant	jesse.blavin@dot.state.fl.us
Judy PIZZO	FDOT	judy.pizzo@dot.state.fl.us
Deborah Tyrone	FDOT	deborah.tyrone@dot.state.fl.us
Aditya Inamdar	Kittelson & Associates (KAI)	ainamdar@kittelson.com

SR 535 Corridor Planning Study

US 192 to I-4



Agenda

- Overview of Corridor Planning Process
- Project Background/Overview
- General Discussion
- Public Involvement
- Next Steps

When Should We Plan?



When Should We Plan?



PD&E Programmed for 2020

Multimodal Corridor Planning

Land Use Strategies

- Land Use Policies/Regulations
- Detailed Land Use Plans
- Land Use Programs
- Other Land Use Strategies

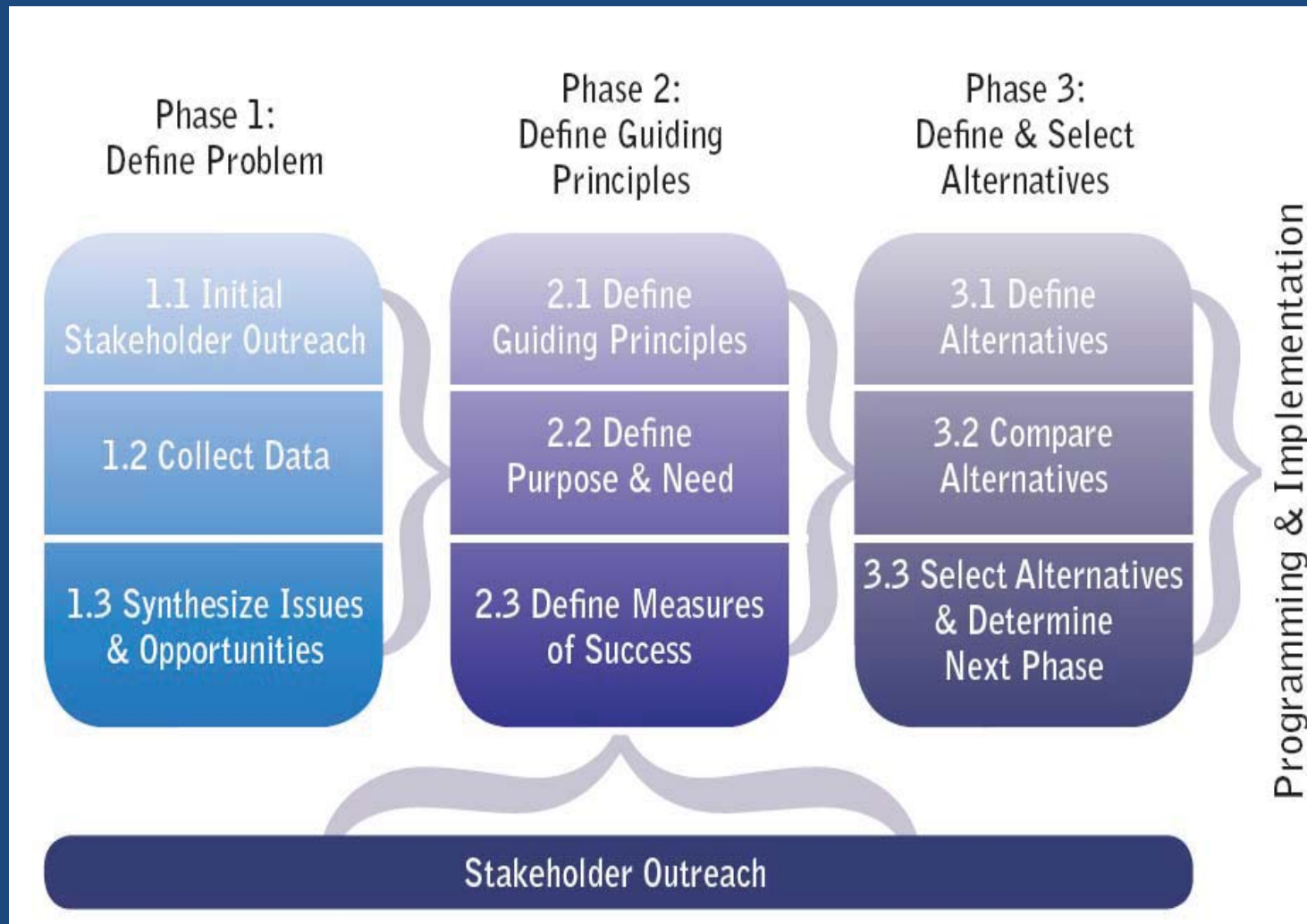
Transportation Strategies (all modes)

- Capital Improvements
- Transportation Operations
- Maintenance Project
- More Detailed/Area-Specific Transportation Plans and Programs
- Other Transportation Strategies

Other Strategies

- Utility/Infrastructure Improvements
- Organizational Changes
- Do nothing (No-Build)
- Other Strategies

Planning Process



We are starting with a blank slate and we want your input in shaping the future of this corridor!!

Next Phases After Planning for Transportation Strategies

Planning defines the problem, determines purpose, need, alternatives.

Alternatives Resulting from Planning

Land Use Strategies

Transportation Strategies

Other Strategies

PD&E or CD evaluates alternatives screened in planning and chooses preferred alternative.

PD&E

Concept Development

Design Phase creates construction plans

Design

Design

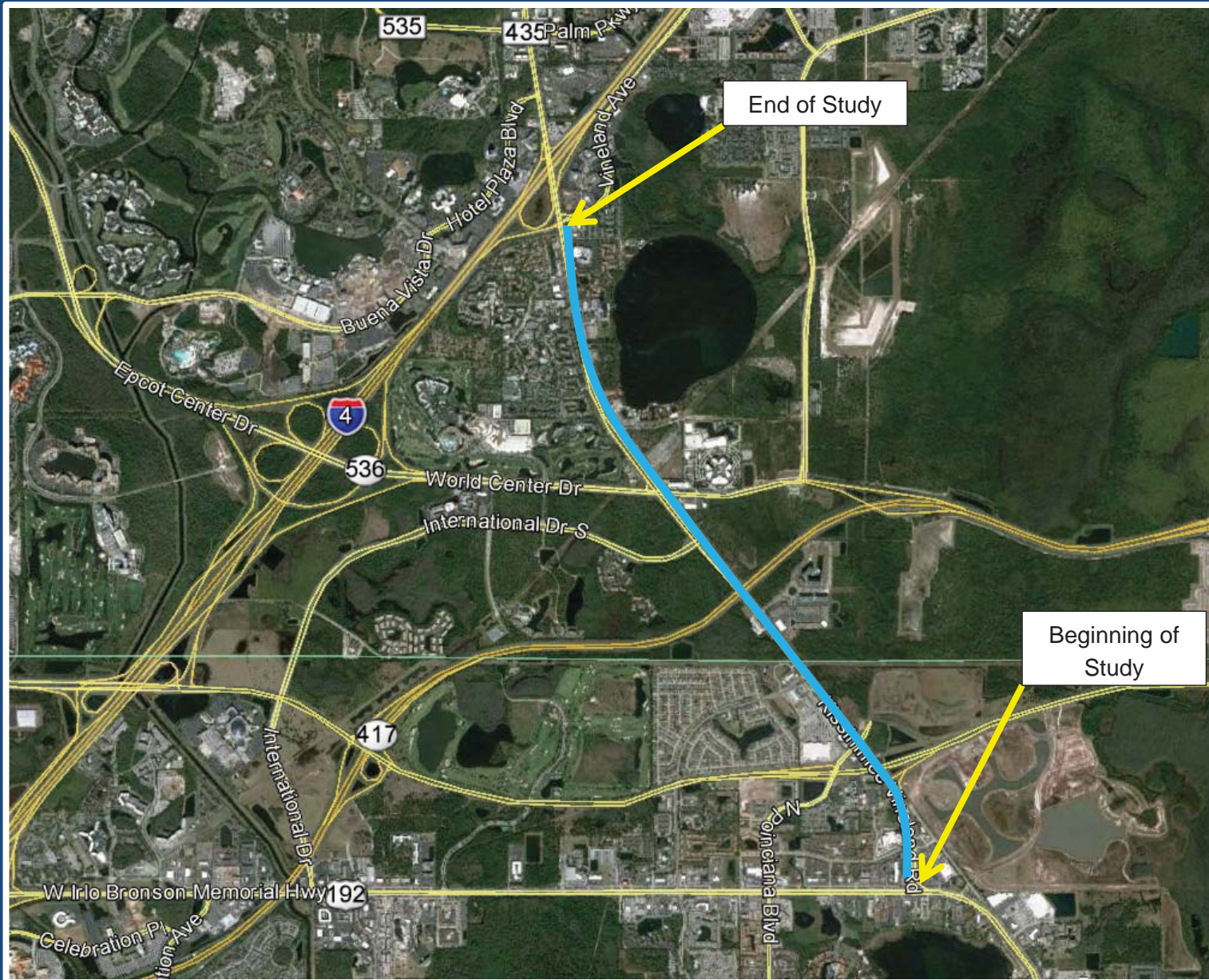
ROW Acquisition

Construction

Maintenance and/or Operation

Construction

Project Background/Overview



Project Background/Overview

- Major Work Tasks/Time Frames
 - Existing Conditions Analysis: April through July 2016
 - Stakeholder Interviews: Targeting Mid-May
 - Future Conditions Analysis/Purpose and Need Development: July through December 2016
 - PVT and Public Coordination: Targeting September and October
 - Planning Screen through ETDM will be performed once P&N established
 - Alternatives Development: January through July 2017
 - PVT and Public Coordination: Targeting March, May, and June
 - MetroPlan Orlando Presentations towards end of Project

General Discussion

- Traffic Methodology
 - Sensitivity analysis type approach utilizing low, medium, and high growth rates
- Land Use Topics
 - Status of DRI's near study corridor
 - Land use mix/intensity of land uses discussion
 - Properties/land uses around SR 417/I-Drive may not be accurate in the model
- Pedestrian/Bicycle Topics
 - East/west utility corridor has been identified as a potential trail system providing connections to/from Shingle Creek

General Discussion

- Traffic Operations and Safety Topics
 - Possible safety issue at Osceola Parkway interchange ramps
 - 8-lane section would be difficult to implement and multi-modal, transit, and TSM&O options should be considered
 - Plans to connect disjointed sections of I-Drive
 - Concerns about existing “cut through” traffic along Polynesian Isle Boulevard (Indian Wells subdivision)
 - Intersection improvement is planned for SR 535 and Vineland Road
 - Tying into I-4/SR 535 interchange improvements (we are assuming these are committed)

Public Involvement

- Project Visioning Team (PVT) Representatives
 - LYNX
 - MetroPlan Orlando
 - Orange County
 - Osceola County
- Potential Stakeholders
 - Owners of major shopping centers along corridor
 - Central Florida Hotel & Lodging Association
 - Home Owner's Associations/major apartment complexes
 - Lake Buena Vista Factory Stores
 - W192 Development Authority
 - Appropriate members of Environmental Technical Advisory Teams for Orange and Osceola Counties
- Project Branding Discussion – see handouts

Next Steps

- PVT Field Trip: Targeting early May before Stakeholder Interviews
- Stakeholder Interviews: Targeting Mid-May
- Existing Conditions Analysis: April through July

Questions?

FDOT PROJECT MANAGER:

Jesse Blouin, AICP

719 S. Woodland Blvd.

DeLand, FL 32720

Phone: 386.943.5417

jesse.blouin@dot.state.fl.us

CONSULTANT PROJECT MANAGER:

Travis Hills, EI

225 E. Robinson St.

Suite 450

Orlando, FL 32801

Phone: 407.540.0555

thills@kittelsohn.com

STAKEHOLDER MEETING NOTES

SR 535 Stakeholder Meeting Notes

East Central Florida Regional Planning Council and W192 Development Authority Stakeholder Meeting Notes

Date: June 29, 2016

Attendees:

David Buchheit (W192 Development Authority)

PJ Smith (East Central Florida Regional Planning Council)

Travis Hills (Kittelsohn and Associates, Inc.)

Aditya Inamdar (Kittelsohn and Associates, Inc.)

Meeting Summary:

Travis Hills gave a brief presentation explaining the project, planning process, and next steps. The following points summarize the discussion after the presentation:

Transit:

- Important to connect US 192 Bus Rapid Transit (BRT) to northern part of study corridor through new transit routes or by extending the current transit route.
 - US 192 BRT will operate at 7.5 minute headways.
- International tourists are used to riding transit and will use it if the option exists.
- Two LYNX Routes (55 and 56) currently operate along US 192. Both begin at the Downtown Kissimmee intermodal station. LYNX route 55 travels to the Four Corners Walmart and route 56 travels to Disney's Magic Kingdom. Currently these routes operate at 30-45 minute headways.
 - These routes have specially designed bus stops along US 192. Similar bus stops are located along SR 535 between US 192 and Kings Heath Road; however there is no bus service for these stops.
- Better bus stop shelters will induce transit ridership demand.
- Explore connecting transit options with Disney's transit.

Pedestrian/Bicycle:

- Pedestrian and bicycle improvements along the corridor are important to consider as part of the planning process.
- GIS analysis (heat/hotspots maps) of hotels and residents as well as pedestrian generators can help identify origin destinations for pedestrians and bicyclists.
- Good idea to incorporate sidewalks/bicycle lanes/shared use path along SR 535.

Land Use and Streetscape:

- Develop character areas/districts to identify different land use contexts along the corridor.
- W192 Development Authority will be creating design guidelines to attract redevelopment along the US 192 corridor.
- W192 Development Authority is focusing on better landscaping along the US 192 corridor.
 - Would like landscaping to extend north along SR 535.
- Coordinate with Orange County Planning Department. They are rewriting their land development code and are preparing I-Drive corridor planning study.
- Potentially consider creating a two county agency (Orange and Osceola) similar to W192 Development Authority that will be in charge of implementing SR 535 suggestions.

Street Network:

- New street connections are planned or are getting built along SR 535 corridor. This will help in relieving some congestion along SR 535, especially reducing local trips connecting neighborhoods and retail destinations along the corridor.

SR 535 Stakeholder Meeting Notes

Central Florida Hotel & Lodging Association Stakeholder Meeting Notes

Date: July 18, 2016

Attendees:

Jay Leonard (Wyndham LBV)
Ralph Scatena (Orlando World Center Marriott)
Dennis Hale (Embassy Suites, LBV South)
Warren Bingham (Embassy Suites, LBV South)
Oscar Montoya (Sheraton Vistana Resort)
Aziz Ndiaye (Sheraton Vistana Resort)
Ross M. Burke (Blue Heron Beach Resort)
Keith E. Wolling (B Resort + Spa)
Dan Kline (Magical Memories)
Brian Wong (Celebration Suites)
Vance Hawkins (Clarion Suites Maingate)
James Shandor (Radisson Orlando Resort)
Jesse Blouin (FDOT)
Aditya Inamdar (Kittelsohn & Associates, Inc.)
Ryan Casburn (Kittelsohn & Associates, Inc.)
Travis Hills (Kittelsohn & Associates, Inc.)

General Discussion from Meeting:

After brief introduction of attendees, Jesse Blouin introduced the project. Travis Hills and Mr. Blouin gave a presentation giving background of the project and explaining the FDOT corridor planning process. The following are general discussion topics from the meeting:

- It was noted this is a 20-30 year horizon corridor planning study.
- Some of the major issues and themes that have emerged from prior meetings, walking audits, and stakeholder engagement are:
 - Improving pedestrian and bicycle facilities along the corridor;
 - Exploring potential extension of transit routes;
 - Addressing needs of the traveling tourist;
 - Maintaining FDOT roadway level of service standards;
 - Studying safety issues; and
 - Reducing traffic congestion.

- Stakeholder outreach with hotels and resorts along the corridor is important to understand the needs of tourists.
- Attendees had questions related to I-4 improvements and how they relate to this project. It was clarified that I-4 is a separate project and beyond the purview of this corridor study. The northern study limits end at the Vineland Avenue intersection. However, Mr. Blouin agreed to share the latest I-4 plans with the rest of the group.
 - I-4 intersection design with Vineland Avenue is being considered as a committed project in the future condition and the SR 535 Corridor Planning Study will not make recommendations regarding its design.
- There was a question relating Palm Plaza Parkway intersection north of I-4. It was clarified that the corridor study limits do not extend to that intersection.
- A question was asked as to why this corridor was selected and why it rose to the top in MetroPlan Orlando's priority list. Mr. Blouin explained that existing and future traffic congestion was the main reason it rose to the top of the list. Also lack of pedestrian and bicycle facilities and need for transit were important considerations.

Traffic Congestion:

- Potential 6-8 lane widening is not being considered north of SR 536/World Center Drive. The existing four lane section from US 192 to SR 536/World Center Drive may be considered for 4-6 lane widening.
- Other ways of mitigating congestion will be considered.
 - New street connections like International Drive to reduce local trips. Orange County is looking into this new connection.
 - New signal at International Drive and SR 535 intersection is now in final design and will be operational within the next few years.
- People stop in the channelized right turn lanes. There are many international and out of state tourists who are not aware of Florida's traffic laws related to allowing right turns on red.
 - Normally signs that tell you what the law is (for example Right on Red allowed) may be helpful, they can help along this corridor due to high number of tourists.
- Merchant / fruit stand seem to slow traffic around the SR 417 overpass.
- Eastbound left turn lane at Poinciana Boulevard has large queue in the AM peak hour.
 - Believed to be a lot of Disney employee traffic coming from the Poinciana area.
 - Is there a possibility to get Lynx, or a Disney run employee transit service for these Poinciana residents?

Pedestrian and Bicycle:

- Additional marked crosswalks along the corridor would be well received.
- Jaywalking in front of Caribe Royale to CVS east of SR 535/SR536/World Center Drive intersection – Would adding marked crosswalks at World Center Drive help with this?
 - Providing a safer crossing option would help.

- Resort Owners want to help their patrons and would help promote using safer walking options like a marked crosswalk.
- Landscape barriers in median could help guide pedestrians to marked crosswalks.
- Frontage Road near SR 535/SR536/World Center Drive intersection is essentially a truck stop.
 - Could the study team look into utilizing this frontage road as a pedestrian/bicycle facility?
 - If you limit the ability for trucks to park there, where will they go? A little exploration into where these trucks are coming from, going to, and why they choose to stop there may expose an unmet need that could be addressed.

Transit:

- Adding transit along the corridor will help tourists as well as connect resorts near I-4 to US 192 area.
- Currently no designated transit along SR 535 south of SR 536/World Center Drive.
- Many hotels/resorts provide shuttles to nearby areas and theme parks. There are some hotels/resorts that have high ridership on shuttles
- Future transit along the corridor can tie into hotel/resort shuttles and potential future US 192 bus rapid transit.
- Design bus stops with pull out areas so that stopped buses don't block travel lane and impact traffic.

Currently Planned Improvements:

- International Drive signal at SR 535 (short term) and International Drive connection between SR 535 and SR 536/World Center Drive.
- Adding a second westbound right turn lane at the Vineland Avenue intersection. The second right turn lane will become a new lane along SR 535 northbound that enters directly onto I-4 eastbound.
- Poinciana Boulevard is planning on having a connection east of SR 535, possibly connecting to Lake Buena Vista Factory Stores area.

SR 535 Corridor Planning Study -
CFHLA Stakeholder Meeting July 18, 2016

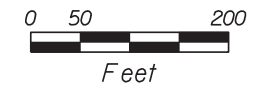
Name	Who You Represent	Email
JAY LEONARD	Wyndham LBU	JLEONARD@WyndhamLBU.com
ADITYA INAMPAR	KITTELSON & ASSOCIATES	ainamdar@kittelson.com
Ryan Casburn	Kittelson and Associates	rcasburn@kittelson.com
RALPH Scatena	ORLANDO World Center Marriott	rscatena@marriott.com
DENNIS HALE	EMBASSY SUITES - LBU SOUTH	DENNIS.HALE@HILTON.COM
Warren Bingham	Embassy Suites - LBU South	Warren.Bingham@hilton.com
Oscar Montoya	Sheraton Vistana Resort	oscar.montoya@sheratonvistanaresortvillas.com
AZIZ INDIANE	SHERATON VISTANA RESORT	aziz.indiane@sheratonresortvillas.com
Cross M. Burke	Blue Moon Beach Resort	cburke@pattonhosp.telf.com
Keith E. Collins	B Resort + SPA	keith.collins@BResort.com
Dan Kline	Magical Memories	dkline@magicalmemories.com
Brian Wong	Celebration Suites	brianwong74@gmail.com
VANCE HARRIS	CLARION Suites MAINGATE	gm@CLARIONsuitesvillas.com
JAMES SHANDOR	RAISON ORLANDO RESORT	JAMES.SHANDOR@interstatehotels.com

APPENDIX C – PREVIOUS/ONGOING STUDIES AND FUTURE IMPROVEMENTS

SIX LANE WIDENING FEASIBILITY ASSESSMENT CONCEPT

↑ DIRECTION OF TRAVEL

↶ TURN LANE



PROPOSED TRAFFIC LANE WIDENING



PROPOSED SHOULDER WIDENING

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Engineer of Record: JOHN R. FREEMAN, JR., P.E., P.T.O.E.
KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION ENGINEERING / PLANNING
 225 E. Robinson St, Suite 450, ORLANDO FL 32801
 CERTIFICATE OF AUTHORIZATION NO. 007824

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
535	OSCEOLA	424540-1-52-01

SR 535
PROPOSED WIDENING PLAN

SHEET NO.
 C-3
 P-1

↑ DIRECTION OF TRAVEL

↶ TURN LANE

0 50 200
Feet



PROPOSED TRAFFIC LANE WIDENING



PROPOSED SHOULDER WIDENING

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Engineer of Record: JOHN R. FREEMAN, JR., P.E., P.T.O.E.
K KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION ENGINEERING / PLANNING
 225 E. Robinson St, Suite 450, ORLANDO FL 32801
 CERTIFICATE OF AUTHORIZATION NO. 007824

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
535	OSCEOLA	424540-1-52-01

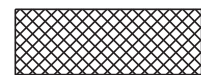
SR 535
PROPOSED WIDENING PLAN

SHEET NO.
 C-4
 P-2

↗ DIRECTION OF TRAVEL

↶ TURN LANE

0 50 200
Feet



PROPOSED TRAFFIC LANE WIDENING



PROPOSED SHOULDER WIDENING

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Engineer of Record: JOHN R. FREEMAN, JR., P.E., P.T.O.E.
KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION ENGINEERING / PLANNING
 225 E. Robinson St, Suite 450, ORLANDO FL 32801
 CERTIFICATE OF AUTHORIZATION NO. 007824

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
535	ORANGE	424540-1-52-02

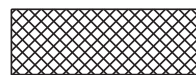
SR 535
PROPOSED WIDENING PLAN

SHEET NO.
 C-5
 P-3

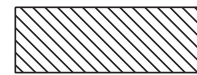
↑ DIRECTION OF TRAVEL

↩ TURN LANE

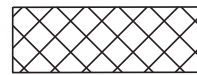
0 50 200
Feet



PROPOSED TRAFFIC LANE WIDENING



PROPOSED SHOULDER WIDENING



PROPOSED FUTURE EXTENSION TO BE BUILT BY OTHERS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Engineer of Record: JOHN R. FREEMAN, JR., P.E., P.T.O.E.
KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION ENGINEERING / PLANNING
 225 E. Robinson St, Suite 450, ORLANDO FL 32801
 CERTIFICATE OF AUTHORIZATION NO. 007524

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
535	ORANGE	424540-1-52-02

SR 535
PROPOSED WIDENING PLAN

SHEET NO.
 C-6
 P-4

↗ DIRECTION OF TRAVEL

↶ TURN LANE

0 50 200
Feet



PROPOSED TRAFFIC LANE WIDENING



PROPOSED SHOULDER WIDENING



PROPOSED TURN LANE CLOSURE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

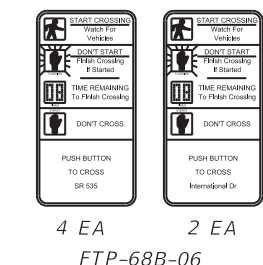
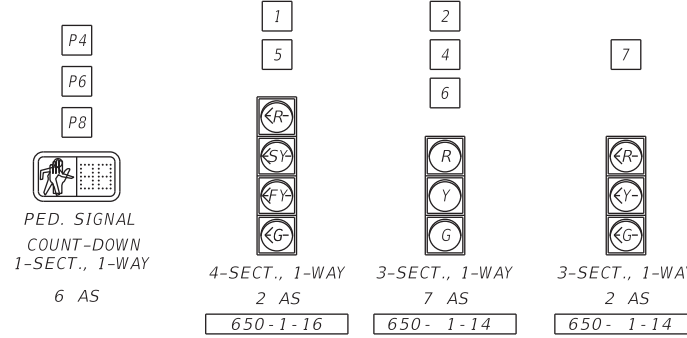
Engineer of Record: JOHN R. FREEMAN, JR., P.E., P.T.O.E.
KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION ENGINEERING / PLANNING
 225 E. Robinson St, Suite 450, ORLANDO FL 32801
 CERTIFICATE OF AUTHORIZATION NO. 007824

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
535	ORANGE	424540-1-52-02

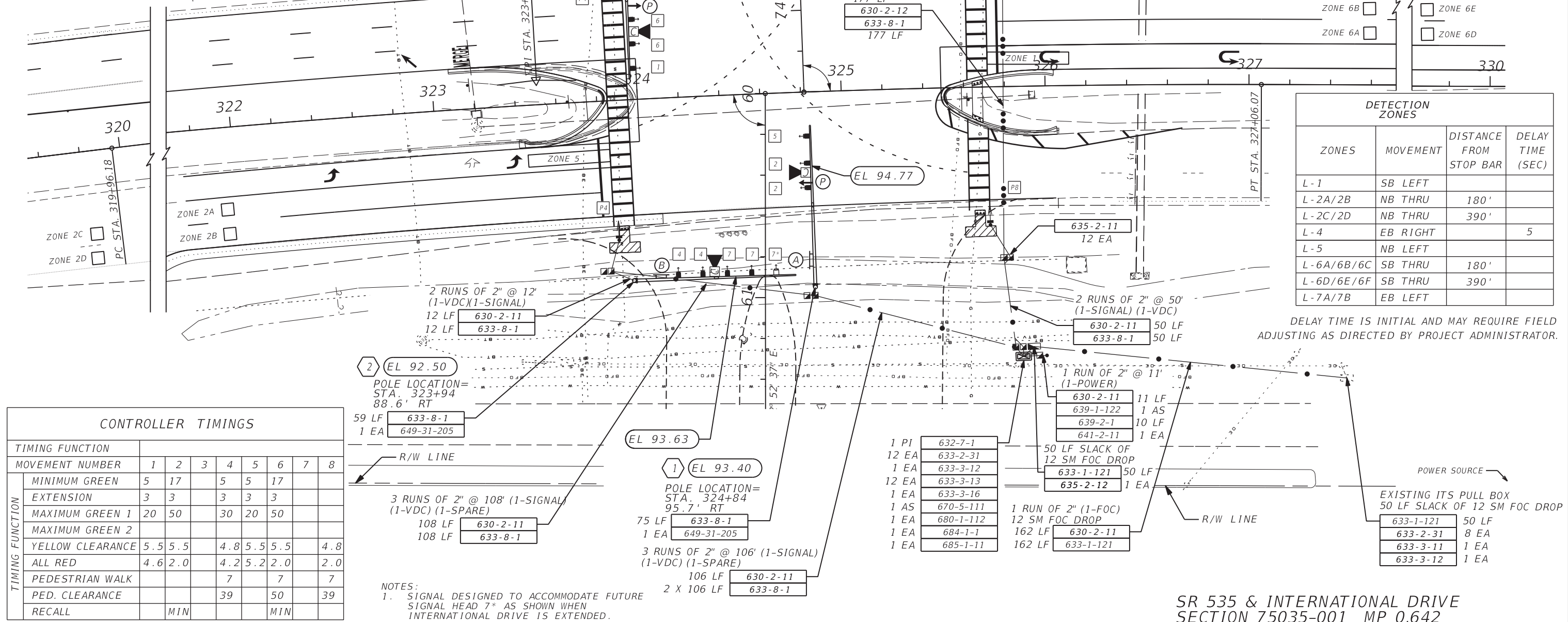
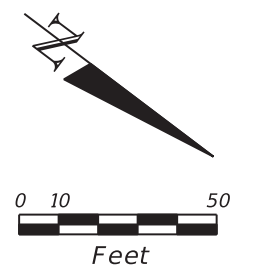
SR 535
PROPOSED WIDENING PLAN

SHEET NO.
 C-7
 P-5

SR 535/INTERNATIONAL DRIVE SIGNAL DESIGN PLANS



SEE PEDESTRIAN DETAIL SHEET T-6



DETECTION ZONES			
ZONES	MOVEMENT	DISTANCE FROM STOP BAR	DELAY TIME (SEC)
L-1	SB LEFT		
L-2A/2B	NB THRU	180'	
L-2C/2D	NB THRU	390'	
L-4	EB RIGHT		5
L-5	NB LEFT		
L-6A/6B/6C	SB THRU	180'	
L-6D/6E/6F	SB THRU	390'	
L-7A/7B	EB LEFT		

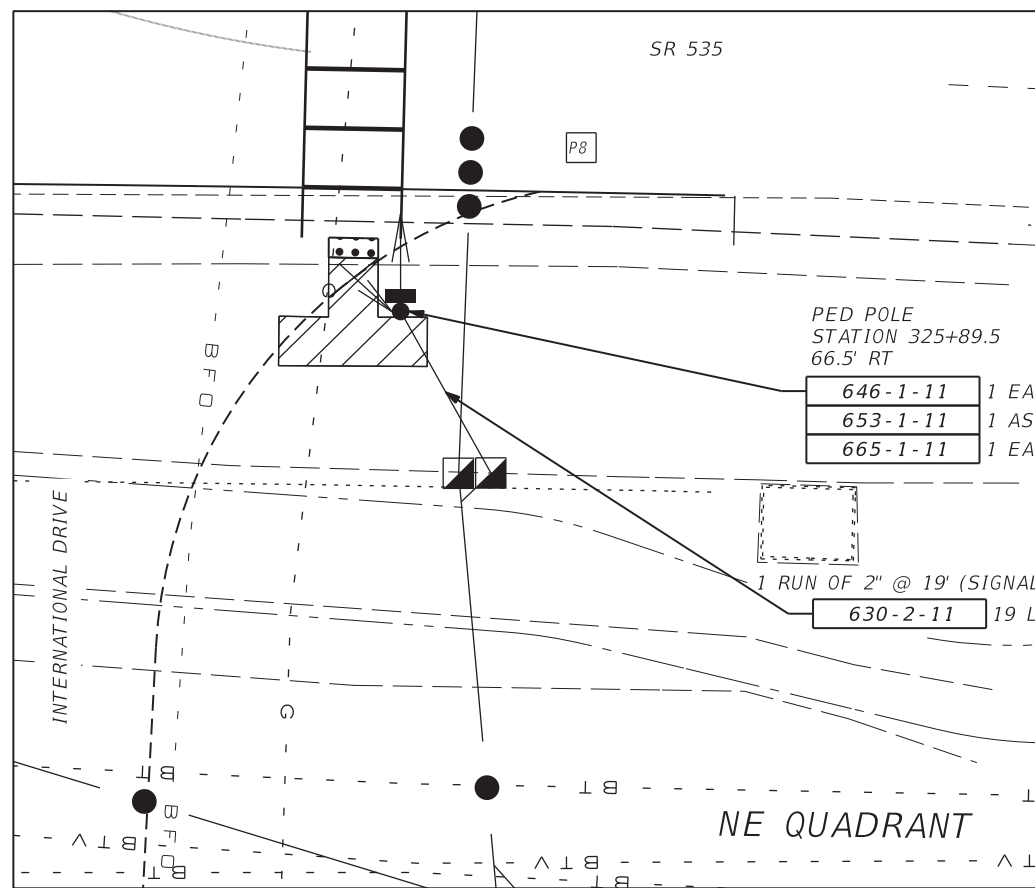
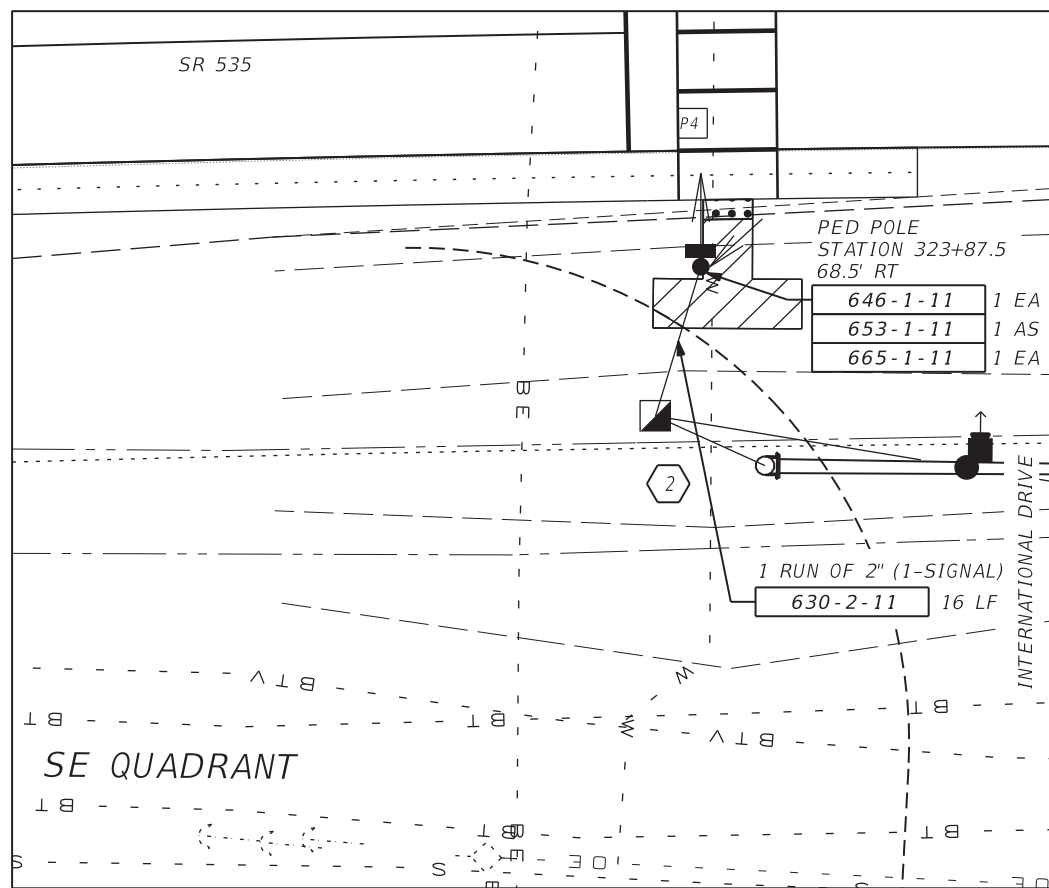
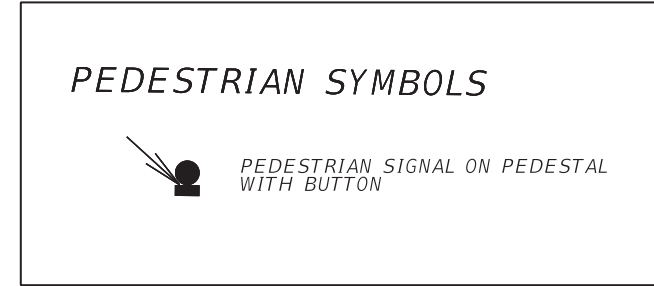
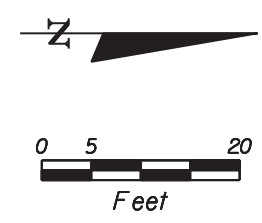
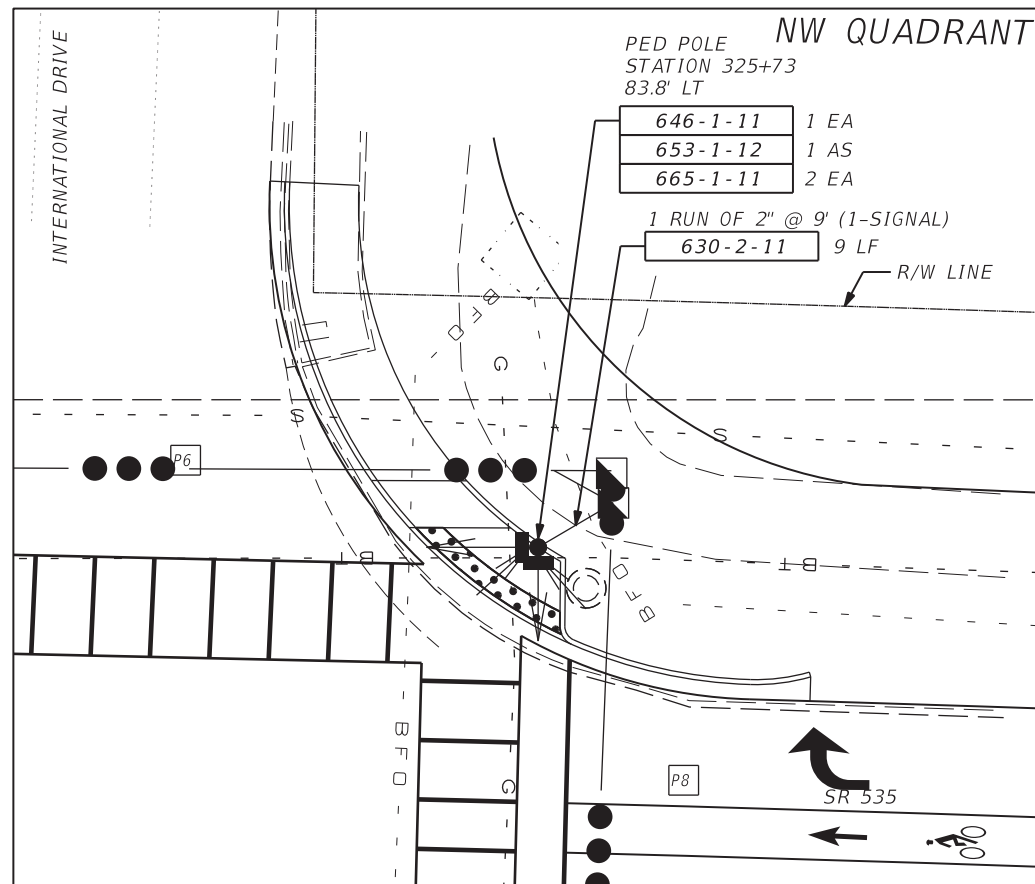
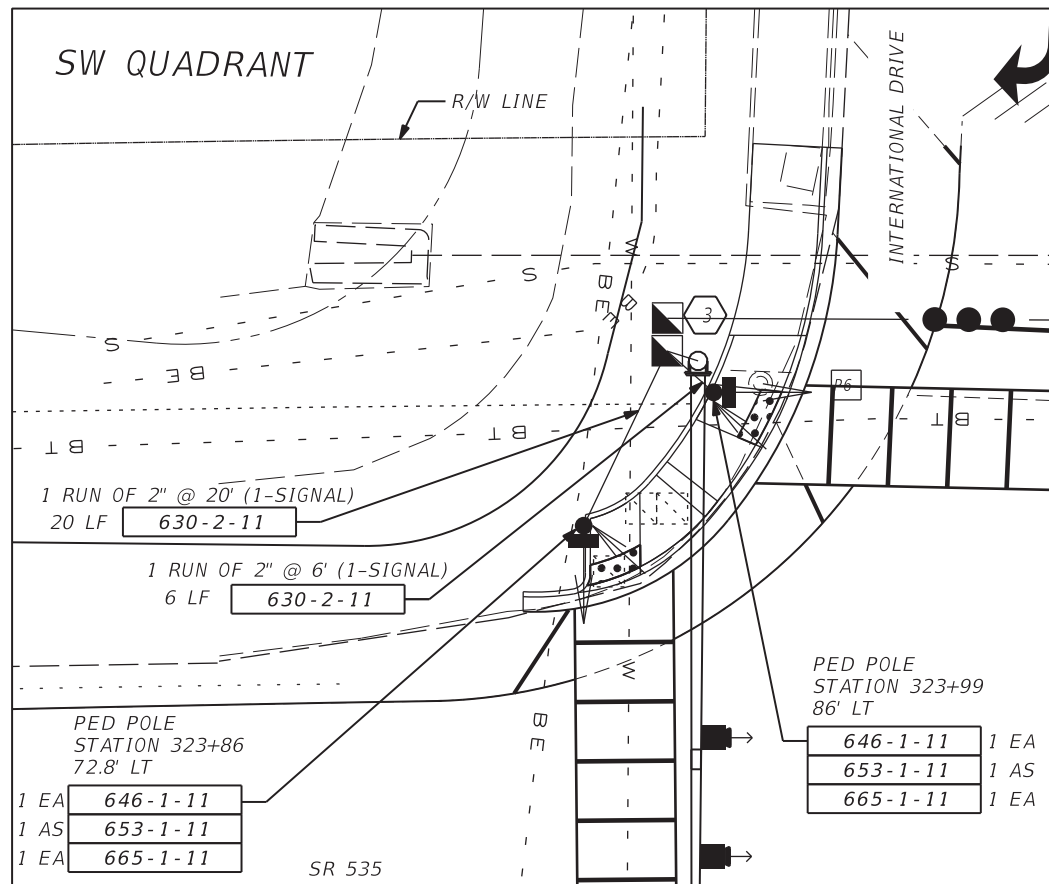
DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ADMINISTRATOR.

CONTROLLER TIMINGS								
TIMING FUNCTION	1	2	3	4	5	6	7	8
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	5	17	5	5	17			
EXTENSION	3	3	3	3	3			
MAXIMUM GREEN 1	20	50	30	20	50			
MAXIMUM GREEN 2								
YELLOW CLEARANCE	5.5	5.5	4.8	5.5	5.5	4.8		
ALL RED	4.6	2.0	4.2	5.2	2.0	2.0		
PEDESTRIAN WALK			7		7			
PED. CLEARANCE			39		50			39
RECALL		MIN			MIN			

NOTES:
1. SIGNAL DESIGNED TO ACCOMMODATE FUTURE SIGNAL HEAD 7* AS SHOWN WHEN INTERNATIONAL DRIVE IS EXTENDED.

REVISIONS DATE DESCRIPTION DATE DESCRIPTION		DEBORAH GRAEBER, P.E. P.E. NO.: 58624 ASPIREON CONSULTING GROUP, INC. 821 PALMETTO TERRACE OVIEDO, FL 32765 CERTIFICATE OF AUTHORIZATION: 28739	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 535 & INTERNATIONAL DRIVE SECTION 75035-001 MP 0.642	SHEET NO. C-9 T-5
ROAD NO.	COUNTY		FINANCIAL PROJECT ID	SR 535	ORANGE		

NOTICE: "THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23-.004, F.A.C."



PEDESTRIAN SIGNAL DETAILS
 SR 535 & INTERNATIONAL DRIVE
 SECTION 75035-001 MP 0.642

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DEBORAH GRAEBER, P.E.
 P.E. NO.: 58624
 ASPIREON CONSULTING GROUP, INC.
 821 PALMETTO TERRACE
 OVIEDO, FL 32765
 CERTIFICATE OF AUTHORIZATION: 28739

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	ORANGE	423029-1-52-01

PEDESTRIAN DETAIL SHEET

SHEET NO.
 C-10
 T-6

NOTICE: "THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C."

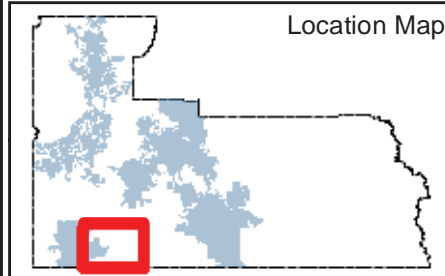
INTERNATIONAL DRIVE ACTIVITY CENTER

INTERNATIONAL DRIVE ACTIVITY CENTER

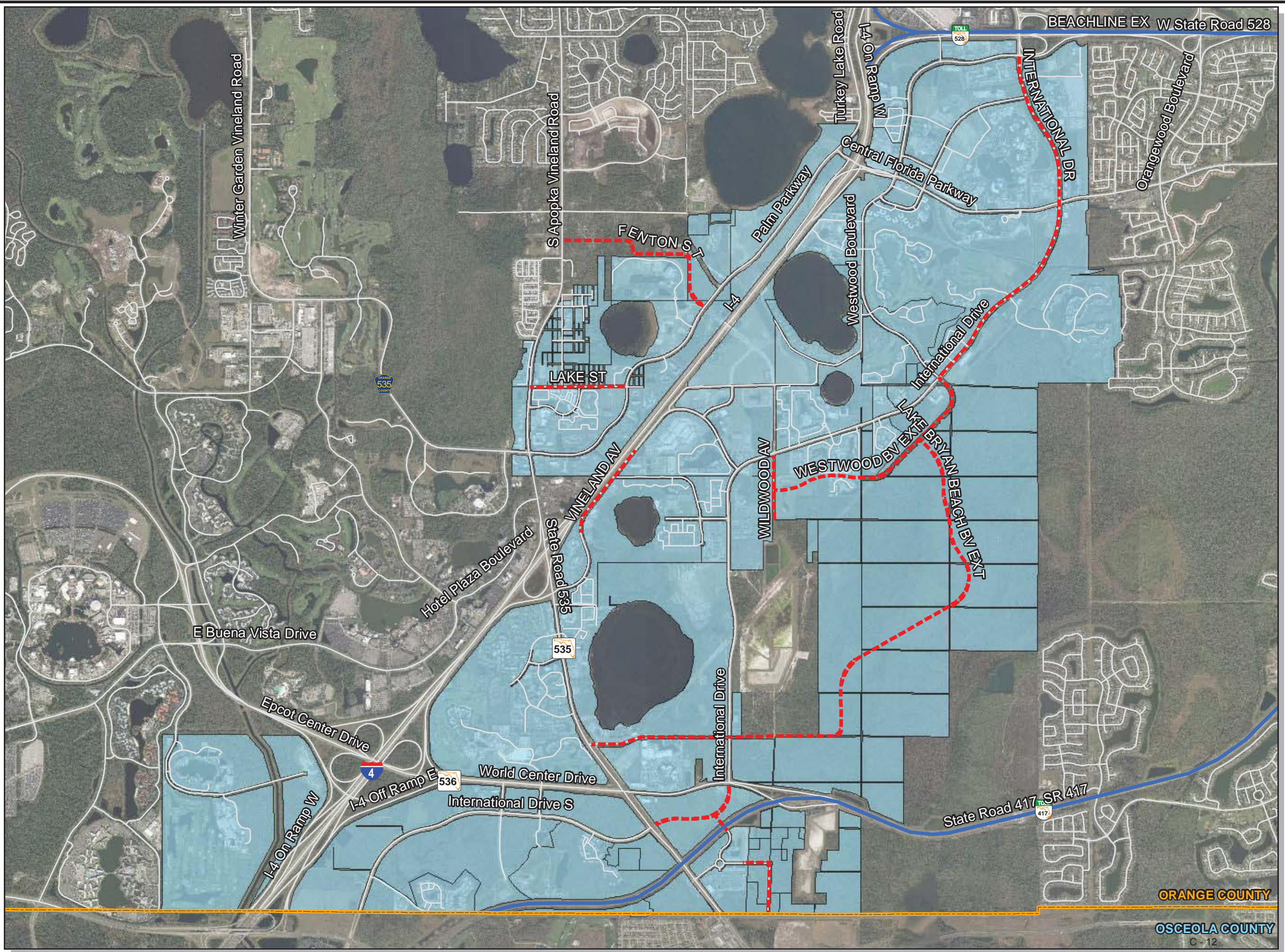
LEGEND

- - - County Partnership
- Programmed County Roadways
- Planned County Roadways
- State Roadway Project
- Activity Center Boundary

Map Updated: March 18, 2014



Disclaimer:
Data is provided "as is" without warranty of any representation of accuracy, timeliness or completeness. The requester acknowledges and accepts the limitation of the data, including the fact that the data is dynamic and is in a constant state of maintenance, correction and update.
Not to be resold: Data, maps or digital files may not be resold without prior consent of the Orange County Board of County Commissioners.



ORANGE COUNTY

OSCEOLA COUNTY

SR 535/VINELAND AVENUE WESTBOUND RIGHT TURN LANE ADDITION
CONCEPT



**THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.
FDOT PROJECT INFORMATION APPLICATION FORM**

DATE: 4/10/2015

1. Project Information:

Vineland and CR 535 Intersection improvements at Vineland Avenue and SR 535: The project will construct a westbound right turn lane on Vineland Avenue and an auxiliary turn lane to I-4.

Please see Exhibit A for location Map.

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: **Orange**

Project Length (Miles):

Project Type: Other If *other*, please specify: **Intersection Improvement**

2. Title of Project Priority List and Project Ranking:

Intersection Improvement Project for Vineland and CR 535. This project is ranked # 4 in the Management & Operations Projects Section of the MetroPlan Orlando Prioritized Project List for FY 2019/20-2039-40.

3. Managing Agency Contact Information:

Applicant: **Orange County**

Contact Person: **Renzo Nastasi**

Title: **Transportation Planning Manager**

Address: **4200 John Young Parkway**

Phone Number: **407-836-8072**

E-mail Address: **Renzo.Nastasi@ocfl.net**

4. Phase(s) Being Requested (double click on box to select appropriate box):

- Study
 PD&E
 Design
 Right-of-way
 Construction
 Other

5. Project Description:

a. Project Scope/Description (please be as detailed as possible):

This is an intersection project which will construct a westbound right turn lane on Vineland Avenue and an auxiliary turn-lane on I-4.

b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	FY 2015/16
Other	

c. Please state the purpose and need for this project.

This will improve the level of service and reduce congestion at this location Orange County Traffic Engineering has received complaints from citizens about congestion and delays at the intersection. FDOT performed a study at the intersection which recommended capacity improvements.

- d. What data from the statement above was obtained and/or used to support this analysis?
Note: If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.

Please see Exhibit B for letter to Orange County regarding study conducted by FDOT in 2008

FDOT conducted a Study in 2008 prompted by citizen complaints of long westbound cues along Vineland Avenue. Based on these factors Orange County Traffic Engineering has prioritized this project.

- e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

No.

- f. Is this project on a SIS connector or adjacent to a SIS hub? If yes, which one(s)?

No.

- g. Is this project on a transit route? If yes, which one(s)?

Yes, there is a Lynx transit route on SR 535 (Link 304).

- h. Is this project within the Federal Aid system? Choose an item.

(If yes, FDOT staff needs to verify and check here) **X Yes. Vineland Avenue is an Urban Major Collector (UMJC) Roadway ID # 75000371. CR 535 is an Urban Minor Arterial Roadway # 75035001**

6. Local and MPO Plans

- a. Is this project consistent with the Local Government Comprehensive Plan? If yes, please attach a page in the Comprehensive Plan. If not, please state when an amendment will be processed to include the project in the Plan (if applicable).
- b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)? If yes, please attach a copy of the page in the LRTP. If not, please state when an amendment will be done to include the project in the LRTP (if applicable).

Please see Exhibit D

7. Other Information:

- a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process? Yes- Full Certification

What year was the agency last certified? **2009**

- 8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project and/or is it currently owned by the local government entity? If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).**

An additional 10ft of R/W is needed along the North side of Vineland Road (from corner of CR 535 to driveway entrance)

Please See map in Exhibit E

Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).

Please See Exhibit F for cost estimates.

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	Choose an item.		Choose an item.	\$
Project Development and Environment Study (PD&E)	Choose an item.		Choose an item.	\$
Design	Choose an item.		Choose an item.	\$
Right-of-way Acquisition	Choose an item.		Choose an item.	\$
Construction	Choose an item.		In-house	\$ 1,234,651.50
CEI	Choose an item.		Choose an item.	\$ 246,900.00
Other:	Choose an item.		Choose an item.	\$
Total Project Cost Estimate:	\$1,481,551.50			

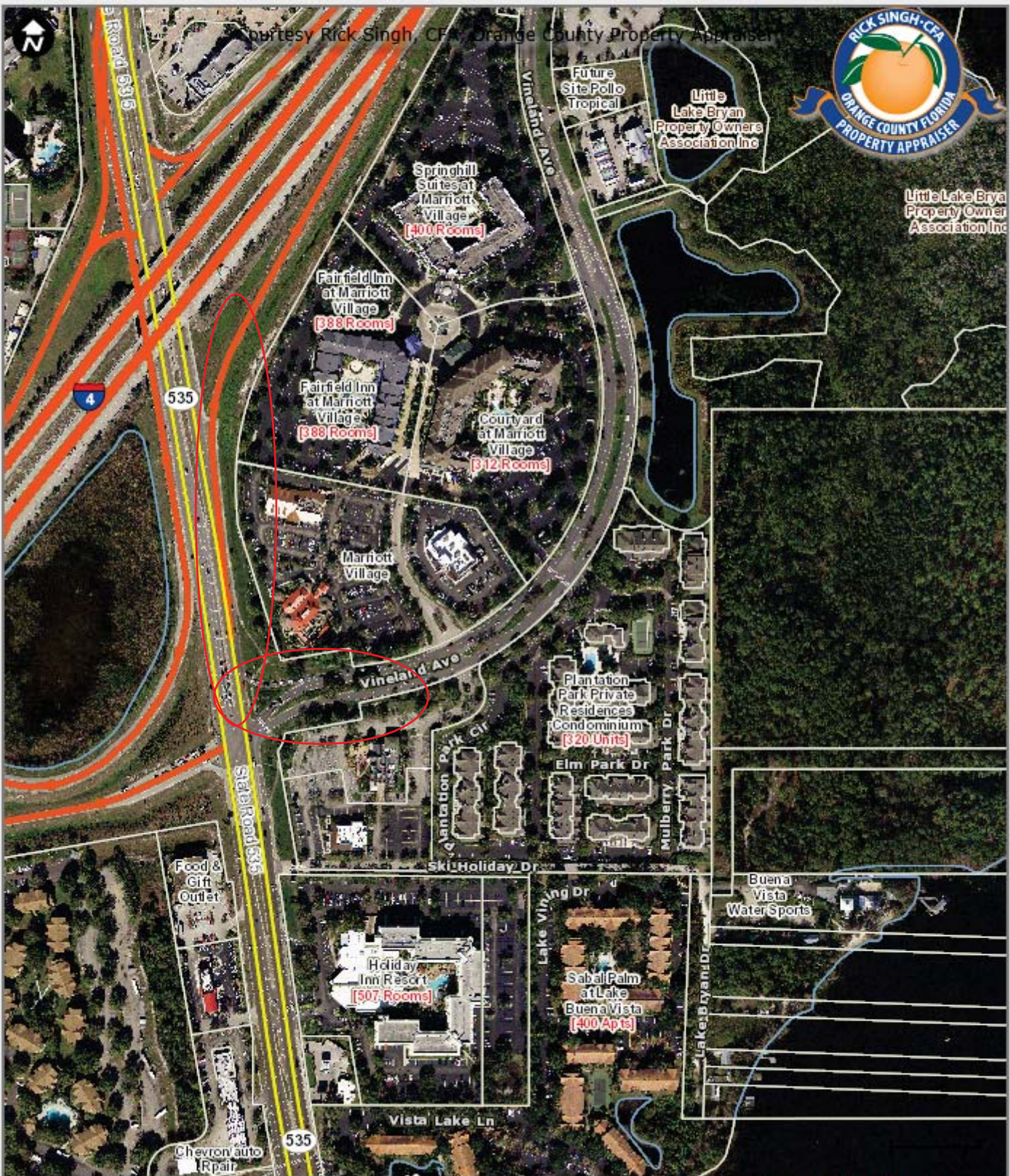
- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents, if available:**
 - Signed and sealed plans
 - Engineer’s estimate
 - Bid Documents and Specifications Package
 - Signed LAP Construction Checklist
 - Right of Way Certification
 - Environmental Certification
 - All necessary permits

EXHIBIT A

OCPA Web Map

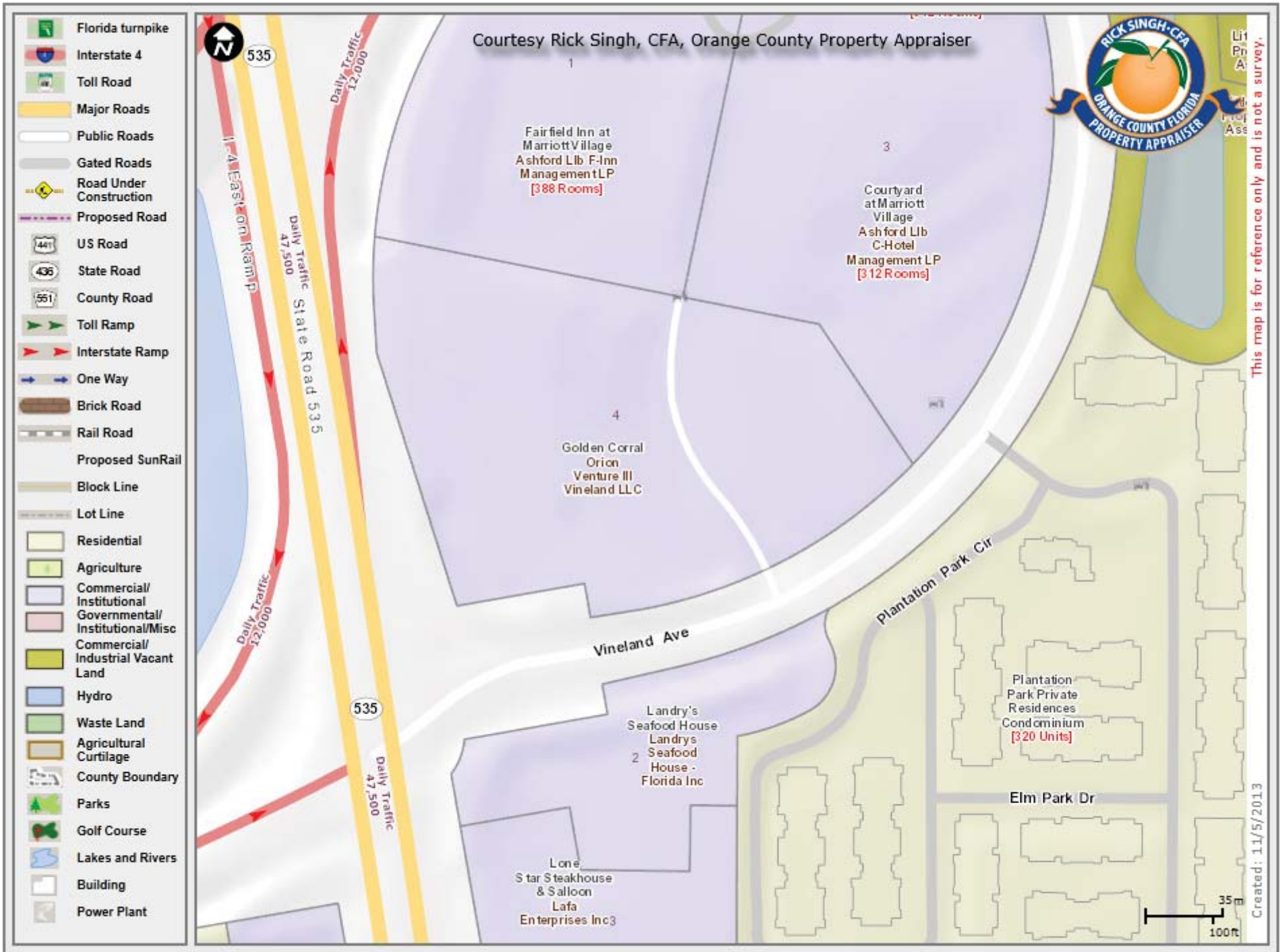
	Major Roads		Proposed Road		Block Line		Commercial/Institutional		Hydro		Golf Course
	Public Roads		Brick Road		Lot Line		Governmental/Institutional/Misc		Waste Land		Lake and Rivers
	Gated Roads		Rail Road		Residential		Misc Commercial/Industrial		County Boundary		Building
	Road Under Construction		Proposed SunRail		Agriculture		Vacant Land		Parks		Hospital
					Agricultural Curtilage						

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 4/10/2015

This map is for reference only and is not a survey.



Courtesy Rick Singh, CFA, Orange County Property Appraiser



This map is for reference only and is not a survey.

Created: 11/5/2013

- Florida turnpike
- Interstate 4
- Toll Road
- Major Roads
- Public Roads
- Gated Roads
- Road Under Construction
- Proposed Road
- US Road
- State Road
- County Road
- Toll Ramp
- Interstate Ramp
- One Way
- Brick Road
- Rail Road
- Proposed SunRail
- Block Line
- Lot Line
- Residential
- Agriculture
- Commercial/Institutional
- Governmental/Institutional/Misc
- Commercial/Industrial Vacant Land
- Hydro
- Waste Land
- Agricultural Curtilage
- County Boundary
- Parks
- Golf Course
- Lakes and Rivers
- Building
- Power Plant



OPTION 2

SR 535 at Vineland Ave.
Option 2. Widen in
median on Vineland Ave.

EXHIBIT B

MetroPlan Orlando
FY 2019/20-2039/40 Prioritized Project List
Management & Operations Projects

Priority Number	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
---④	Orange Co. Osceola Co. Seminole Co.	Traffic Signal Coordination	Regionwide			Coordinate traffic signal timing on various corridors	PE underway	CST	\$650,000
1	Edgewood	Orange Ave.	Gatlin Ave.	Holden Ave.	0.10	Intersection enhancement	PE underway	ROW/CST	\$425,000
2	Altamonte Springs	Maitland Blvd. (westbound)	Maitland Summit Blvd.	SR 434 off-ramp	0.50	Add auxiliary lane	PE underway	ROW CST	\$500,000 \$1,500,000
3	Kissimmee	John Young Pkwy.	at Oak St.			Intersection rechannelization	PE 2013/14	ROW CST	\$400,000 \$1,500,000
4	Orange Co.	Vineland Ave.	at SR 535			Improve intersection	PE 2013/14	CST	\$1,500,000
5	Orange Co.	Corporate Blvd.	at Alafaya Tr.			Improve intersection	PE 2013/14	CST	\$500,000
6	Orange Co.	Powers Dr.	at North Ln.			Improve intersection	PE 2013/14	CST	\$500,000
7	Orlando	Citywide Pedestrian Traffic Signals	throughout City of Orlando			ADA Traffic Signal System Improvement (including audible pedestrian signals)	---	CST	\$2,500,000
8	Orange Co.	Wallace Rd.	at Dr. Phillips Blvd.			Improve intersection	PE underway	CST	\$1,100,000
9	Orange Co.	Barber Park Access Rd.	at Gatlin Ave.			Improve intersection	PE 2014/15	CST	\$1,000,000
10	Orlando	ITS Masterplan Update	throughout City of Orlando			Update Citywide ITS Master Plan	---	PE	\$200,000
11	Seminole Co.	Fiber Expansion Project	Various Links			ITS/Fiber Project	PE 2014/15	CST	\$1,300,000
12	Seminole Co.	CR 419	at Lockwood Blvd.			Improve intersection	---	CST	\$275,000
13	Seminole Co.	SR 434	at Sand Lake Rd			Improve intersection	---	CST	\$650,000

④ The traffic signal coordination project is a high-priority project that will need to be funded in the near future. The TTC recommended including this project at the top of the M&O list without a priority number since this is an ongoing project from year to year.

EXHIBIT C

performance measures. Evaluation of the AMA using these performance measures shall occur in 2015. (Amended 6/10, Ord. 10-07; Amended and Renumbered from T2.3.14, 5/13, Ord. 2013-07)

Mobility Strategy	Measure	Target and Timeline
Support alternative modes of transportation	Transit shelters in the AMA	Increase number of bus shelters
	Sidewalk coverage near transit stops in the AMA	Increase percentage of roadways within 1/4 mile of transit stops with sidewalks (at least one side)
	Pedestrian, bicycle and transit Q/LOS	Achieve grade C or better
	VMT in the AMA (per capita)	Maintain or reduce amount
	Accidents involving pedestrians and bicyclists in the AMA	Reduce annual number of accidents involving pedestrians and bicyclists in the AMA.
Transportation network connectivity	Pedestrian connectivity index	Increase pedestrian connectivity index score by measuring link to node ratio.

T2.3.14 Objective T2.3 and all associated policies shall apply to any Transportation Concurrency Exception Area (Alternative Mobility Area) designated within Orange County's jurisdiction. (Amended and Renumbered from T2.3.15, 5/13, Ord. 2013-07)

OBJ T2.4 The County establishes a long-term transportation concurrency management system to correct deficiencies in transportation facilities on designated roadways that are included in the Orange County Ten-Year Capital Improvements Schedule and to implement operational improvements that may be needed. (Added 05/04, Ord. 04-06; Policy 1.4.7-r; Amended 09/13, Ord. 2013-19)

POLICIES

T2.4.1 A long-term (10 year) schedule of capital improvements for transportation facilities will be established for any long-term concurrency management system and will be reflected in the Capital Improvements Element.

T2.4.2 An applicant may satisfy transportation concurrency through a proportionate share calculation on the impacted facility which shall be applied to the applicable facility or facilities on the long-term schedule of capital improvements, or the applicant may provide proportionate share payment for operational improvements along the failing facility or facilities. (Amended 09/13; Ord. 2013-19, Policy T2.4.3-r)

T2.4.3 Transportation facilities identified as mitigation for traffic impacts in the long-term concurrency management system shall be added to the long-term schedule of capital improvements in the next regularly scheduled update of the Capital Improvements Element. (Amended 09/13; Ord. 2013-19, Policy T2.4.4-r)

T2.4.4 In addition to the Ten-Year Capital Improvements Schedule, operational improvements may be added to the Capital Improvements Program on an annual basis. These projects include, but are not limited to, intersection improvements, turn lanes, roundabouts, and Intelligent Transportation Systems (ITS) improvements. (Added 09/13, Ord. 2013-19)

OBJ T2.5 Where appropriate, the County shall create Multimodal Transportation Districts (MMTDs) where secondary priority is placed on vehicle mobility and primary priority is placed on providing a safe, comfortable, and attractive environment for pedestrians and bicyclists, with convenient access to transit. (Added 09/11, Ord. 2009-28; Amended 11/12, Ord. 2012-20)

EXHIBIT D

EXHIBIT E

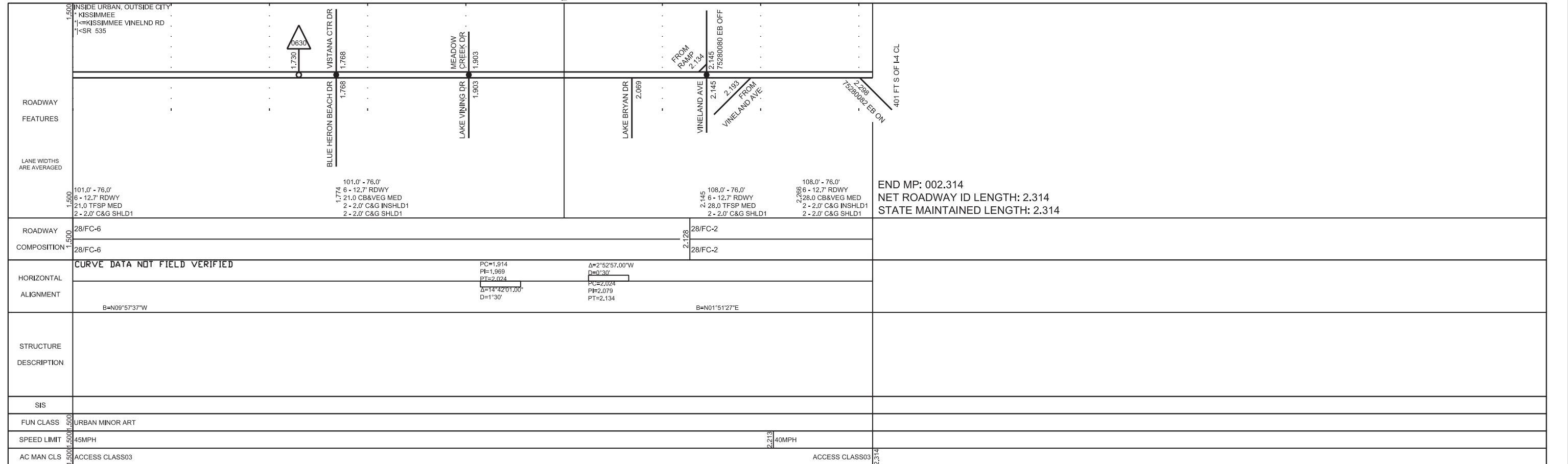
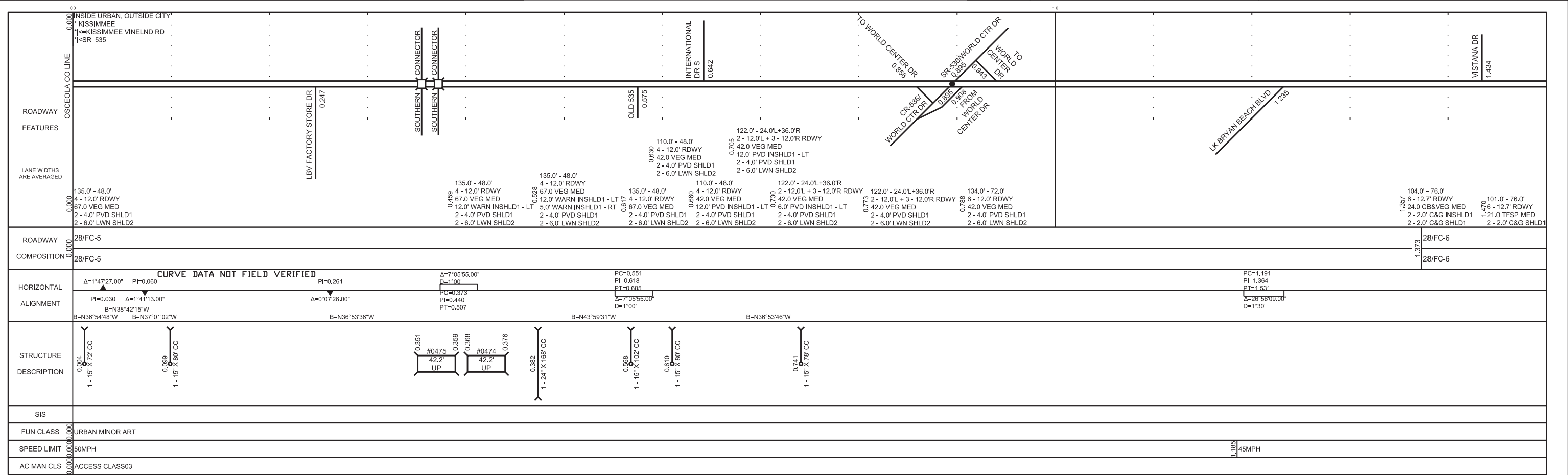
ENGINEER'S ESTIMATE

VINELAND AVENUE AND C.R. 535

<u>No.</u>	<u>ITEM No.</u>	<u>DESCRIPTION</u>	<u>QTY.</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1	101-1	MOBILIZATION	1	LS	\$200,000.00	\$200,000.00
2	102-1	MAINTENANCE OF TRAFFIC	1	LS	\$150,000.00	\$150,000.00
3	104-14	PREVENTION, CONTROL & ABATEMENT OF EROSION AND WATER POLLUTION	1	LS	\$63,000.00	\$63,000.00
4	110-1-1	CLEARING & GRUBBING	1	LS	\$50,000.00	\$50,000.00
5	120-9	EXCAVATION, EMBANKMENT AND GRADING	1	LS	\$10,000.00	\$10,000.00
6	285-715	OPTIONAL BASE GROUP 15 (9.0" TYPE B-12.5 ONLY) BLACK BASE	2,092	SY	\$55.00	\$115,060.00
7	327-70-5	MILLING EXISTING ASPHALT PAVEMENT (2" AVG)	16,723	SY	\$2.50	\$41,807.50
8	334-1-13-1	SUPERPAVE ASPHALT CONCRETE (TRAFFIC C) (INCLUDES TACK COATING) (1")	16,723	SY	\$10.00	\$167,230.00
9	334-1-13-3	SUPERPAVE ASPHALT CONCRETE (TRAFFIC C) (INCLUDES TACK COATING) (3")	2,092	SY	\$10.00	\$20,920.00
10	334-1-13-OVB	SUPERPAVE ASPHALT CONCRETE (TRAFFIC C) (INCLUDES TACK COATING)(1" AVG)(OVERBUILD)	332	SY	\$6.25	\$2,075.00
11	337-7-32	ASPH. CONC. FRICTION COURSE (RUBBER) (TRAFFIC C) (FC-9.5) (1")	18,815	SY	\$7.00	\$131,705.00
12	400-1-15	CONCRETE CLASS I (MISC.)	15.0	CY	\$600.00	\$9,000.00
13	425-1-311	INLETS, CURB, TYPE P-1, <10'	3	EA	\$4,000.00	\$12,000.00
14	425-1-321	INLETS, CURB, TYPE P-2, <10'	1	EA	\$4,200.00	\$4,200.00
15	425-1-411	INLETS, CURB, TYPE J-1, <10'	1	EA	\$4,650.00	\$4,650.00
16	425-14-71	INLETS, CURB, TYPE 7, <10'	2	EA	\$4,300.00	\$8,600.00
17	425-2-61	MANHOLES, P-8	1	EA	\$2,850.00	\$2,850.00
18	425-2-63	MANHOLES, P-8, PARTIAL	6	EA	\$2,125.00	\$12,750.00
19	430-171-121	PIPE CULVERT SRCP MATERIAL, STORM SEWER, ROUND, 15"	100	LF	\$60.00	\$6,000.00
20	430-171-129	PIPE CULVERT RCP MATERIAL, STORM SEWER, ROUND, 24"	6	LF	\$90.00	\$540.00
21	430-171-133	PIPE CULVERT RCP MATERIAL, STORM SEWER, ROUND, 30"	5	LF	\$100.00	\$500.00
22	440-1-20	UNDERDRAIN (TYPE II) (6")	800	LF	\$17.00	\$13,600.00
23	520-1-7	CURB & GUTTER CONC. (TYPE E)	500	LF	\$16.00	\$8,000.00
24	520-1-10	CURB & GUTTER CONC. (TYPE F)	1,287	LF	\$17.00	\$21,879.00
25	520-2-1	CURB (TYPE A)	87	LF	\$16.00	\$1,392.00
26	520-3	CONC. VALLEY GUTTER	314	LF	\$27.00	\$8,478.00
27	520-5-11	CONC. TRAFFIC SEPARATOR (TYPE 1 - OPTION II) (4' WIDE)	500	LF	\$29.00	\$14,500.00
28	522-1	CONCRETE SIDEWALK, 4" THICK	1,200	SY	\$37.00	\$44,400.00
29	522-2	CONCRETE SIDEWALK, 6" THICK	25	SY	\$48.00	\$1,200.00
30	575-1-1	SODDING	3,000	SY	\$5.00	\$15,000.00
31	603-1	SIGNALIZATION AND PAVEMENT MARKINGS	1	LS	\$293,115.00	\$293,115.00
32	900-1	AS-BUILT PLANS (MYLARS)	1	LS	\$100.00	\$100.00
33	900-2	INDEMNIFICATION	1	LS	\$100.00	\$100.00
34		CONTINGENCY 20%				\$246,900.00
<u>TOTAL</u>						\$1,481,551.50

Note 1 - ANY AMOUNT OF MOBILIZATION IN EXCESS OF 10% OF BID ITEMS 2 THROUGH 64 WILL BE PAID UPON COMPLETION OF ALL WORK IN ACCORDANCE WITH TECHNICAL PROVISION 101.

APPENDIX D – FDOT STRAIGHT LINE DIAGRAMS



APPENDIX E – SUNSHINE ONE CALL

UTILITY INFORMATION FOR SR 535 CORRIDOR PLANNING STUDY
 Ticket : 202601265 Rev:000 Taken: 07/20/16 08:28ET

State: FL Cnty: OSCEOLA GeoPlace: KISSIMMEE
 CallerPlace: KISSIMMEE
 Subdivision:

Address :
 Street : VINELAND RD
 Cross 1 : POLYNESIAN ISLE BLVD
 Within 1/4 mile: Y
 Cross 2 : W IRLO BRONSON MEM HWY

Locat: NO MARKING NECESSARY.

:
 Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCEF PROVIDES THE
 ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCEF MEMBERS IN THE
 VICINITY OF THE DESIGN PROJECT. SSOCEF DOES NOT NOTIFY SSOCEF MEMBERS OF
 THE RECEIPT BY SSOCEF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY
 OF THE DESIGN ENGINEER TO CONTACT SSOCEF MEMBERS TO REQUEST INFORMATION
 ABOUT THE LOCATION OF SSOCEF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION
 OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556,
 FLORIDA STATUTES, TO NOTIFY SSOCEF OF AN INTENT TO EXCAVATE OR DEMOLISH.
 THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCEF IN THE MANNER
 REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR
 DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF
 YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED , AND THE
 INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION
 REQUEST.

*** LOOKUP BY MANUAL ***

:
 Grids : 2819A8128A 2819A8128B 2820A8129C 2820A8129D 2820B8128A
 Grids : 2820B8129C 2820B8129D 2820C8128A 2820C8129D 2820D8128A
 Grids : 2820D8128B

Work date: 07/20/16 Time: 08:32ET Hrs notc: 000 Category: 6 Duration: 00 DAYS
 Due Date : 07/22/16 Time: 23:59ET Exp Date : 08/19/16 Time: 23:59ET
 Work type: PLANNING Boring: N White-lined: N
 Ug/Oh/Both: U Machinery: N Depth: 0 Permits: N N/A
 Done for : FDOT DISTRICT 5

Company : KITTELSON & ASSOCIATES INC Type: CONT
 Co addr : 225 E ROBINSON ST
 Co addr2: SUITE 450
 City : ORLANDO State: FL Zip: 32801
 Caller : MICHAEL EAGLE Phone: 407-540-0550
 BestTime: 8-5
 Fax : 407-540-0550
 Email : MEAGLE@KITTELSON.COM

Submitted: 07/20/16 08:28ET Oper: MIC Chan: WEB
 Mbrs : AT1931 CFPIPL CVCFTV DC1449 FG1442 FPC322 FWS701 FWS702 LS1104 OC1586
 Mbrs : OTC811 PGSORL SBF02 TL2051 TLMD03 TSC364 UTI297

Service Area Code	Service Area Name	Contact	Phone Numbers	Utility Type
AT1931	AMERICAN TRAFFIC SOLUTIONS	SANTIAGO MARTINEZ	Day: (480) 596 - 4595 Emerg: (866) 682 - 8689	COMMUNICATIONS/ELECTRIC
CFPIPL	KINDER MORGAN / CENTRAL FLORIDA PIPELINE	MARK CLARK	Day: (813) 781 - 1718 Alt: (813) 241 - 1124	GAS PIPELINE

CVCFTV	BRIGHT HOUSE NETWORKS, LLC	MARVIN USRY JR	Day: (407) 532 - 8509	CATV, PHONE LINES - FIBER
DC1449	MDU PRO	COMMAND CENTER	Day: (856) 649 - 9888	CATV
FG1442	FLORIDA GAS TRANSMISSION - DAVENPORT	JOSEPH E. SANCHEZ**	Day: (407) 838 - 7171 Emerg: (407) 397 - 9230	GAS
FPC322	DUKE ENERGY	MEISHA BARNARD	Day: (352) 694 - 8521	ELECTRIC
FWS701	TOHO WATER AUTHORITY - ZONE 1	JEFFREY JIMENEZ**	Day: (407) 572 - 7472	WASTEWATER/RECLAIM WATER
FWS702	TOHO WATER AUTHORITY - ZONE 2	BUTCH LANAVILLE**	Day: (407) 518 - 2264 Alt: (407) 944 - 5000	WATER/SEWER/RECLAIMED WTR
OC1586	OSCEOLA COUNTY TRAFFIC	RICK COLE	Day: (407) 343 - 7147	FIBER, TRAFFIC SIGNAL LIGHTS
OTC811	ORLANDO TELEPHONE COMPANY INC	BILL LEAN	Day: (407) 996 - 1149 Alt: (407) 595 - 7329	FIBER AND TELEPHONE
PGSORL	TECO PEOPLES GAS- ORLANDO	DEBORAH FRAZIER	Day: (407) 420 - 6609	GAS
SBF02	A T & T/ DISTRIBUTION	DINO FARRUGGIO	Day: (561) 997 - 0240	TELEPHONE
TLMD03	COMCAST COMMUNICATIONS	WADE MATHEWS	Day: (352) 516 - 3824	CATV
TSC364	COMCAST CABLE COMMUNICATIONS (ORLANDO)	WADE MATHEWS	Day: (352) 516 - 3824	CATV
UTI297	CENTURYLINK WINTER GARDEN	TY LESLIE	Day: (407) 814 - 5293	PHONE & FIBER OPTIC

UTILITY INFORMATION FOR SR 535 CORRIDOR PLANNING STUDY
 Ticket : 202601085 Rev:000 Taken: 07/20/16 08:14ET

State: FL Cnty: ORANGE GeoPlace: LAKE BUENA VISTA
 CallerPlace: LAKE BUENA VISTA
 Subdivision:

Address :
 Street : S APOPKA VINELAND RD
 Cross 1 : S VINELAND AVE
 Within 1/4 mile: Y
 Cross 2 : LBV FACTORY STORES

Locat: NO MARKING NECESSARY.

Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCOF PROVIDES THE
 ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCOF MEMBERS IN THE
 VICINITY OF THE DESIGN PROJECT. SSOCOF DOES NOT NOTIFY SSOCOF MEMBERS OF
 THE RECEIPT BY SSOCOF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY
 OF THE DESIGN ENGINEER TO CONTACT SSOCOF MEMBERS TO REQUEST INFORMATION
 ABOUT THE LOCATION OF SSOCOF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION
 OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556,
 FLORIDA STATUTES, TO NOTIFY SSOCOF OF AN INTENT TO EXCAVATE OR DEMOLISH.
 THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCOF IN THE MANNER
 REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR
 DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF
 YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED , AND THE
 INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION
 REQUEST.

*** LOOKUP BY MANUAL ***

Grids : 2820A8129C 2820A8129D 2821A8129A 2821A8130D 2821B8129A
 Grids : 2821B8130D 2821C8129A 2821C8129B 2821D8129B 2821D8129C
 Grids : 2822B8130C 2822B8130D 2822C8130C 2822C8130D 2822D8130C
 Grids : 2822D8130D

Work date: 07/20/16 Time: 08:24ET Hrs notc: 000 Category: 6 Duration: 00 DAYS
 Due Date : 07/22/16 Time: 23:59ET Exp Date : 08/19/16 Time: 23:59ET
 Work type: PLANNING Boring: N White-lined: N
 Ug/Oh/Both: U Machinery: N Depth: 0 Permits: N N/A
 Done for : FDOT DISTRICT 5

Company : KITTELSON & ASSOCIATES INC Type: CONT
 Co addr : 225 E ROBINSON ST
 Co addr2: SUITE 450
 City : ORLANDO State: FL Zip: 32801
 Caller : MICHALE EAGLE Phone: 407-540-0550
 BestTime: 8-5
 Fax : 407-540-0550
 Email : MEAGLE@KITTELSON.COM

Submitted: 07/20/16 08:14ET Oper: MIC Chan: WEB
 Mbrs : AT1931 CFPIPL CVCFTV FG1442 FPC322 FWS701 FWS702 L3C900 LS1104 OC1332
 Mbrs : OC1420 OC1586 OCE979 OCU596 OTC811 PGSORL RCI597 SBF02 SC1284
 Mbrs : TC1618 TC2026 TL2051 TLMD03 TSC364 UTI297

Service Area Code	Service Area Name	Contact	Phone Numbers	Utility Type
AT1931	AMERICAN TRAFFIC SOLUTIONS	SANTIAGO MARTINEZ	Day: (480) 596 - 4595 Emerg: (866) 682 - 8689	COMMUNICATIONS/ELECTRIC
CFPIPL	KINDER MORGAN / CENTRAL FLORIDA	MARK CLARK	Day: (813) 781 - 1718 Alt: (813) 241 - 1124	GAS PIPELINE

	PIPELINE			
CVCFTV	BRIGHT HOUSE NETWORKS, LLC	MARVIN USRY JR	Day: (407) 532 - 8509	CATV, PHONE LINES - FIBER
FG1442	FLORIDA GAS TRANSMISSION - DAVENPORT	JOSEPH E. SANCHEZ**	Day: (407) 838 - 7171 Emerg: (407) 397 - 9230	GAS
FPC322	DUKE ENERGY	MEISHA BARNARD	Day: (352) 694 - 8521	ELECTRIC
FWS701	TOHO WATER AUTHORITY - ZONE 1	JEFFREY JIMENEZ**	Day: (407) 572 - 7472	WASTEWATER/RECLAIM WATER
FWS702	TOHO WATER AUTHORITY - ZONE 2	BUTCH LANAVILLE**	Day: (407) 518 - 2264 Alt: (407) 944 - 5000	WATER/SEWER/RECLAIMED WTR
L3C900	LEVEL 3 COMMUNICATIONS	NETWORK RELATIONS	Day: (877) 366 - 8344 x2	FIBER OPTIC
OC1332	ORANGE COUNTY UTILITIES - WASTE WATER	DAVID SHORETTE	Day: (407) 254 - 9764	WASTEWATER
OC1420	ORANGE COUNTY PUBLIC WORKS	ROGER SMITH	Day: (407) 836 - 7804	TRAFFIC SIGNALS & FIBER
OC1586	OSCEOLA COUNTY TRAFFIC	RICK COLE	Day: (407) 343 - 7147	FIBER, TRAFFIC SIGNAL LIGHTS
OCE979	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	SCOTT KAMIEN	Day: (407) 806 - 4178	FIBER OPTIC
OCU596	ORANGE COUNTY UTILITIES	DAVID SHORETTE	Day: (407) 254 - 9764	WATER
OTC811	ORLANDO TELEPHONE COMPANY INC	BILL LEAN	Day: (407) 996 - 1149 Alt: (407) 595 - 7329	FIBER AND TELEPHONE
PGSORL	TECO PEOPLES GAS- ORLANDO	DEBORAH FRAZIER	Day: (407) 420 - 6609	GAS
RCI597	REEDY CREEK ENERGY SERVICES	BUD JOINER	Day: (407) 560 - 6946	WTR/SWR/GAS/ELEC/COMM/OIL
SBF02	A T & T/ DISTRIBUTION	DINO FARRUGGIO	Day: (561) 997 - 0240	TELEPHONE
SC1284	SMART CITY TELECOM	DAVID CAWLEY	Day: (407) 828 - 6648 Alt: (321) 231 - 3475	TELECOM CABLE & FIBER
TC1618	TOWER CLOUD, INC.	JONATHAN RAY	Day: (813) 417 - 2184	FIBER

TC2026	TRANSCORE	RAFAEL SENA	Day: (954) 551 - 0950	ELECTRIC & FIBER
TLMD03	COMCAST COMMUNICATIONS	WADE MATHEWS	Day: (352) 516 - 3824	CATV
TSC364	COMCAST CABLE COMMUNICATIONS (ORLANDO)	WADE MATHEWS	Day: (352) 516 - 3824	CATV
UT1297	CENTURYLINK WINTER GARDEN	TY LESLIE	Day: (407) 814 - 5293	PHONE & FIBER OPTIC

APPENDIX F – RAW COUNT DATA

CLASSIFICATION COUNTS

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 1
 COUNT LOCATION: US 192 east of SR 535 (FDOT Station # 920313)
 EQUIPMENT ID: P238/T6

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 4:15 PM
Average Daily: 53,450		Average Peak Hour: 3,785
Daily Truck Avg: 2,589		Max Hour Truck Avg: 231
		Peak Hour Truck Avg: 173

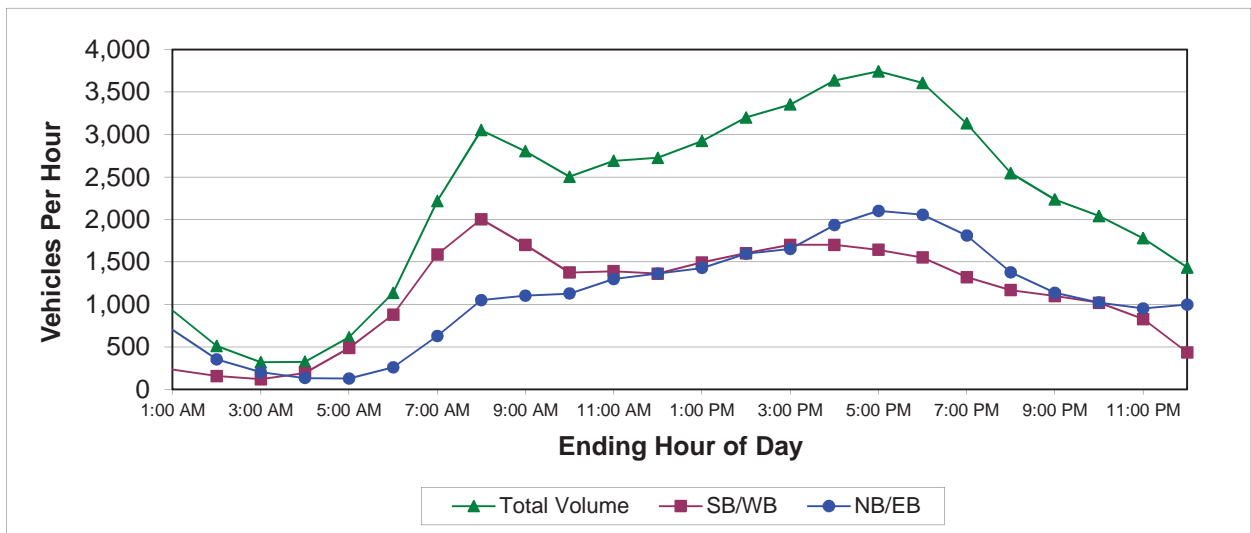
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.1%	D= 56.1%
T Max Hour 6.1%	T daily 4.8%
T med (max) 3.5%	T med Daily 2.8%
T heavy (max) 2.6%	T heavy Daily 2.0%
T Peak Hour 4.6%	
T med Peak Hour 2.6%	
T heavy Peak Hour 1.9%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 1
 COUNT LOCATION: US 192 east of SR 535 (FDOT Station # 920313)
 EQUIPMENT ID: P238/T6

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	698	233	931	2.64%	0.86%	1.74%
2:00 AM	353	157	510	1.34%	0.58%	0.95%
3:00 AM	202	118	320	0.76%	0.44%	0.60%
4:00 AM	133	193	325	0.50%	0.71%	0.61%
5:00 AM	126	487	613	0.48%	1.80%	1.15%
6:00 AM	258	879	1,137	0.98%	3.25%	2.13%
7:00 AM	628	1,590	2,218	2.38%	5.87%	4.15%
8:00 AM	1,049	2,003	3,052	3.97%	7.40%	5.71%
9:00 AM	1,103	1,700	2,803	4.18%	6.28%	5.24%
10:00 AM	1,127	1,376	2,503	4.27%	5.08%	4.68%
11:00 AM	1,299	1,391	2,690	4.92%	5.14%	5.03%
12:00 PM	1,362	1,363	2,725	5.16%	5.04%	5.10%
1:00 PM	1,429	1,495	2,924	5.41%	5.53%	5.47%
2:00 PM	1,597	1,603	3,200	6.05%	5.92%	5.99%
3:00 PM	1,652	1,701	3,353	6.26%	6.29%	6.27%
4:00 PM	1,933	1,703	3,636	7.32%	6.29%	6.80%
5:00 PM	2,100	1,643	3,743	7.95%	6.07%	7.00%
6:00 PM	2,055	1,553	3,608	7.79%	5.74%	6.75%
7:00 PM	1,811	1,321	3,131	6.86%	4.88%	5.86%
8:00 PM	1,378	1,169	2,546	5.22%	4.32%	4.76%
9:00 PM	1,136	1,099	2,234	4.30%	4.06%	4.18%
10:00 PM	1,022	1,020	2,042	3.87%	3.77%	3.82%
11:00 PM	952	827	1,779	3.61%	3.06%	3.33%
12:00 AM	997	437	1,434	3.78%	1.61%	2.68%
TOTALS	26,394	27,056	53,450	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 1
 COUNT LOCATION: US 192 east of SR 535 (FDOT Station # 920313)
 EQUIPMENT ID: P238/T6

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	277	0.52%
Class 2	Cars	46,628	87.23%
Class 3	Pick-Ups & Vans	3,957	7.40%
Class 4	Buses	364	0.68%
Class 5	2 Axle, Single Unit Trucks	1,159	2.17%
Class 6	3 Axle, Single Unit Trucks	523	0.98%
Class 7	4 Axle, Single Unit Trucks	82	0.15%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	110	0.21%
Class 9	3 Axle Tractor with 2 Axle Trailer	193	0.36%
Class 10	3 Axle Tractor with 3 Axle Trailer	22	0.04%
Class 11	5 Axle Multi Trailer	47	0.09%
Class 12	6 Axle Multi Trailer	43	0.08%
Class 13	7 or more Axles	48	0.09%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		53,453	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 2
 COUNT LOCATION: US 192 west of SR 535 (FDOT Station # 920320) EB
 EQUIPMENT ID: P204/P245

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 4:15 PM
Average Daily: 35,736		Average Peak Hour: 2,505
Daily Truck Avg: 2,148		Max Hour Truck Avg: 199
		Peak Hour Truck Avg: 140

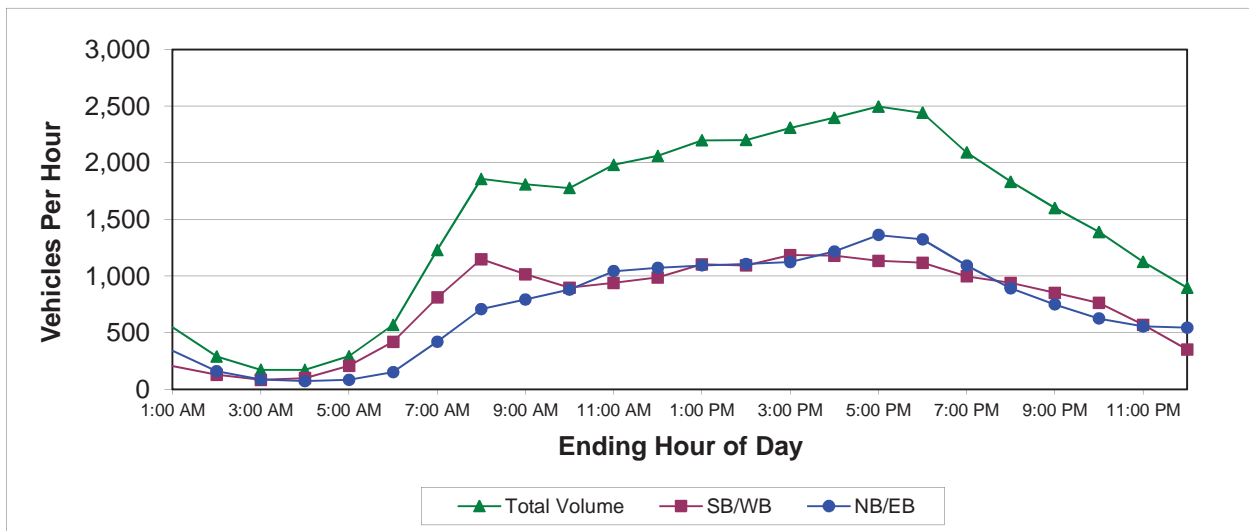
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.0%	D= 53.9%
T Max Hour 7.9%	T daily 6.0%
T med (max) 4.1%	T med Daily 3.3%
T heavy (max) 3.8%	T heavy Daily 2.7%
T Peak Hour 5.6%	
T med Peak Hour 2.6%	
T heavy Peak Hour 3.0%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 2
 COUNT LOCATION: US 192 west of SR 535 (FDOT Station # 920320) EB
 EQUIPMENT ID: P204/P245

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	342	205	547	1.95%	1.12%	1.53%
2:00 AM	160	130	290	0.91%	0.71%	0.81%
3:00 AM	87	84	171	0.49%	0.46%	0.48%
4:00 AM	73	100	172	0.41%	0.55%	0.48%
5:00 AM	84	209	293	0.48%	1.15%	0.82%
6:00 AM	151	419	570	0.86%	2.30%	1.60%
7:00 AM	420	812	1,232	2.40%	4.45%	3.45%
8:00 AM	708	1,150	1,857	4.04%	6.30%	5.20%
9:00 AM	794	1,016	1,810	4.54%	5.57%	5.06%
10:00 AM	880	898	1,777	5.03%	4.92%	4.97%
11:00 AM	1,043	940	1,983	5.96%	5.15%	5.55%
12:00 PM	1,073	989	2,061	6.13%	5.42%	5.77%
1:00 PM	1,094	1,105	2,199	6.25%	6.06%	6.15%
2:00 PM	1,107	1,094	2,201	6.33%	6.00%	6.16%
3:00 PM	1,123	1,185	2,308	6.42%	6.50%	6.46%
4:00 PM	1,217	1,180	2,397	6.96%	6.47%	6.71%
5:00 PM	1,363	1,134	2,497	7.79%	6.22%	6.99%
6:00 PM	1,324	1,118	2,441	7.56%	6.13%	6.83%
7:00 PM	1,093	998	2,091	6.25%	5.47%	5.85%
8:00 PM	892	941	1,832	5.10%	5.16%	5.13%
9:00 PM	749	853	1,602	4.28%	4.67%	4.48%
10:00 PM	625	763	1,388	3.57%	4.18%	3.88%
11:00 PM	555	570	1,125	3.17%	3.13%	3.15%
12:00 AM	544	353	897	3.11%	1.94%	2.51%
TOTALS	17,496	18,240	35,736	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 2
 COUNT LOCATION: US 192 west of SR 535 (FDOT Station # 920320) EB
 EQUIPMENT ID: P204/P245

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	175	0.49%
Class 2	Cars	27,464	76.85%
Class 3	Pick-Ups & Vans	5,949	16.65%
Class 4	Buses	432	1.21%
Class 5	2 Axle, Single Unit Trucks	748	2.09%
Class 6	3 Axle, Single Unit Trucks	445	1.25%
Class 7	4 Axle, Single Unit Trucks	67	0.19%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	207	0.58%
Class 9	3 Axle Tractor with 2 Axle Trailer	142	0.40%
Class 10	3 Axle Tractor with 3 Axle Trailer	12	0.03%
Class 11	5 Axle Multi Trailer	24	0.07%
Class 12	6 Axle Multi Trailer	42	0.12%
Class 13	7 or more Axles	32	0.09%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		35,739	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 3
 COUNT LOCATION: SR 535 north of US 192
 EQUIPMENT ID: P89/P134

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

Average Daily: 28,570 Daily Truck Avg: 1,342	Peak Hour Start Time: 4:15 PM Average Peak Hour: 1,910 Max Hour Truck Avg: 128 Peak Hour Truck Avg: 98
---	---

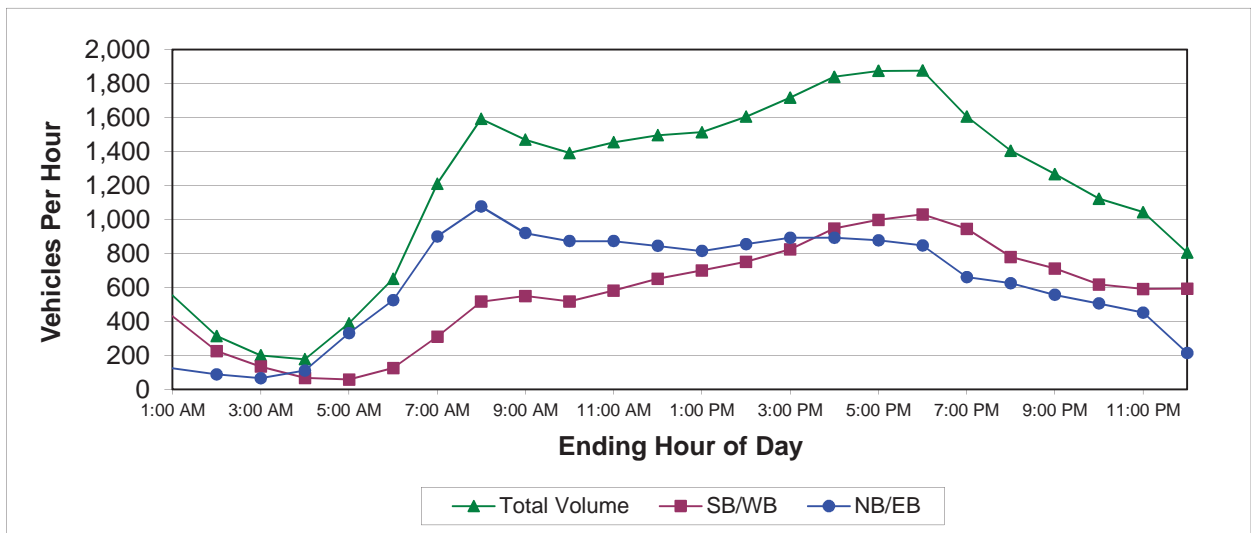
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.7%	D= 53.4%
T Max Hour 6.7%	T daily 4.7%
T med (max) 4.0%	T med Daily 3.2%
T heavy (max) 2.7%	T heavy Daily 1.5%
T Peak Hour 5.1%	
T med Peak Hour 3.0%	
T heavy Peak Hour 2.1%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 3
 COUNT LOCATION: SR 535 north of US 192
 EQUIPMENT ID: P89/P134

HOURLY ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	123	431	554	0.82%	3.15%	1.94%
2:00 AM	89	226	314	0.59%	1.65%	1.10%
3:00 AM	66	134	200	0.44%	0.98%	0.70%
4:00 AM	110	68	178	0.74%	0.49%	0.62%
5:00 AM	331	59	389	2.22%	0.43%	1.36%
6:00 AM	525	126	651	3.52%	0.92%	2.28%
7:00 AM	900	310	1,210	6.03%	2.27%	4.24%
8:00 AM	1,076	517	1,592	7.21%	3.78%	5.57%
9:00 AM	920	550	1,470	6.16%	4.03%	5.14%
10:00 AM	873	518	1,391	5.85%	3.79%	4.87%
11:00 AM	873	582	1,455	5.85%	4.26%	5.09%
12:00 PM	844	652	1,496	5.66%	4.77%	5.23%
1:00 PM	814	700	1,514	5.46%	5.13%	5.30%
2:00 PM	855	751	1,605	5.73%	5.50%	5.62%
3:00 PM	893	825	1,717	5.98%	6.04%	6.01%
4:00 PM	893	947	1,839	5.98%	6.93%	6.44%
5:00 PM	877	998	1,875	5.88%	7.31%	6.56%
6:00 PM	847	1,030	1,876	5.68%	7.54%	6.57%
7:00 PM	661	945	1,606	4.43%	6.92%	5.62%
8:00 PM	625	779	1,404	4.19%	5.71%	4.91%
9:00 PM	556	711	1,267	3.73%	5.21%	4.43%
10:00 PM	505	617	1,122	3.39%	4.52%	3.93%
11:00 PM	452	591	1,043	3.03%	4.33%	3.65%
12:00 AM	214	592	806	1.43%	4.34%	2.82%
TOTALS	14,916	13,654	28,570	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 3
 COUNT LOCATION: SR 535 north of US 192
 EQUIPMENT ID: P89/P134

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	138	0.48%
Class 2	Cars	24,711	86.48%
Class 3	Pick-Ups & Vans	2,379	8.33%
Class 4	Buses	132	0.46%
Class 5	2 Axle, Single Unit Trucks	771	2.70%
Class 6	3 Axle, Single Unit Trucks	144	0.50%
Class 7	4 Axle, Single Unit Trucks	60	0.21%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	82	0.29%
Class 9	3 Axle Tractor with 2 Axle Trailer	82	0.29%
Class 10	3 Axle Tractor with 3 Axle Trailer	7	0.02%
Class 11	5 Axle Multi Trailer	17	0.06%
Class 12	6 Axle Multi Trailer	21	0.07%
Class 13	7 or more Axles	31	0.11%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		28,575	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 4
 COUNT LOCATION: SR 535 south of Osceola Parkway EB On-Ramp
 EQUIPMENT ID: P22/P41

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

Average Daily: 27,170	Peak Hour Start Time: 4:30 PM
Daily Truck Avg: 1,103	Average Peak Hour: 1,916
	Max Hour Truck Avg: 106
	Peak Hour Truck Avg: 67

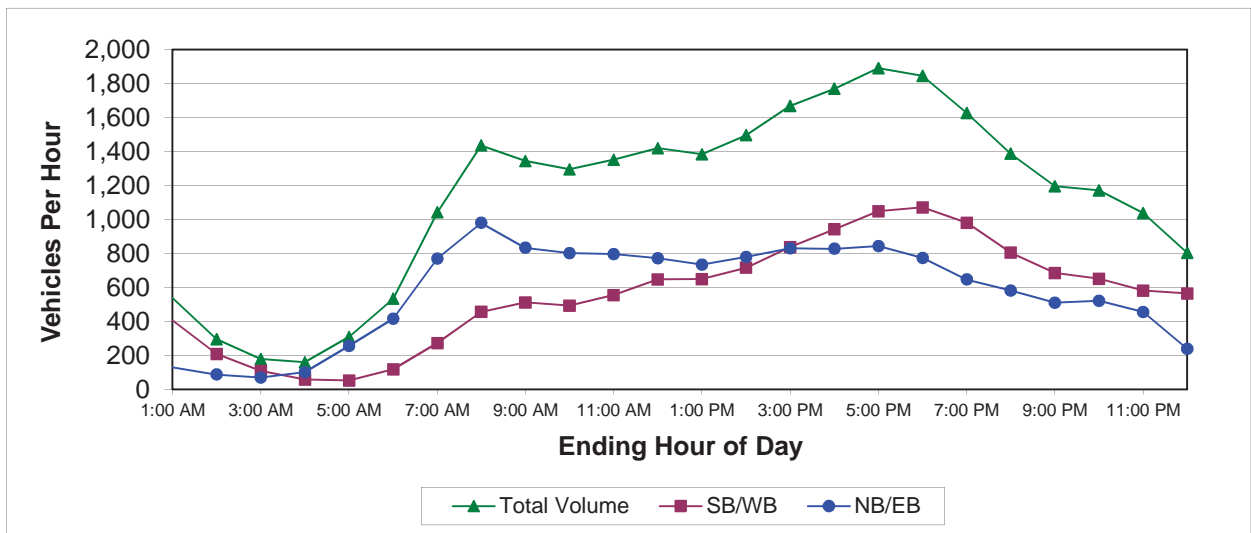
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.1%	D= 55.2%
T Max Hour 5.5%	T daily 4.1%
T med (max) 3.8%	T med Daily 3.0%
T heavy (max) 1.7%	T heavy Daily 1.0%
T Peak Hour 3.5%	
T med Peak Hour 2.3%	
T heavy Peak Hour 1.2%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 4
 COUNT LOCATION: SR 535 south of Osceola Parkway EB On-Ramp
 EQUIPMENT ID: P22/P41

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	131	407	538	0.95%	3.03%	1.98%
2:00 AM	87	208	295	0.63%	1.55%	1.09%
3:00 AM	70	109	179	0.51%	0.81%	0.66%
4:00 AM	102	58	159	0.74%	0.43%	0.59%
5:00 AM	256	53	308	1.86%	0.39%	1.13%
6:00 AM	416	118	534	3.03%	0.88%	1.96%
7:00 AM	769	273	1,042	5.59%	2.03%	3.83%
8:00 AM	980	456	1,436	7.12%	3.40%	5.28%
9:00 AM	833	512	1,344	6.05%	3.81%	4.95%
10:00 AM	802	494	1,295	5.83%	3.68%	4.77%
11:00 AM	796	556	1,352	5.79%	4.14%	4.97%
12:00 PM	772	647	1,419	5.61%	4.82%	5.22%
1:00 PM	735	650	1,384	5.34%	4.84%	5.09%
2:00 PM	780	716	1,496	5.67%	5.34%	5.50%
3:00 PM	831	838	1,668	6.04%	6.24%	6.14%
4:00 PM	827	942	1,769	6.01%	7.02%	6.51%
5:00 PM	843	1,048	1,891	6.13%	7.81%	6.96%
6:00 PM	774	1,071	1,845	5.63%	7.98%	6.79%
7:00 PM	647	980	1,627	4.70%	7.30%	5.99%
8:00 PM	582	805	1,387	4.23%	6.00%	5.10%
9:00 PM	511	685	1,196	3.71%	5.10%	4.40%
10:00 PM	521	651	1,171	3.79%	4.85%	4.31%
11:00 PM	455	582	1,037	3.31%	4.34%	3.81%
12:00 AM	239	565	804	1.74%	4.21%	2.96%
TOTALS	13,752	13,419	27,170	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 4
 COUNT LOCATION: SR 535 south of Osceola Parkway EB On-Ramp
 EQUIPMENT ID: P22/P41

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	53	0.20%
Class 2	Cars	23,618	86.92%
Class 3	Pick-Ups & Vans	2,396	8.82%
Class 4	Buses	138	0.51%
Class 5	2 Axle, Single Unit Trucks	680	2.50%
Class 6	3 Axle, Single Unit Trucks	78	0.29%
Class 7	4 Axle, Single Unit Trucks	14	0.05%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	103	0.38%
Class 9	3 Axle Tractor with 2 Axle Trailer	22	0.08%
Class 10	3 Axle Tractor with 3 Axle Trailer	2	0.01%
Class 11	5 Axle Multi Trailer	41	0.15%
Class 12	6 Axle Multi Trailer	13	0.05%
Class 13	7 or more Axles	15	0.06%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		27,173	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 5
 COUNT LOCATION: SR 535 north of Poinciana Boulevard
 EQUIPMENT ID: P161/P53

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

Average Daily: 47,271 Daily Truck Avg: 1,731	Peak Hour Start Time: 4:30 PM Average Peak Hour: 3,129 Max Hour Truck Avg: 166 Peak Hour Truck Avg: 109
---	--

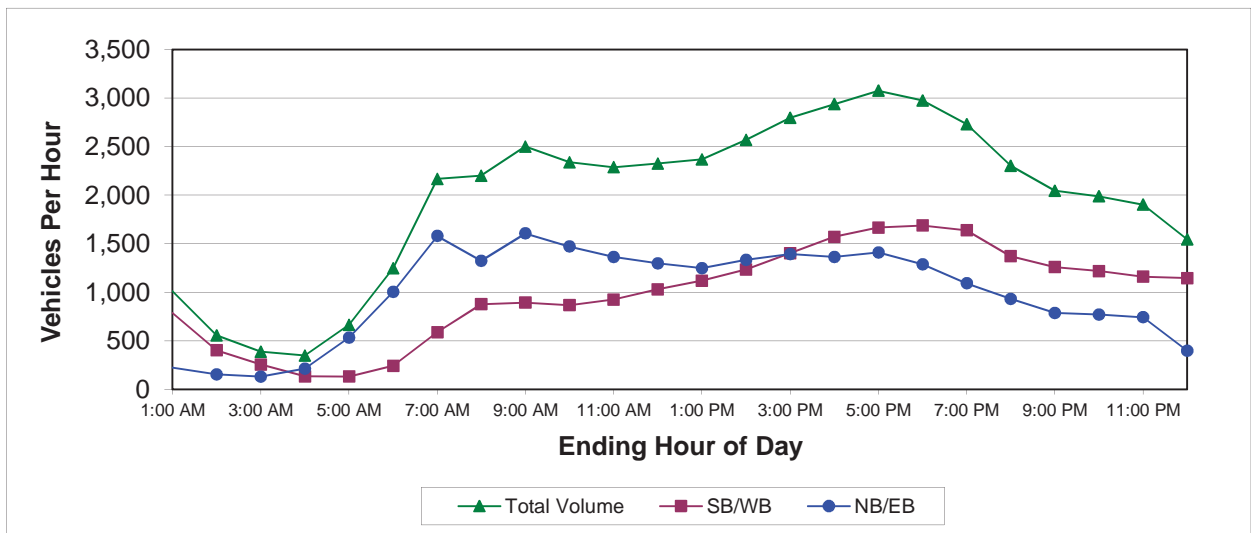
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.6%	D= 54.3%
T Max Hour 5.3%	T daily 3.7%
T med (max) 3.4%	T med Daily 2.4%
T heavy (max) 1.9%	T heavy Daily 1.3%
T Peak Hour 3.5%	
T med Peak Hour 2.2%	
T heavy Peak Hour 1.3%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 5
 COUNT LOCATION: SR 535 north of Poinciana Boulevard
 EQUIPMENT ID: P161/P53

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	225	786	1,010	0.95%	3.33%	2.14%
2:00 AM	153	403	556	0.65%	1.70%	1.18%
3:00 AM	132	257	389	0.56%	1.09%	0.82%
4:00 AM	214	136	349	0.90%	0.57%	0.74%
5:00 AM	532	133	665	2.25%	0.56%	1.41%
6:00 AM	1,004	244	1,247	4.24%	1.03%	2.64%
7:00 AM	1,580	588	2,168	6.68%	2.49%	4.59%
8:00 AM	1,325	877	2,202	5.60%	3.71%	4.66%
9:00 AM	1,606	894	2,500	6.79%	3.79%	5.29%
10:00 AM	1,471	868	2,338	6.22%	3.67%	4.95%
11:00 AM	1,363	925	2,288	5.76%	3.92%	4.84%
12:00 PM	1,297	1,030	2,327	5.48%	4.36%	4.92%
1:00 PM	1,249	1,121	2,369	5.28%	4.74%	5.01%
2:00 PM	1,333	1,236	2,569	5.64%	5.23%	5.43%
3:00 PM	1,394	1,403	2,796	5.89%	5.94%	5.91%
4:00 PM	1,365	1,572	2,937	5.77%	6.66%	6.21%
5:00 PM	1,410	1,666	3,076	5.96%	7.05%	6.51%
6:00 PM	1,288	1,688	2,976	5.45%	7.15%	6.29%
7:00 PM	1,092	1,639	2,731	4.61%	6.94%	5.78%
8:00 PM	932	1,372	2,303	3.94%	5.81%	4.87%
9:00 PM	786	1,260	2,046	3.32%	5.34%	4.33%
10:00 PM	770	1,218	1,988	3.26%	5.16%	4.20%
11:00 PM	742	1,161	1,903	3.14%	4.91%	4.02%
12:00 AM	398	1,147	1,545	1.68%	4.86%	3.27%
TOTALS	23,655	23,617	47,271	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 5
 COUNT LOCATION: SR 535 north of Poinciana Boulevard
 EQUIPMENT ID: P161/P53

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	194	0.41%
Class 2	Cars	38,048	80.49%
Class 3	Pick-Ups & Vans	7,299	15.44%
Class 4	Buses	174	0.37%
Class 5	2 Axle, Single Unit Trucks	954	2.02%
Class 6	3 Axle, Single Unit Trucks	107	0.23%
Class 7	4 Axle, Single Unit Trucks	25	0.05%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	166	0.35%
Class 9	3 Axle Tractor with 2 Axle Trailer	296	0.63%
Class 10	3 Axle Tractor with 3 Axle Trailer	10	0.02%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		47,273	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 6
 COUNT LOCATION: SR 535 south of World Center Drive
 EQUIPMENT ID: P210\P132

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

	Average Daily: 44,733	Peak Hour Start Time: 2:15 PM	
	Daily Truck Avg: 1,736	Average Peak Hour: 2,975	
		Max Hour Truck Avg: 157	
		Peak Hour Truck Avg: 129	

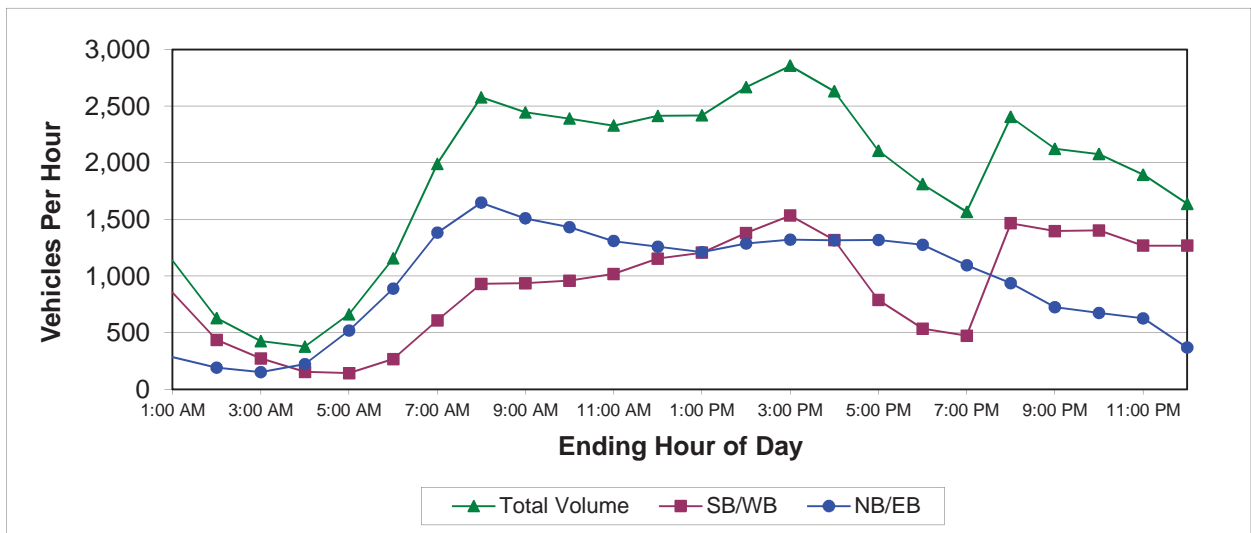
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.6%	D= 54.5%
T Max Hour 5.3%	T daily 3.9%
T med (max) 3.3%	T med Daily 2.4%
T heavy (max) 1.9%	T heavy Daily 1.4%
T Peak Hour 4.3%	
T med Peak Hour 2.7%	
T heavy Peak Hour 1.6%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 6
 COUNT LOCATION: SR 535 south of World Center Drive
 EQUIPMENT ID: P210/P132

HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS	
HOUR ENDING AT						
1:00 AM	284	855	1,139	1.24%	3.93%	2.55%
2:00 AM	191	438	629	0.83%	2.01%	1.41%
3:00 AM	153	273	426	0.66%	1.25%	0.95%
4:00 AM	224	155	378	0.97%	0.71%	0.85%
5:00 AM	520	143	663	2.27%	0.65%	1.48%
6:00 AM	890	267	1,156	3.88%	1.22%	2.58%
7:00 AM	1,382	610	1,992	6.02%	2.80%	4.45%
8:00 AM	1,647	932	2,579	7.18%	4.28%	5.76%
9:00 AM	1,509	937	2,446	6.58%	4.30%	5.47%
10:00 AM	1,432	959	2,391	6.24%	4.40%	5.34%
11:00 AM	1,309	1,020	2,328	5.70%	4.68%	5.20%
12:00 PM	1,259	1,155	2,414	5.49%	5.30%	5.40%
1:00 PM	1,212	1,207	2,419	5.28%	5.54%	5.41%
2:00 PM	1,288	1,380	2,668	5.61%	6.33%	5.96%
3:00 PM	1,322	1,535	2,857	5.76%	7.04%	6.39%
4:00 PM	1,315	1,318	2,632	5.73%	6.05%	5.88%
5:00 PM	1,318	789	2,106	5.74%	3.62%	4.71%
6:00 PM	1,275	537	1,812	5.56%	2.46%	4.05%
7:00 PM	1,095	473	1,568	4.77%	2.17%	3.50%
8:00 PM	937	1,467	2,404	4.08%	6.73%	5.37%
9:00 PM	725	1,398	2,123	3.16%	6.42%	4.75%
10:00 PM	674	1,403	2,077	2.94%	6.44%	4.64%
11:00 PM	626	1,269	1,895	2.73%	5.82%	4.24%
12:00 AM	368	1,269	1,637	1.60%	5.83%	3.66%
TOTALS	22,950	21,783	44,733	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 6
 COUNT LOCATION: SR 535 south of World Center Drive
 EQUIPMENT ID: P210\P132

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	201	0.45%
Class 2	Cars	34,395	76.88%
Class 3	Pick-Ups & Vans	8,403	18.78%
Class 4	Buses	190	0.42%
Class 5	2 Axle, Single Unit Trucks	898	2.01%
Class 6	3 Axle, Single Unit Trucks	104	0.23%
Class 7	4 Axle, Single Unit Trucks	28	0.06%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	93	0.21%
Class 9	3 Axle Tractor with 2 Axle Trailer	403	0.90%
Class 10	3 Axle Tractor with 3 Axle Trailer	14	0.03%
Class 11	5 Axle Multi Trailer	8	0.02%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		44,737	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 7
 COUNT LOCATION: SR 535 south of Vineland Ave
 EQUIPMENT ID: P122/P220

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

		Peak Hour Start Time:	4:30 PM
Average Daily:	50,178	Average Peak Hour:	3,164
Daily Truck Avg:	1,915	Max Hour Truck Avg:	174
		Peak Hour Truck Avg:	149

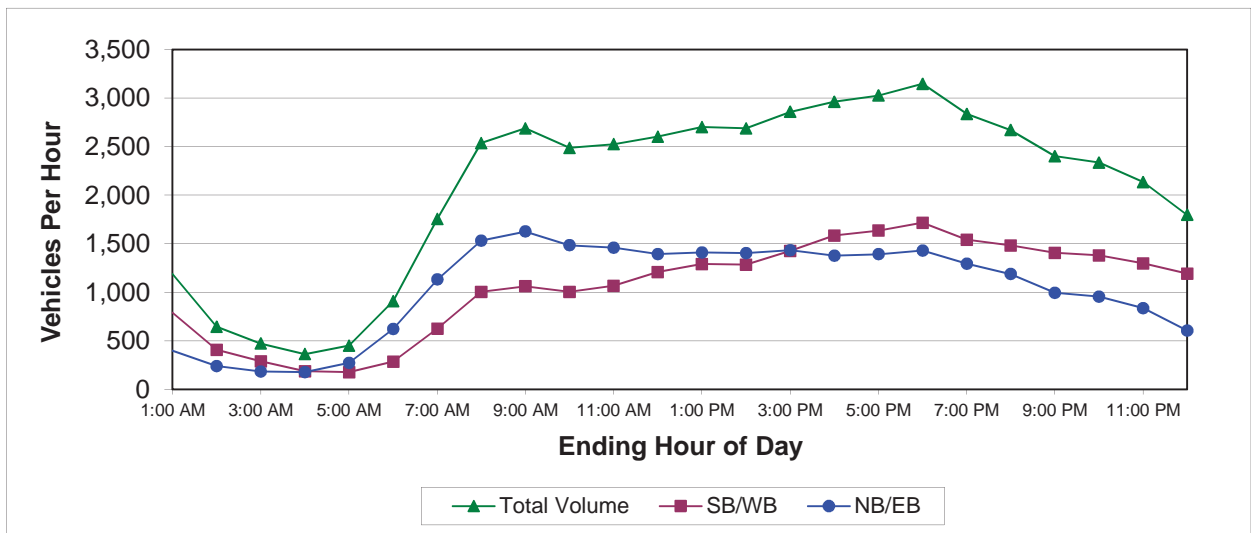
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.3%	D= 54.5%
T Max Hour 5.5%	T daily 3.8%
T med (max) 2.9%	T med Daily 2.2%
T heavy (max) 2.6%	T heavy Daily 1.6%
T Peak Hour 4.7%	
T med Peak Hour 2.7%	
T heavy Peak Hour 2.0%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 7
 COUNT LOCATION: SR 535 south of Vineland Ave
 EQUIPMENT ID: P122/P220

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	397	791	1,188	1.60%	3.12%	2.37%
2:00 AM	239	407	646	0.96%	1.60%	1.29%
3:00 AM	184	289	472	0.74%	1.14%	0.94%
4:00 AM	177	186	363	0.71%	0.73%	0.72%
5:00 AM	274	178	451	1.10%	0.70%	0.90%
6:00 AM	623	286	908	2.51%	1.13%	1.81%
7:00 AM	1,131	625	1,756	4.55%	2.46%	3.50%
8:00 AM	1,533	1,004	2,536	6.17%	3.96%	5.05%
9:00 AM	1,626	1,062	2,688	6.55%	4.19%	5.36%
10:00 AM	1,484	1,004	2,487	5.97%	3.96%	4.96%
11:00 AM	1,459	1,067	2,525	5.87%	4.21%	5.03%
12:00 PM	1,393	1,209	2,602	5.61%	4.77%	5.19%
1:00 PM	1,410	1,291	2,701	5.68%	5.09%	5.38%
2:00 PM	1,404	1,285	2,689	5.65%	5.07%	5.36%
3:00 PM	1,432	1,426	2,858	5.76%	5.63%	5.69%
4:00 PM	1,378	1,584	2,961	5.55%	6.25%	5.90%
5:00 PM	1,391	1,636	3,027	5.60%	6.45%	6.03%
6:00 PM	1,430	1,717	3,147	5.76%	6.78%	6.27%
7:00 PM	1,295	1,541	2,836	5.21%	6.08%	5.65%
8:00 PM	1,188	1,482	2,670	4.78%	5.85%	5.32%
9:00 PM	996	1,407	2,402	4.01%	5.55%	4.79%
10:00 PM	956	1,381	2,337	3.85%	5.45%	4.66%
11:00 PM	837	1,299	2,135	3.37%	5.12%	4.25%
12:00 AM	605	1,193	1,797	2.43%	4.71%	3.58%
TOTALS	24,835	25,343	50,178	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 7
 COUNT LOCATION: SR 535 south of Vineland Ave
 EQUIPMENT ID: P122/P220

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	162	0.32%
Class 2	Cars	39,920	79.56%
Class 3	Pick-Ups & Vans	8,181	16.30%
Class 4	Buses	190	0.38%
Class 5	2 Axle, Single Unit Trucks	934	1.86%
Class 6	3 Axle, Single Unit Trucks	150	0.30%
Class 7	4 Axle, Single Unit Trucks	31	0.06%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	165	0.33%
Class 9	3 Axle Tractor with 2 Axle Trailer	431	0.86%
Class 10	3 Axle Tractor with 3 Axle Trailer	15	0.03%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		50,179	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62517.91
 LOCATION CODE: 8
 COUNT LOCATION: SR 535 north of Vineland Avenue
 EQUIPMENT ID: P242/P211

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 4/12/2016 Start Time: Midnight
 End Date: 4/14/2016 End Time: Midnight

VOLUMES:

Average Daily: 57,934 Daily Truck Avg: 1,929	Peak Hour Start Time: 4:45 PM Average Peak Hour: 3,789 Max Hour Truck Avg: 148 Peak Hour Truck Avg: 132
---	--

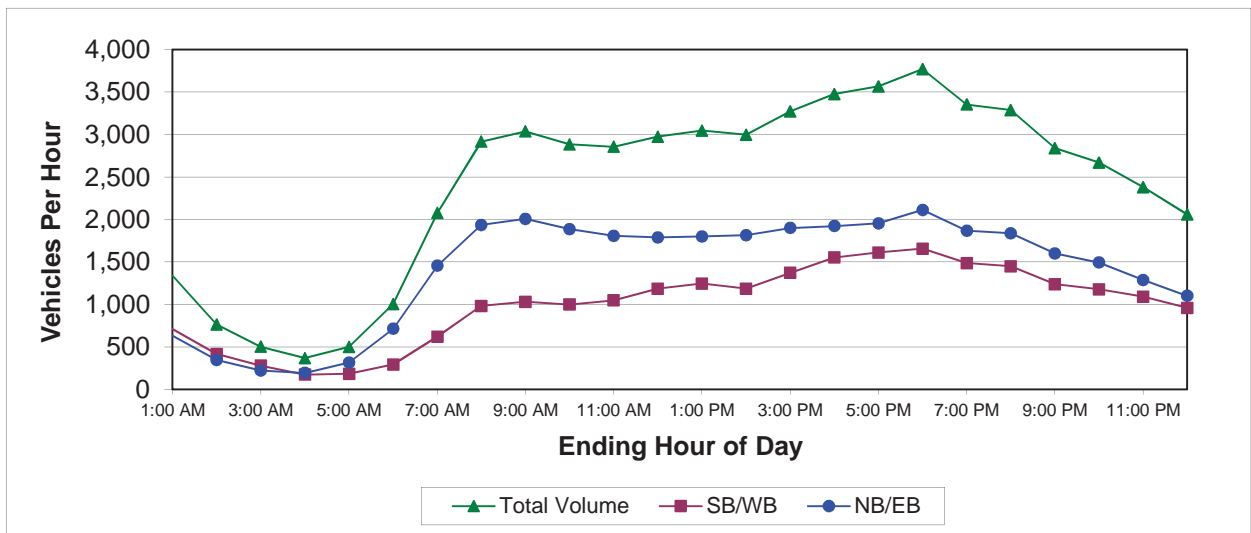
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.5%	D= 55.8%
T Max Hour 3.9%	T daily 3.3%
T med (max) 2.2%	T med Daily 2.0%
T heavy (max) 1.7%	T heavy Daily 1.4%
T Peak Hour 3.5%	
T med Peak Hour 2.0%	
T heavy Peak Hour 1.4%	

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62517.91
 LOCATION CODE: 8
 COUNT LOCATION: SR 535 north of Vineland Avenue
 EQUIPMENT ID: P242/P211

HOURLY ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	632	710	1,341	1.86%	2.96%	2.31%
2:00 AM	345	418	763	1.02%	1.75%	1.32%
3:00 AM	223	280	502	0.65%	1.17%	0.87%
4:00 AM	193	174	367	0.57%	0.73%	0.63%
5:00 AM	315	185	500	0.93%	0.77%	0.86%
6:00 AM	713	292	1,005	2.10%	1.22%	1.73%
7:00 AM	1,455	622	2,076	4.28%	2.60%	3.58%
8:00 AM	1,934	983	2,917	5.69%	4.10%	5.03%
9:00 AM	2,007	1,030	3,037	5.91%	4.30%	5.24%
10:00 AM	1,886	999	2,885	5.55%	4.17%	4.98%
11:00 AM	1,808	1,048	2,856	5.32%	4.38%	4.93%
12:00 PM	1,789	1,186	2,975	5.26%	4.95%	5.14%
1:00 PM	1,801	1,246	3,047	5.30%	5.20%	5.26%
2:00 PM	1,814	1,185	2,998	5.34%	4.95%	5.17%
3:00 PM	1,900	1,372	3,272	5.59%	5.73%	5.65%
4:00 PM	1,922	1,553	3,475	5.66%	6.48%	6.00%
5:00 PM	1,955	1,612	3,567	5.75%	6.73%	6.16%
6:00 PM	2,112	1,656	3,768	6.21%	6.91%	6.50%
7:00 PM	1,867	1,486	3,353	5.49%	6.20%	5.79%
8:00 PM	1,838	1,448	3,286	5.41%	6.05%	5.67%
9:00 PM	1,600	1,239	2,838	4.71%	5.17%	4.90%
10:00 PM	1,492	1,178	2,670	4.39%	4.92%	4.61%
11:00 PM	1,288	1,092	2,380	3.79%	4.56%	4.11%
12:00 AM	1,101	959	2,060	3.24%	4.00%	3.56%
TOTALS	33,986	23,948	57,934	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62517.91
 LOCATION CODE: 8
 COUNT LOCATION: SR 535 north of Vineland Avenue
 EQUIPMENT ID: P242/P211

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	153	0.26%
Class 2	Cars	48,353	83.46%
Class 3	Pick-Ups & Vans	7,500	12.95%
Class 4	Buses	195	0.34%
Class 5	2 Axle, Single Unit Trucks	944	1.63%
Class 6	3 Axle, Single Unit Trucks	148	0.26%
Class 7	4 Axle, Single Unit Trucks	14	0.02%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	196	0.34%
Class 9	3 Axle Tractor with 2 Axle Trailer	424	0.73%
Class 10	3 Axle Tractor with 3 Axle Trailer	10	0.02%
Class 11	5 Axle Multi Trailer	0	0.00%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		57,937	100.00%

FDOT COUNT STATION HISTORICAL VOLUME DATA

Florida Department of Transportation
 Transportation Statistics Office
 2015 Historical AADT Report

County: 75 - ORANGE

Site: 0630 - ON SR-535, 0.835 MI. NW OF SR-536 (UV)

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	47000 C	N 23500	S 23500	9.00	53.20	4.90
2014	49000 C	N 24000	S 25000	9.00	53.20	4.40
2013	48000 C	N 23500	S 24500	9.00	53.30	3.60
2012	50500 C	N 25000	S 25500	9.00	52.90	3.50
2011	46500 C	N 23000	S 23500	9.00	52.70	3.60
2010	39000 C	N 17500	S 21500	8.87	52.83	3.10
2009	45000 C	N 22500	S 22500	8.79	53.70	3.30
2008	43000 C	N 20500	S 22500	8.80	53.99	4.60
2007	39500 C	N 19000	S 20500	8.63	54.08	4.30
2006	51000 C	N 24500	S 26500	8.59	53.01	4.60
2005	43500 C	N 21500	S 22000	8.60	54.10	5.60
2004	41500 C	N 19500	S 22000	8.70	52.80	3.50
2003	40000 C	N 19000	S 21000	8.60	54.20	3.50
2002	40000 C	N 19000	S 21000	8.40	54.80	4.20
2001	43500 C	N 20000	S 23500	8.60	54.70	3.00
2000	44500 C	N 24500	S 20000	8.90	58.10	1.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

INTERSECTION TURNING MOVEMENT COUNTS

Roadway Count Summary

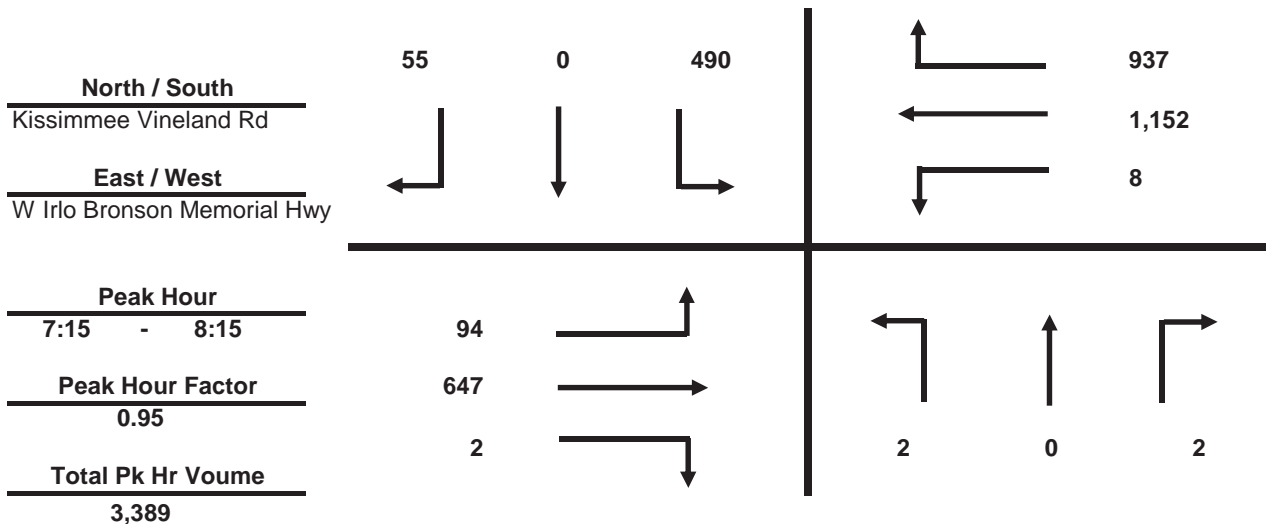
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & W Irlo Bronson Memorial Hwy
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	87	0	17
7:15 - 7:30	0	0	1	110	0	10
7:30 - 7:45	0	0	1	114	0	14
7:45 - 8:00	1	0	0	145	0	20
8:00 - 8:15	1	0	0	121	0	11
8:15 - 8:30	0	0	1	99	0	23
8:30 - 8:45	1	0	0	145	1	21
8:45 - 9:00	3	3	0	130	0	21
	6	3	4	951	1	137

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	12	154	1	1	205	218
7:15 - 7:30	24	162	0	2	312	275
7:30 - 7:45	23	158	0	0	334	241
7:45 - 8:00	22	164	2	3	290	219
8:00 - 8:15	25	163	0	3	216	202
8:15 - 8:30	40	154	1	2	275	232
8:30 - 8:45	45	150	0	3	243	178
8:45 - 9:00	30	191	4	3	264	191
	221	1,296	8	17	2,139	1,756



Roadway Count Summary

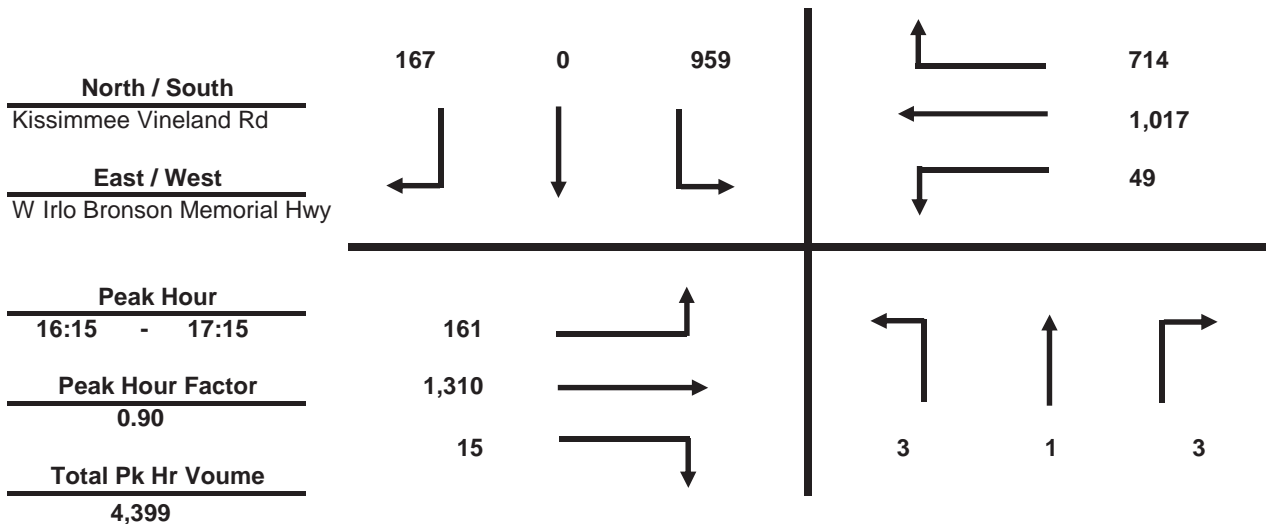
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & W Irlo Bronson Memorial Hwy
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	0	209	0	36
16:15 - 16:30	0	0	0	235	0	44
16:30 - 16:45	3	0	1	251	0	45
16:45 - 17:00	0	0	2	262	0	45
17:00 - 17:15	0	1	0	211	0	33
17:15 - 17:30	1	0	0	233	0	44
17:30 - 17:45	5	1	0	262	1	44
17:45 - 18:00	1	1	0	233	0	36
	10	4	3	1,896	1	327

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	32	318	2	12	239	188
16:15 - 16:30	24	322	3	16	250	199
16:30 - 16:45	40	245	9	12	243	152
16:45 - 17:00	41	395	3	5	295	176
17:00 - 17:15	56	348	0	16	229	187
17:15 - 17:30	39	303	0	17	228	149
17:30 - 17:45	42	313	2	12	226	144
17:45 - 18:00	43	302	0	9	237	134
	317	2,546	19	99	1,947	1,329



Roadway Count Summary

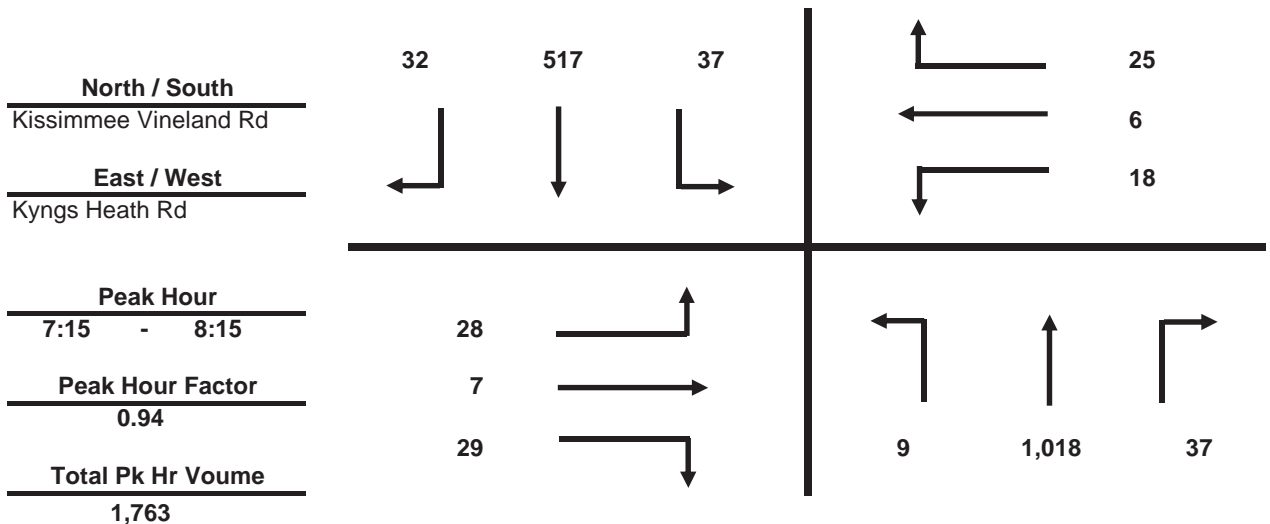
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Kyngs Heath Rd
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	5	226	8	9	94	6
7:15 - 7:30	1	294	11	6	118	6
7:30 - 7:45	3	278	6	7	134	8
7:45 - 8:00	2	227	13	12	138	13
8:00 - 8:15	3	219	7	12	127	5
8:15 - 8:30	9	244	8	12	110	10
8:30 - 8:45	2	196	9	14	146	11
8:45 - 9:00	4	218	12	11	150	9
	29	1,902	74	83	1,017	68

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	12	3	5	4	0	4
7:15 - 7:30	2	3	3	4	0	8
7:30 - 7:45	5	3	9	5	2	7
7:45 - 8:00	8	0	8	5	2	5
8:00 - 8:15	13	1	9	4	2	5
8:15 - 8:30	15	4	6	10	3	6
8:30 - 8:45	22	1	7	11	3	9
8:45 - 9:00	10	2	6	7	2	8
	87	17	53	50	14	52



Roadway Count Summary

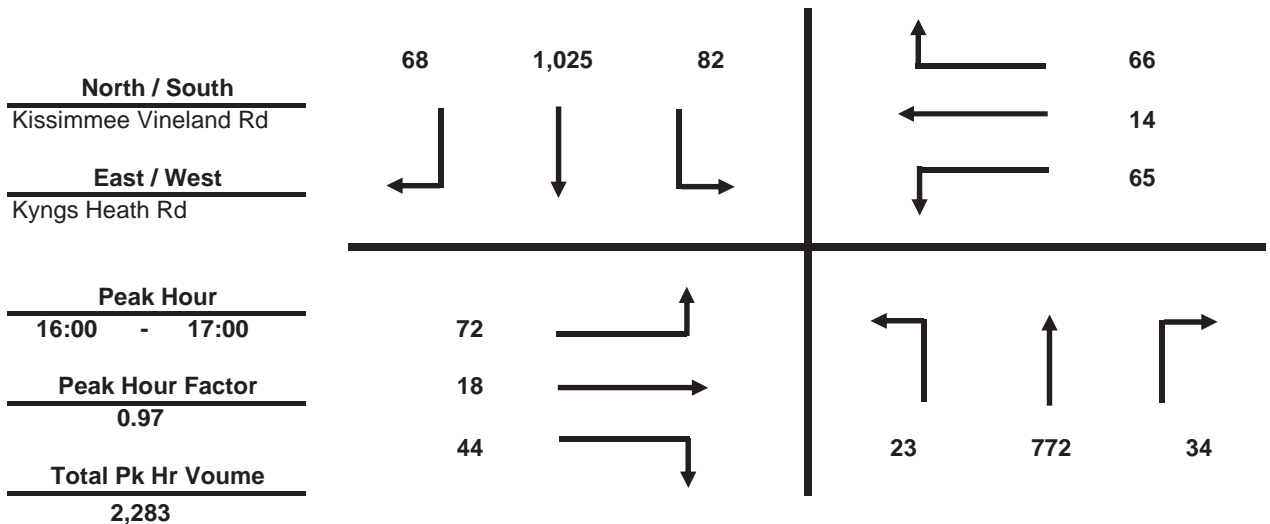
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Kyngs Heath Rd
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	4	197	9	29	256	18
16:15 - 16:30	8	204	12	17	236	19
16:30 - 16:45	6	169	6	20	262	11
16:45 - 17:00	5	202	7	16	271	20
17:00 - 17:15	8	215	8	17	232	14
17:15 - 17:30	2	170	7	23	245	11
17:30 - 17:45	2	164	8	23	273	15
17:45 - 18:00	8	152	6	12	249	11
Total	43	1,473	63	157	2,024	119

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	15	7	5	10	2	17
16:15 - 16:30	18	3	19	17	5	19
16:30 - 16:45	24	6	15	15	2	14
16:45 - 17:00	15	2	5	23	5	16
17:00 - 17:15	20	5	13	18	5	14
17:15 - 17:30	12	5	10	9	2	23
17:30 - 17:45	14	5	6	12	5	11
17:45 - 18:00	8	5	2	18	5	12
Total	126	38	75	122	31	126



Roadway Count Summary

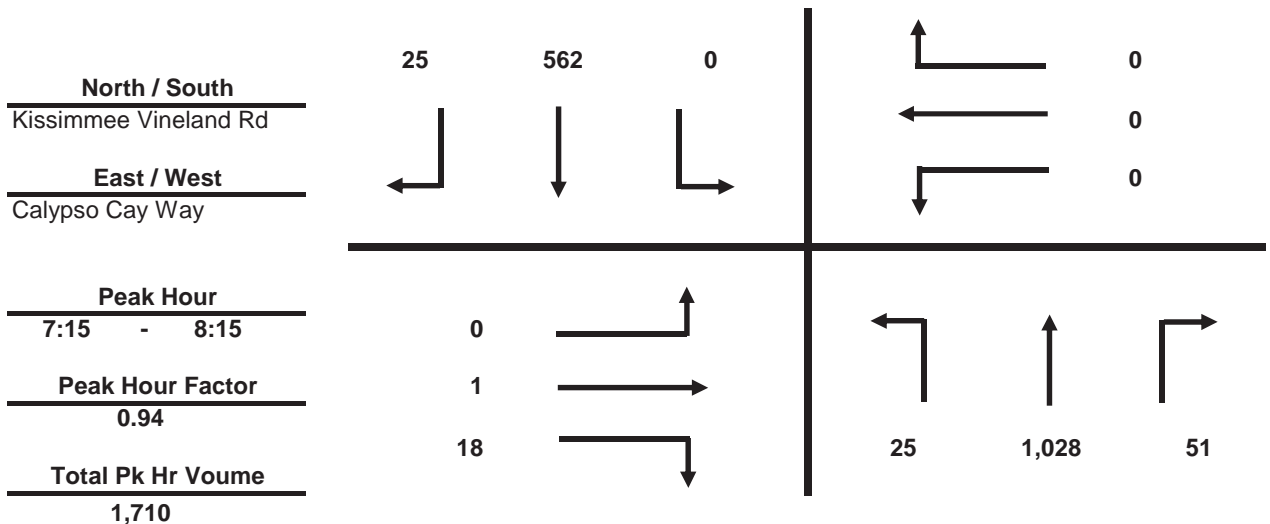
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Calypso Cay Way
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	263	7	0	106	3
7:15 - 7:30	3	309	16	0	118	0
7:30 - 7:45	4	255	11	0	144	10
7:45 - 8:00	13	243	8	0	164	7
8:00 - 8:15	5	221	16	0	136	8
8:15 - 8:30	7	249	14	0	126	5
8:30 - 8:45	5	224	21	0	162	15
8:45 - 9:00	5	216	12	0	157	2
	44	1,980	105	0	1,113	50

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	6	0	0	0
7:15 - 7:30	0	1	9	0	0	0
7:30 - 7:45	0	0	2	0	0	0
7:45 - 8:00	0	0	1	0	0	0
8:00 - 8:15	0	0	6	0	0	0
8:15 - 8:30	1	0	7	0	0	0
8:30 - 8:45	1	0	9	0	0	0
8:45 - 9:00	0	0	4	0	0	0
	2	1	44	0	0	0



Roadway Count Summary

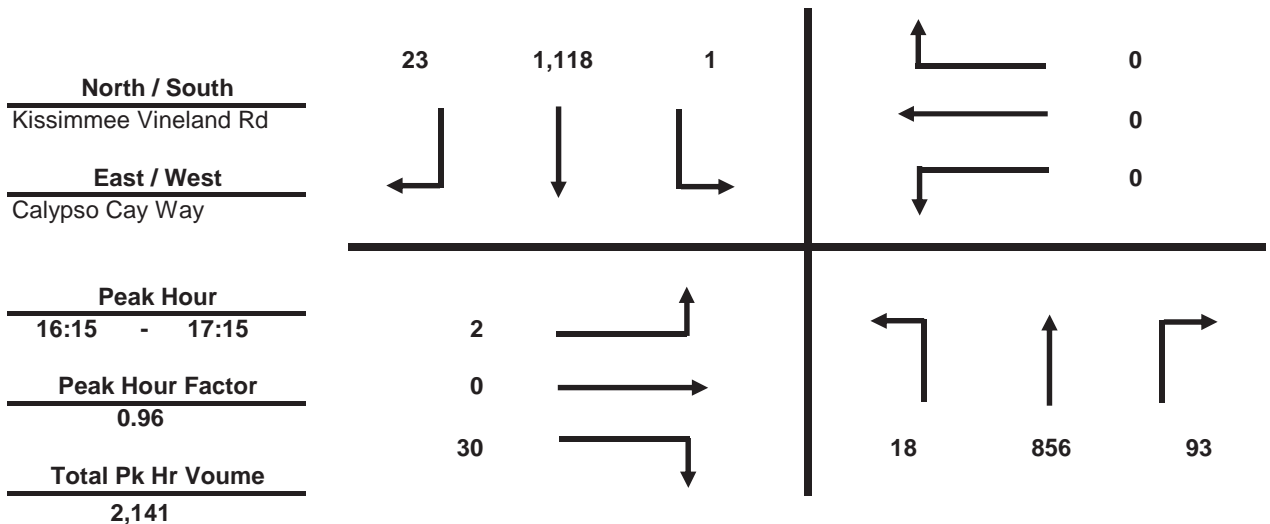
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Calypso Cay Way
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	5	186	22	0	269	3
16:15 - 16:30	4	228	19	0	277	7
16:30 - 16:45	6	203	25	0	283	2
16:45 - 17:00	4	216	23	1	301	6
17:00 - 17:15	4	209	26	0	257	8
17:15 - 17:30	3	196	33	0	283	10
17:30 - 17:45	2	186	25	0	313	3
17:45 - 18:00	3	132	20	0	273	5
	31	1,556	193	1	2,256	44

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	11	0	0	0
16:15 - 16:30	0	0	10	0	0	0
16:30 - 16:45	1	0	7	0	0	0
16:45 - 17:00	0	0	9	0	0	0
17:00 - 17:15	1	0	4	0	0	0
17:15 - 17:30	0	0	9	0	0	0
17:30 - 17:45	0	0	8	0	0	0
17:45 - 18:00	0	0	13	0	0	0
	2	0	71	0	0	0



Roadway Count Summary

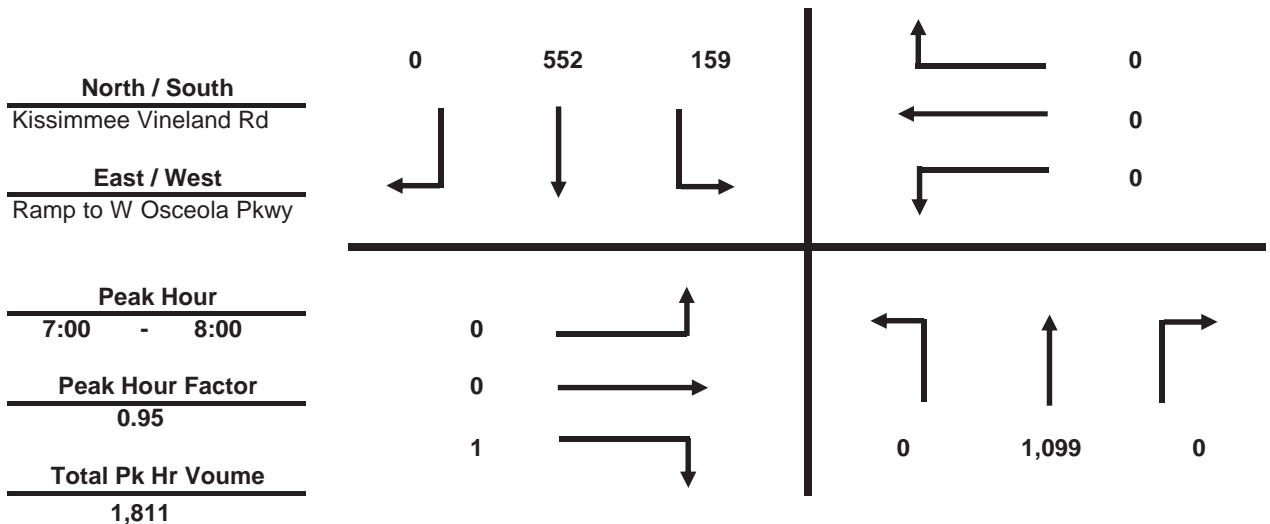
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Ramp to W Osceola Pkwy
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	271	0	34	110	0
7:15 - 7:30	0	307	0	44	115	0
7:30 - 7:45	0	257	0	41	152	0
7:45 - 8:00	0	264	0	40	175	0
8:00 - 8:15	0	220	0	46	146	0
8:15 - 8:30	0	252	0	49	131	0
8:30 - 8:45	0	223	0	38	177	0
8:45 - 9:00	0	219	0	43	159	0
Total	0	2,013	0	335	1,165	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	1	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0
Total	0	0	1	0	0	0



Roadway Count Summary

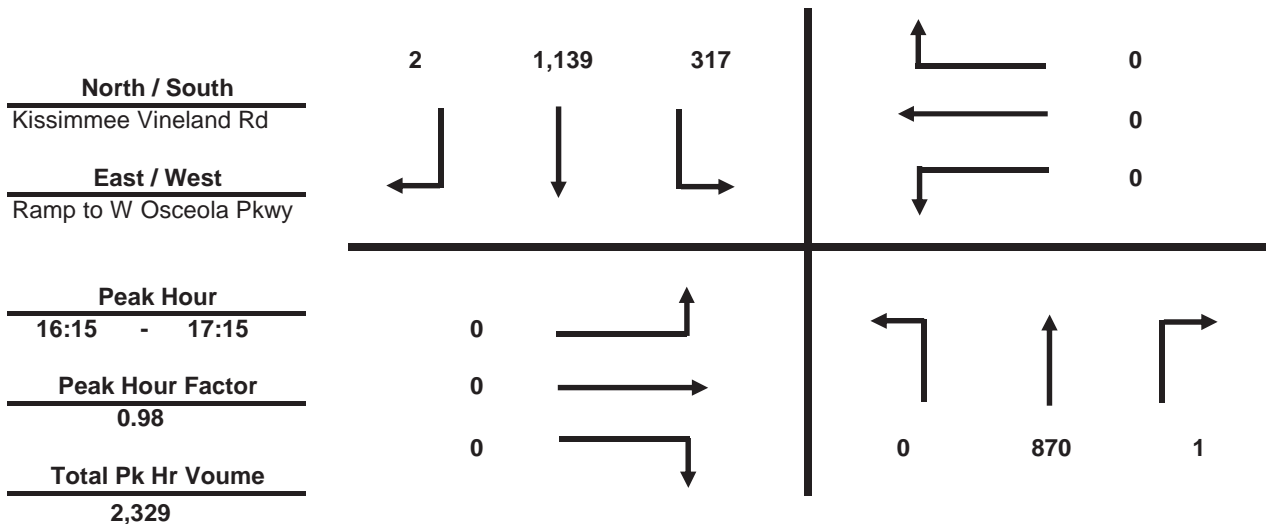
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Ramp to W Osceola Pkwy
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	182	0	85	273	0
16:15 - 16:30	0	238	0	71	281	0
16:30 - 16:45	0	206	1	86	285	0
16:45 - 17:00	0	219	0	71	307	0
17:00 - 17:15	0	207	0	89	266	2
17:15 - 17:30	0	203	0	80	294	0
17:30 - 17:45	0	191	0	53	318	0
17:45 - 18:00	0	134	0	63	286	0
Total	0	1,580	1	598	2,310	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	1	0	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0
Total	0	0	1	0	0	0



Roadway Count Summary

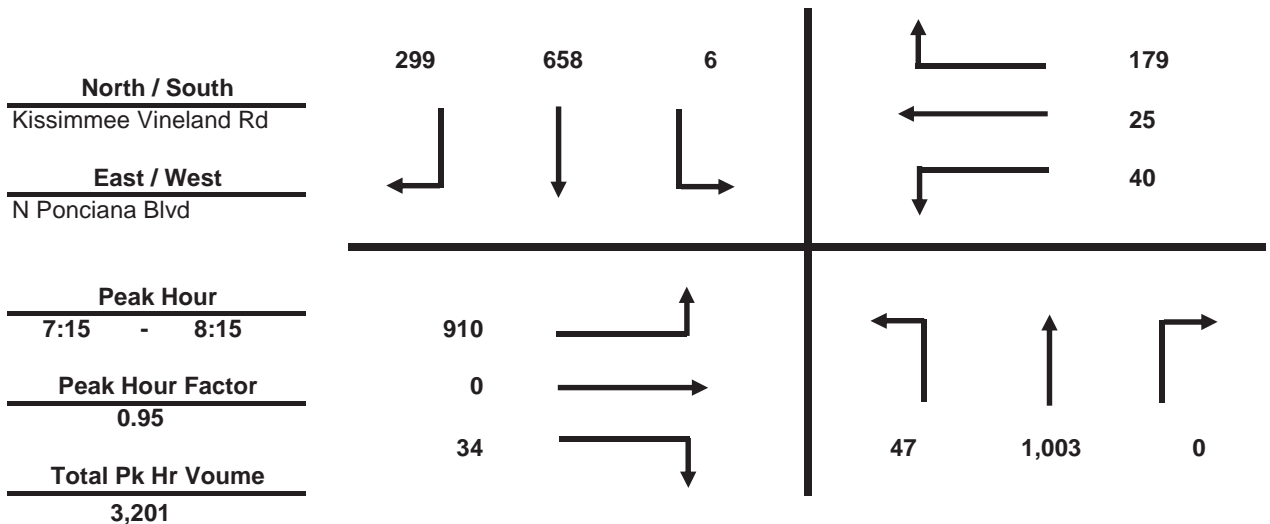
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & N Ponciana Blvd
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	230	0	1	121	73
7:15 - 7:30	16	303	0	3	151	65
7:30 - 7:45	11	219	0	2	167	83
7:45 - 8:00	15	235	0	1	178	84
8:00 - 8:15	5	246	0	0	162	67
8:15 - 8:30	17	214	0	0	153	72
8:30 - 8:45	14	219	0	3	189	78
8:45 - 9:00	10	227	0	2	177	89
	92	1,893	0	12	1,298	611

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	207	0	5	8	5	31
7:15 - 7:30	218	0	10	7	4	35
7:30 - 7:45	239	0	7	14	3	41
7:45 - 8:00	229	0	11	13	14	59
8:00 - 8:15	224	0	6	6	4	44
8:15 - 8:30	247	0	10	8	3	35
8:30 - 8:45	215	0	9	8	11	48
8:45 - 9:00	224	0	8	14	4	37
	1,803	0	66	78	48	330



Roadway Count Summary

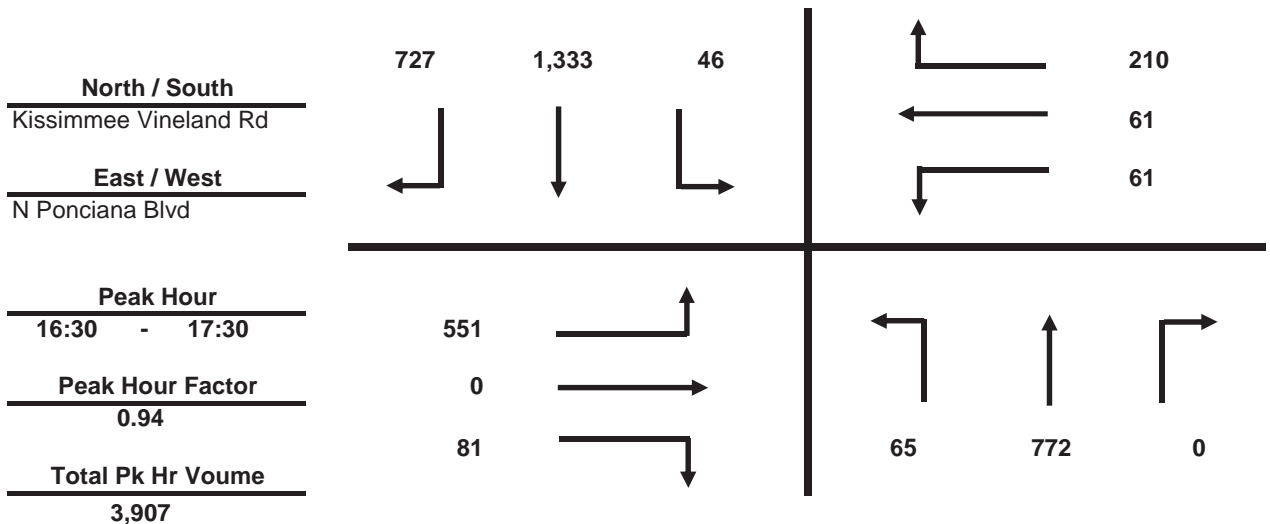
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & N Ponciana Blvd
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	11	170	0	7	317	176
16:15 - 16:30	10	219	0	12	293	176
16:30 - 16:45	18	188	0	15	334	188
16:45 - 17:00	25	201	0	10	355	189
17:00 - 17:15	11	199	0	7	302	161
17:15 - 17:30	11	184	0	14	342	189
17:30 - 17:45	8	179	0	12	341	225
17:45 - 18:00	7	132	0	5	322	195
	101	1,472	0	82	2,606	1,499

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	115	0	14	14	13	43
16:15 - 16:30	154	0	20	12	21	42
16:30 - 16:45	118	0	26	20	13	49
16:45 - 17:00	156	0	18	15	8	61
17:00 - 17:15	123	0	24	12	22	48
17:15 - 17:30	154	0	13	14	18	52
17:30 - 17:45	102	0	20	18	18	38
17:45 - 18:00	158	0	18	13	18	44
	1,080	0	153	118	131	377



Roadway Count Summary

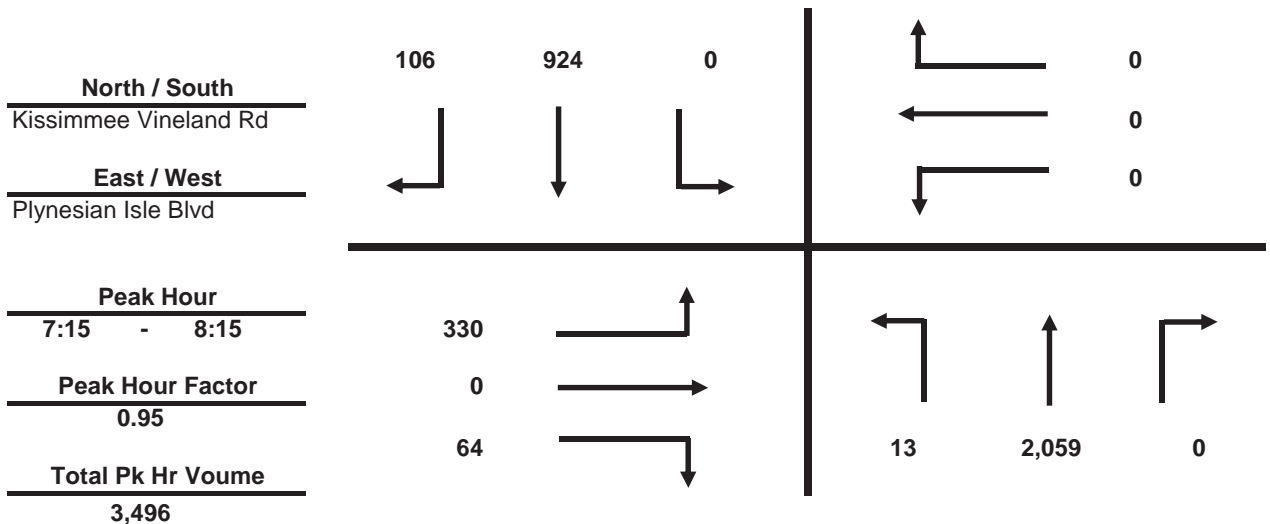
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Plynesian Isle Blvd
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	3	469	0	0	190	19
7:15 - 7:30	4	533	0	0	203	22
7:30 - 7:45	3	509	0	0	228	27
7:45 - 8:00	2	519	0	0	260	41
8:00 - 8:15	4	498	0	0	233	16
8:15 - 8:30	8	449	0	0	193	23
8:30 - 8:45	4	482	0	0	280	29
8:45 - 9:00	4	454	0	0	246	35
Total	32	3,913	0	0	1,833	212

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	102	0	11	0	0	0
7:15 - 7:30	79	0	18	0	0	0
7:30 - 7:45	105	0	9	0	0	0
7:45 - 8:00	80	0	14	0	0	0
8:00 - 8:15	66	0	23	0	0	0
8:15 - 8:30	84	0	12	0	0	0
8:30 - 8:45	77	0	24	0	0	0
8:45 - 9:00	71	0	14	0	0	0
Total	664	0	125	0	0	0



Roadway Count Summary

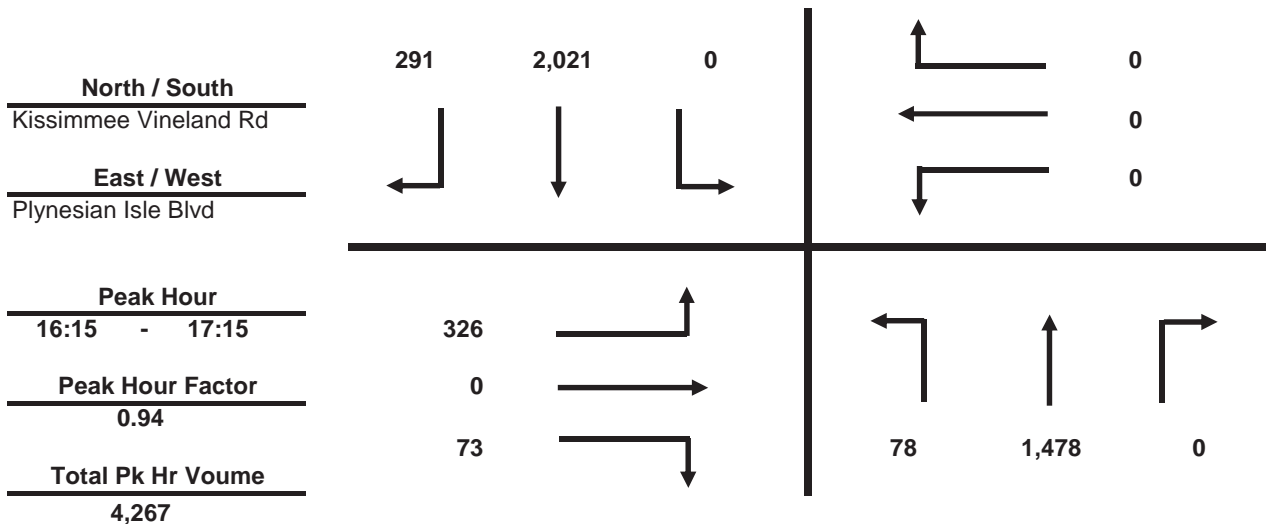
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Plynesian Isle Blvd
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	16	318	0	0	526	74
16:15 - 16:30	24	381	0	0	474	59
16:30 - 16:45	12	362	0	0	487	74
16:45 - 17:00	18	391	0	0	570	73
17:00 - 17:15	24	344	0	0	490	85
17:15 - 17:30	23	343	0	0	499	60
17:30 - 17:45	19	298	0	0	548	85
17:45 - 18:00	15	292	0	0	513	79
Total	151	2,729	0	0	4,107	589

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	84	0	19	0	0	0
16:15 - 16:30	86	0	18	0	0	0
16:30 - 16:45	85	0	16	0	0	0
16:45 - 17:00	70	0	14	0	0	0
17:00 - 17:15	85	0	25	0	0	0
17:15 - 17:30	87	0	22	0	0	0
17:30 - 17:45	73	0	15	0	0	0
17:45 - 18:00	70	0	26	0	0	0
Total	640	0	155	0	0	0



Roadway Count Summary

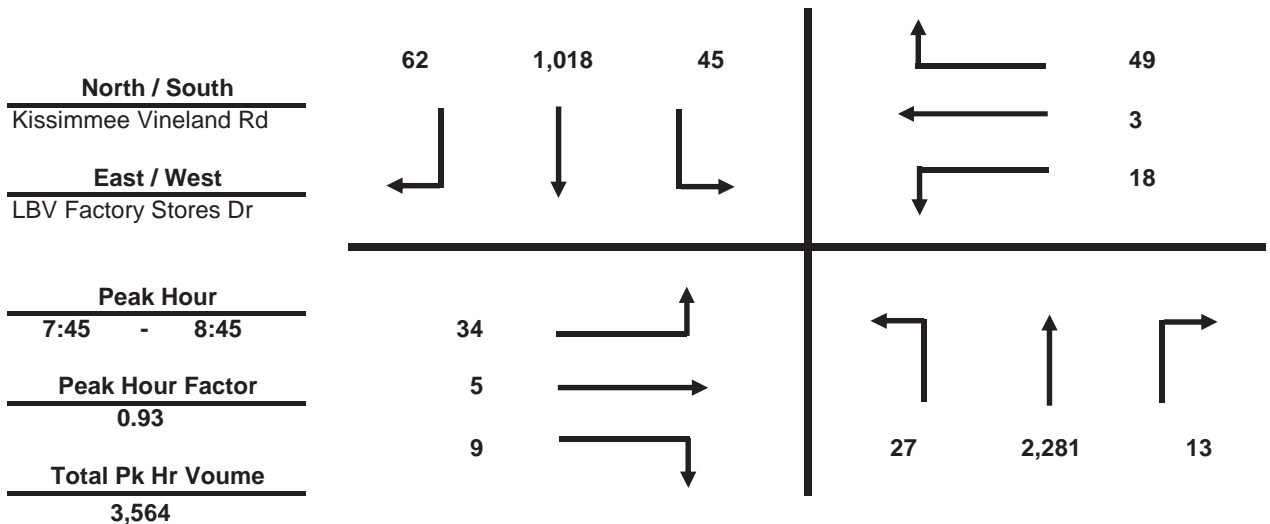
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & LBV Factory Stores Dr
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	8	586	3	5	197	11
7:15 - 7:30	7	602	2	13	212	18
7:30 - 7:45	9	580	6	12	248	13
7:45 - 8:00	6	597	8	10	296	20
8:00 - 8:15	6	545	1	12	220	14
8:15 - 8:30	4	539	3	15	206	16
8:30 - 8:45	11	600	1	8	296	12
8:45 - 9:00	4	467	2	16	264	21
	55	4,516	26	91	1,939	125

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	8	2	0	2	0	5
7:15 - 7:30	8	4	0	0	0	7
7:30 - 7:45	10	2	0	1	1	6
7:45 - 8:00	8	3	1	4	2	6
8:00 - 8:15	9	0	2	4	0	9
8:15 - 8:30	8	2	2	4	0	22
8:30 - 8:45	9	0	4	6	1	12
8:45 - 9:00	13	1	0	6	3	18
	73	14	9	27	7	85



Roadway Count Summary

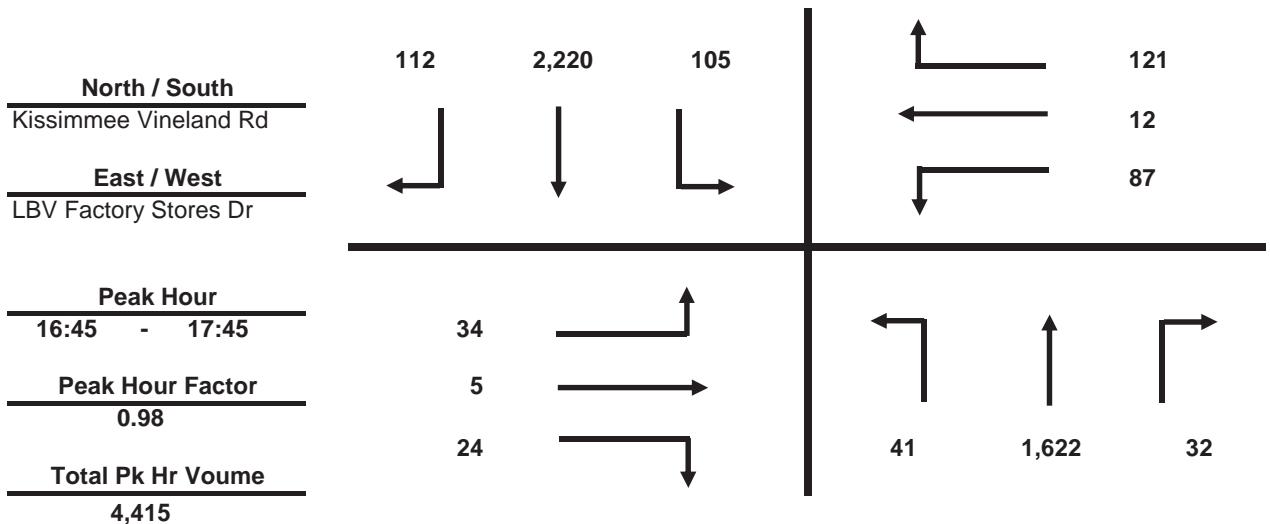
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & LBV Factory Stores Dr
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	7	387	8	18	559	29
16:15 - 16:30	15	424	3	18	539	35
16:30 - 16:45	7	389	5	33	522	39
16:45 - 17:00	9	444	9	21	557	22
17:00 - 17:15	14	382	6	24	524	31
17:15 - 17:30	12	426	6	31	564	30
17:30 - 17:45	6	370	11	29	575	29
17:45 - 18:00	9	317	3	31	523	28
	79	3,139	51	205	4,363	243

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	10	0	5	17	2	21
16:15 - 16:30	3	1	1	13	3	29
16:30 - 16:45	13	0	2	20	3	27
16:45 - 17:00	12	3	8	20	2	22
17:00 - 17:15	6	1	6	36	4	45
17:15 - 17:30	7	0	2	12	2	33
17:30 - 17:45	9	1	8	19	4	21
17:45 - 18:00	9	0	6	17	3	23
	69	6	38	154	23	221



Roadway Count Summary

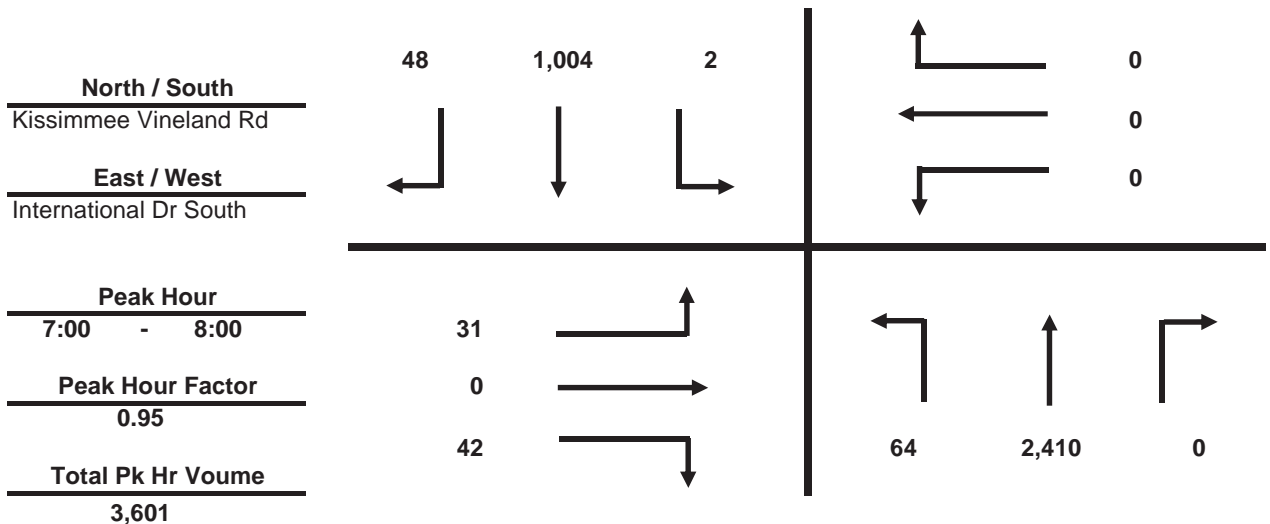
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & International Dr South
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	18	597	0	1	194	7
7:15 - 7:30	16	600	0	0	236	18
7:30 - 7:45	17	600	0	0	278	16
7:45 - 8:00	13	613	0	1	296	7
8:00 - 8:15	11	551	0	2	218	12
8:15 - 8:30	13	552	0	0	252	14
8:30 - 8:45	11	609	0	2	293	16
8:45 - 9:00	19	479	0	2	294	13
	118	4,601	0	8	2,061	103

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	0	13	0	0	0
7:15 - 7:30	8	0	11	0	0	0
7:30 - 7:45	10	0	13	0	0	0
7:45 - 8:00	9	0	5	0	0	0
8:00 - 8:15	11	0	10	0	0	0
8:15 - 8:30	14	0	4	0	0	0
8:30 - 8:45	10	0	13	0	0	0
8:45 - 9:00	16	0	14	0	0	0
	82	0	83	0	0	0



Roadway Count Summary

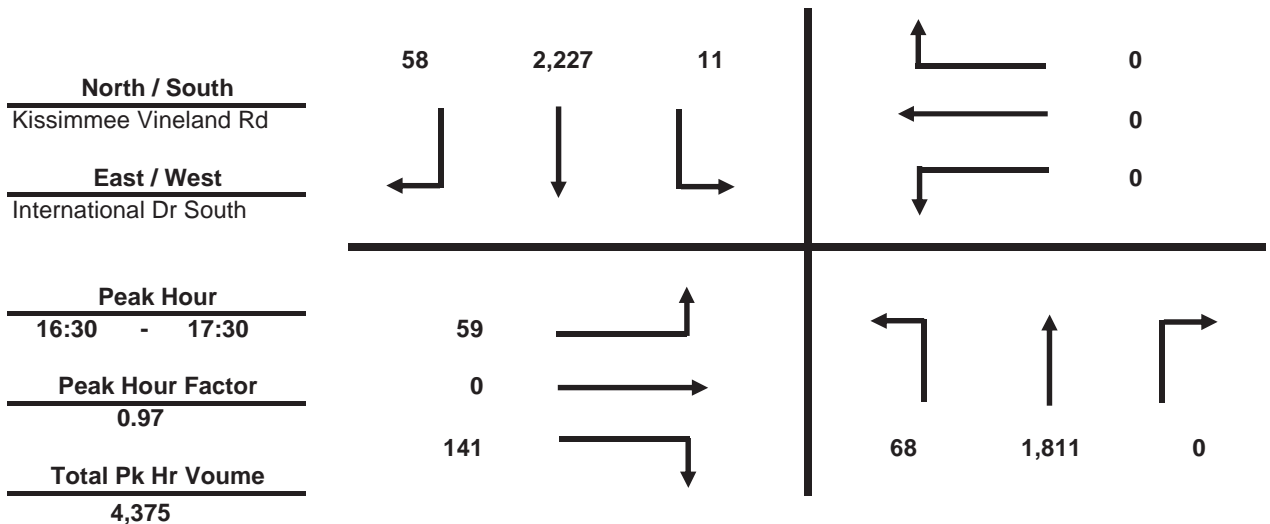
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & International Dr South
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	11	415	0	3	580	13
16:15 - 16:30	31	445	0	3	531	6
16:30 - 16:45	16	447	0	0	557	15
16:45 - 17:00	15	478	0	1	568	13
17:00 - 17:15	26	424	0	4	562	8
17:15 - 17:30	11	462	0	6	540	22
17:30 - 17:45	14	395	0	3	587	18
17:45 - 18:00	14	344	0	6	550	19
Total	138	3,410	0	26	4,475	114

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	11	0	31	0	0	0
16:15 - 16:30	13	0	34	0	0	0
16:30 - 16:45	21	0	26	0	0	0
16:45 - 17:00	11	0	46	0	0	0
17:00 - 17:15	13	0	29	0	0	0
17:15 - 17:30	14	0	40	0	0	0
17:30 - 17:45	13	0	38	0	0	0
17:45 - 18:00	14	0	31	0	0	0
Total	110	0	275	0	0	0



Roadway Count Summary

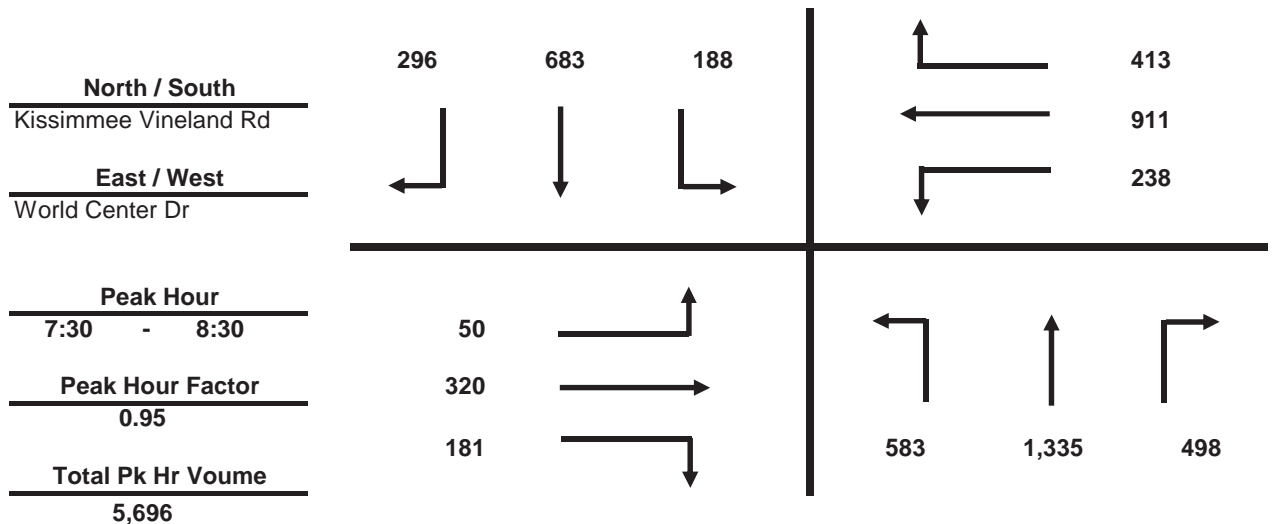
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & World Center Dr
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	125	319	88	36	135	45
7:15 - 7:30	163	357	111	42	135	50
7:30 - 7:45	166	352	116	43	196	71
7:45 - 8:00	154	352	132	58	161	81
8:00 - 8:15	126	336	140	42	149	62
8:15 - 8:30	137	295	110	45	177	82
8:30 - 8:45	148	309	123	45	185	96
8:45 - 9:00	111	303	99	58	171	68
	1,130	2,623	919	369	1,309	555

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	11	66	34	52	163	76
7:15 - 7:30	5	78	44	56	176	87
7:30 - 7:45	12	73	60	53	273	92
7:45 - 8:00	11	92	55	75	195	117
8:00 - 8:15	12	76	34	43	208	93
8:15 - 8:30	15	79	32	67	235	111
8:30 - 8:45	20	90	53	62	192	85
8:45 - 9:00	16	62	54	87	219	94
	102	616	366	495	1,661	755



Roadway Count Summary

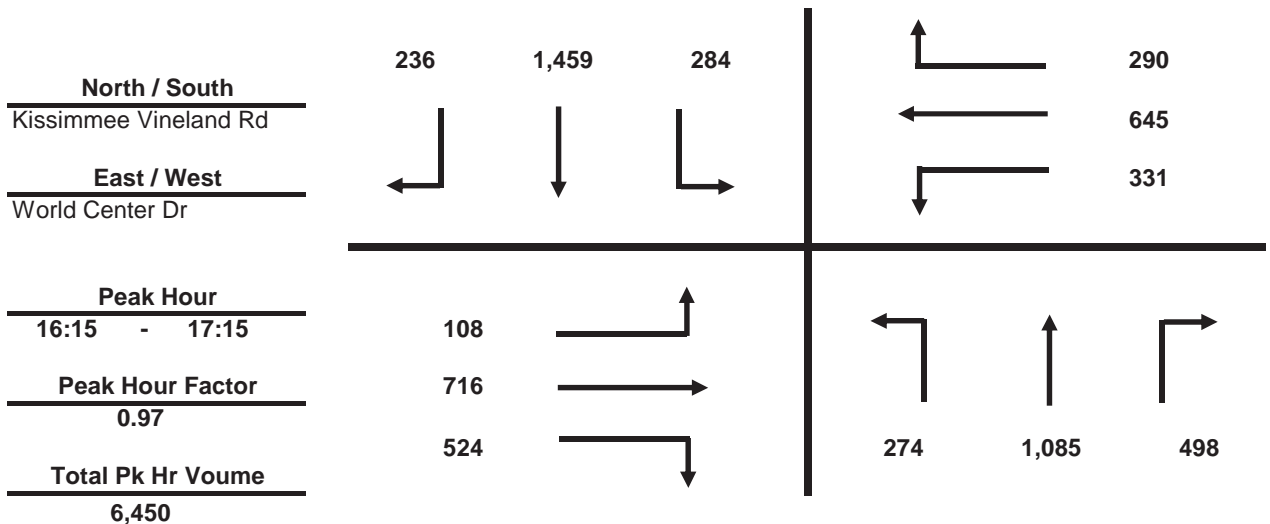
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & World Center Dr
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	85	239	104	76	369	47
16:15 - 16:30	81	288	99	63	381	45
16:30 - 16:45	56	305	130	66	372	53
16:45 - 17:00	56	265	132	65	307	76
17:00 - 17:15	81	227	137	90	399	62
17:15 - 17:30	68	251	145	78	366	52
17:30 - 17:45	113	219	108	80	374	59
17:45 - 18:00	84	170	98	90	405	61
	624	1,964	953	608	2,973	455

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	26	144	133	70	152	36
16:15 - 16:30	24	191	139	92	138	75
16:30 - 16:45	29	189	114	86	178	84
16:45 - 17:00	34	180	148	77	169	71
17:00 - 17:15	21	156	123	76	160	60
17:15 - 17:30	35	175	108	57	151	80
17:30 - 17:45	41	165	116	93	178	63
17:45 - 18:00	41	151	107	85	171	81
	251	1,351	988	636	1,297	550



Roadway Count Summary

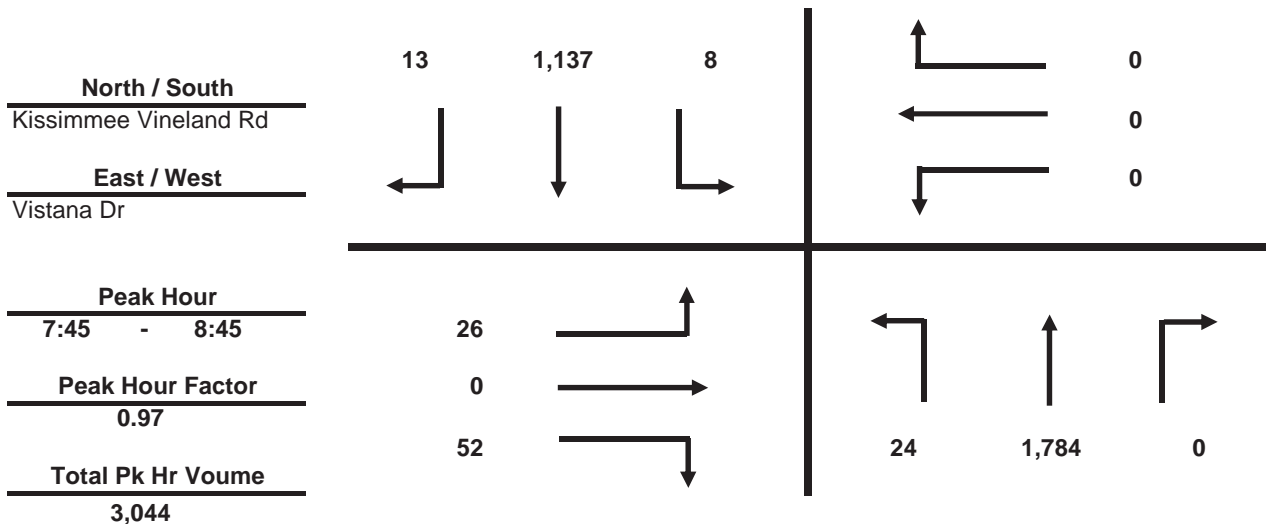
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vistana Dr
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	7	368	0	1	212	3
7:15 - 7:30	11	410	0	2	263	1
7:30 - 7:45	6	435	0	1	298	3
7:45 - 8:00	2	459	0	1	307	3
8:00 - 8:15	6	427	0	2	257	1
8:15 - 8:30	5	460	0	3	280	4
8:30 - 8:45	11	438	0	2	293	5
8:45 - 9:00	5	377	0	3	289	3
Total	53	3,374	0	15	2,199	23

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	0	1	0	0	0
7:15 - 7:30	5	0	2	0	0	0
7:30 - 7:45	6	0	7	0	0	0
7:45 - 8:00	3	0	11	0	0	0
8:00 - 8:15	7	0	12	0	0	0
8:15 - 8:30	7	0	16	0	0	0
8:30 - 8:45	9	0	13	0	0	0
8:45 - 9:00	5	0	15	0	0	0
Total	44	0	77	0	0	0



Roadway Count Summary

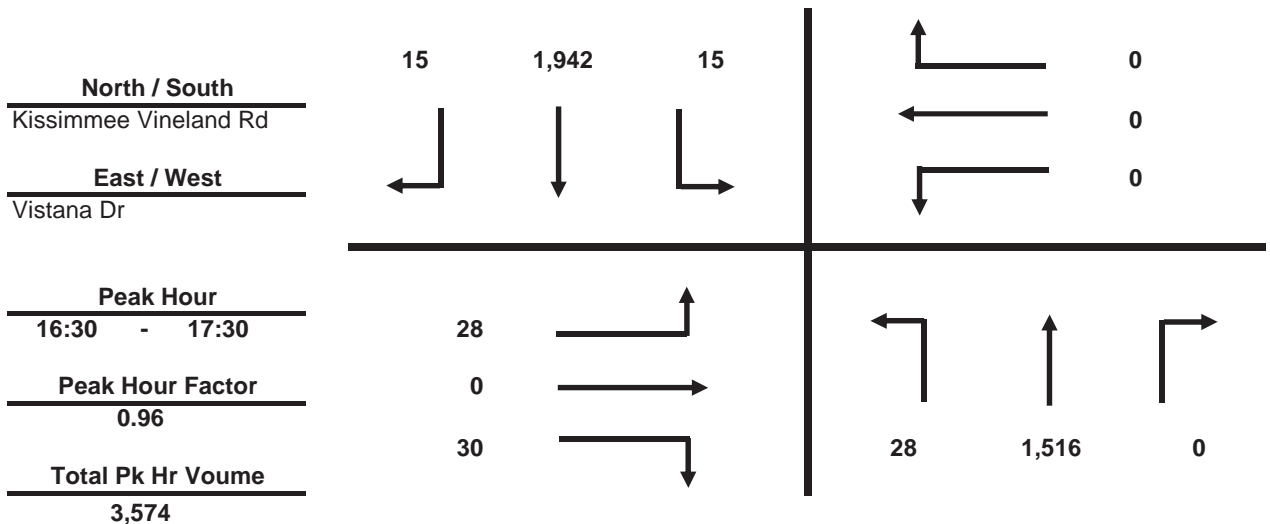
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vistana Dr
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	5	299	0	4	413	2
16:15 - 16:30	8	334	0	2	486	6
16:30 - 16:45	10	398	0	4	484	5
16:45 - 17:00	12	397	0	4	442	2
17:00 - 17:15	3	340	0	3	487	4
17:15 - 17:30	3	381	0	4	529	4
17:30 - 17:45	7	342	0	2	475	10
17:45 - 18:00	6	320	0	7	441	4
	54	2,811	0	30	3,757	37

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	4	0	3	0	0	0
16:15 - 16:30	9	0	12	0	0	0
16:30 - 16:45	3	0	7	0	0	0
16:45 - 17:00	8	0	10	0	0	0
17:00 - 17:15	10	0	6	0	0	0
17:15 - 17:30	7	0	7	0	0	0
17:30 - 17:45	8	0	16	0	0	0
17:45 - 18:00	3	0	9	0	0	0
	52	0	70	0	0	0



Roadway Count Summary

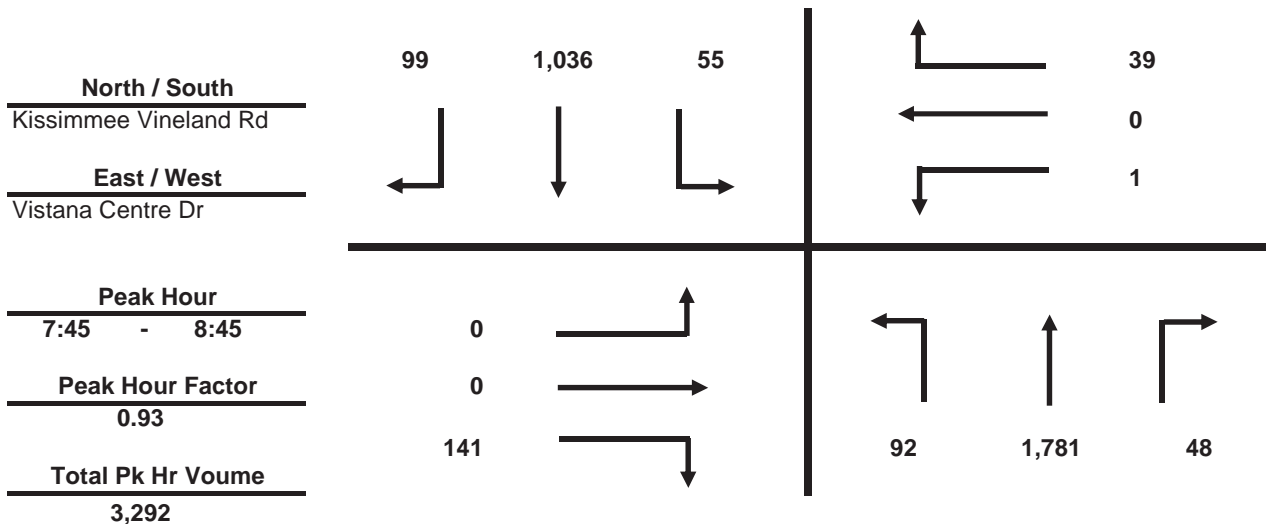
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vistana Centre Dr
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	17	401	9	9	207	16
7:15 - 7:30	28	394	10	6	251	40
7:30 - 7:45	30	392	12	11	276	20
7:45 - 8:00	29	479	15	17	284	23
8:00 - 8:15	18	395	10	12	231	22
8:15 - 8:30	21	459	12	18	255	21
8:30 - 8:45	24	448	11	8	266	33
8:45 - 9:00	15	348	15	15	267	20
	182	3,316	94	96	2,037	195

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	1	14	0	0	3
7:15 - 7:30	0	0	17	0	0	7
7:30 - 7:45	0	0	17	0	0	4
7:45 - 8:00	0	0	32	0	0	5
8:00 - 8:15	0	0	30	1	0	8
8:15 - 8:30	0	0	35	0	0	14
8:30 - 8:45	0	0	44	0	0	12
8:45 - 9:00	0	0	38	0	0	6
	0	1	227	1	0	59



Roadway Count Summary

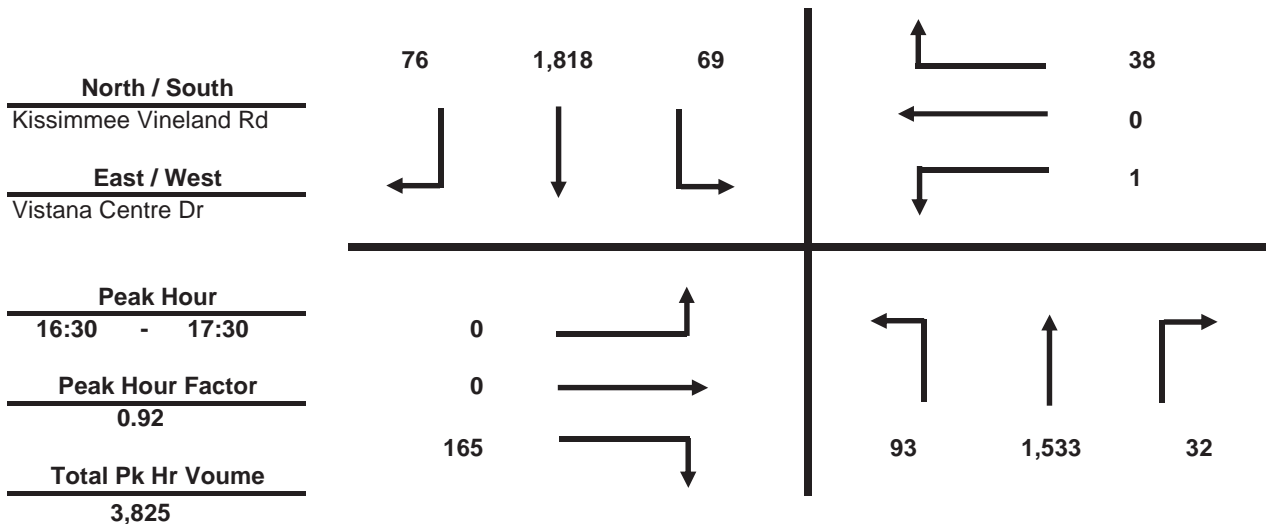
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vistana Centre Dr
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	16	277	4	12	392	22
16:15 - 16:30	27	381	4	12	447	12
16:30 - 16:45	18	398	7	13	447	21
16:45 - 17:00	26	387	6	18	409	20
17:00 - 17:15	25	343	10	17	453	12
17:15 - 17:30	24	405	9	21	509	23
17:30 - 17:45	18	345	6	19	470	20
17:45 - 18:00	18	323	3	15	438	20
	172	2,859	49	127	3,565	150

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	40	0	0	6
16:15 - 16:30	0	0	39	0	0	12
16:30 - 16:45	0	0	49	1	0	6
16:45 - 17:00	0	0	30	0	0	10
17:00 - 17:15	0	0	44	0	0	13
17:15 - 17:30	0	0	42	0	0	9
17:30 - 17:45	0	0	29	1	0	14
17:45 - 18:00	0	0	25	1	0	9
	0	0	298	3	0	79



Roadway Count Summary

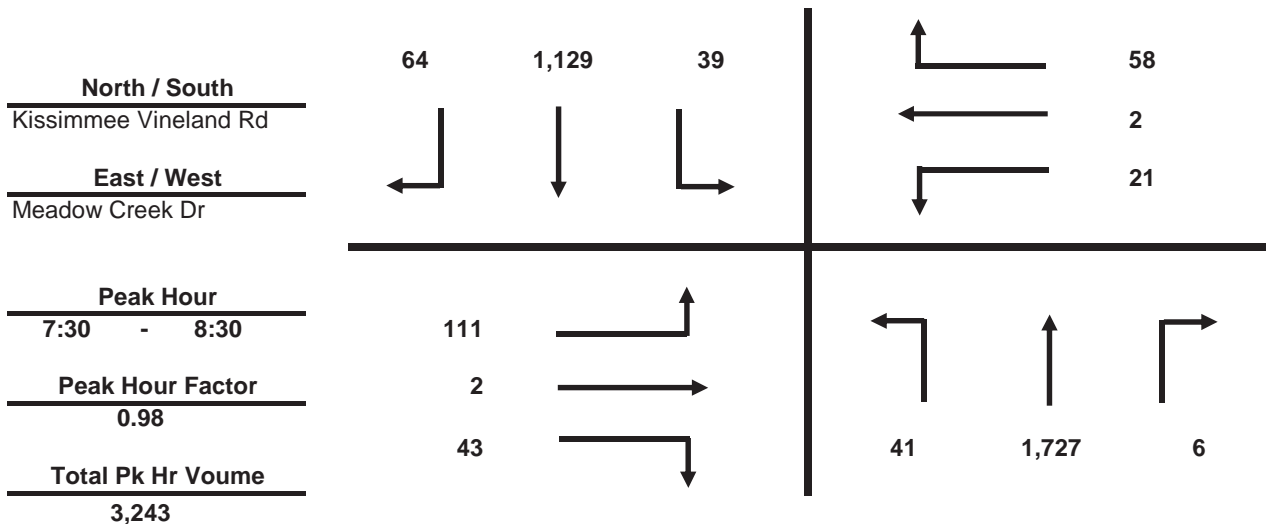
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Meadow Creek Dr
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	374	0	6	202	12
7:15 - 7:30	9	409	0	11	257	13
7:30 - 7:45	9	433	0	9	312	12
7:45 - 8:00	11	456	2	8	268	13
8:00 - 8:15	13	418	1	5	266	18
8:15 - 8:30	8	420	3	17	283	21
8:30 - 8:45	8	418	5	14	274	19
8:45 - 9:00	18	341	2	13	299	15
	80	3,269	13	83	2,161	123

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	22	0	16	5	0	12
7:15 - 7:30	19	0	11	6	0	14
7:30 - 7:45	27	1	7	3	0	16
7:45 - 8:00	27	0	11	7	0	12
8:00 - 8:15	25	1	13	6	1	9
8:15 - 8:30	32	0	12	5	1	21
8:30 - 8:45	37	1	19	6	0	20
8:45 - 9:00	39	1	10	6	0	19
	228	4	99	44	2	123



Roadway Count Summary

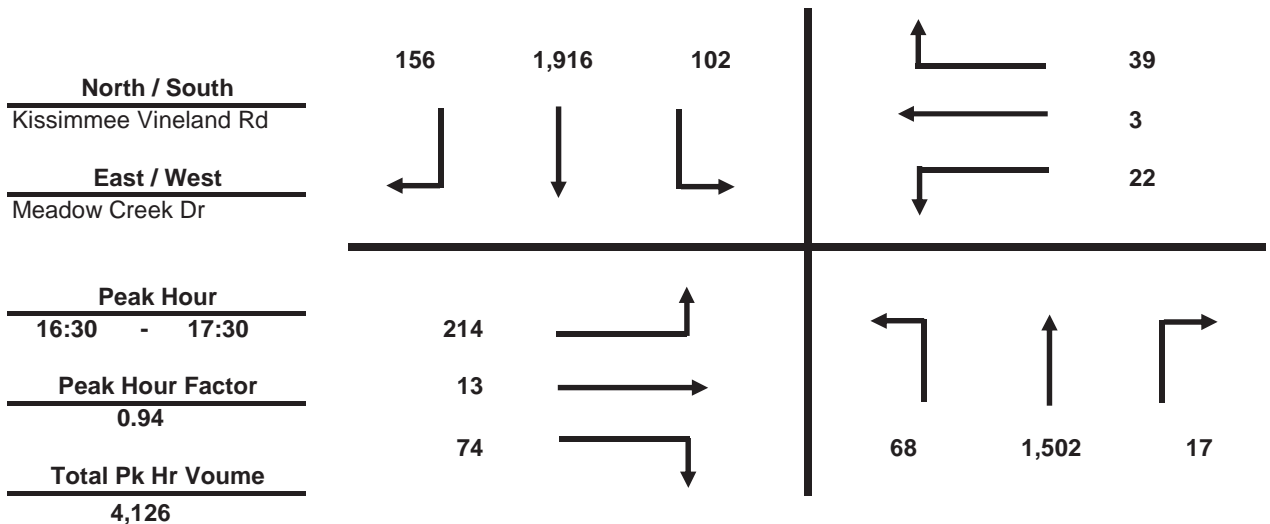
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Meadow Creek Dr
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	18	270	5	21	386	28
16:15 - 16:30	17	338	4	25	425	41
16:30 - 16:45	9	395	5	22	481	34
16:45 - 17:00	18	396	4	35	448	35
17:00 - 17:15	24	335	5	20	467	37
17:15 - 17:30	17	376	3	25	520	50
17:30 - 17:45	19	328	11	27	467	30
17:45 - 18:00	21	317	6	27	437	56
Total	143	2,755	43	202	3,631	311

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	51	2	18	1	0	6
16:15 - 16:30	36	2	20	7	0	6
16:30 - 16:45	35	4	17	5	0	12
16:45 - 17:00	44	3	16	6	2	7
17:00 - 17:15	68	3	17	5	1	9
17:15 - 17:30	67	3	24	6	0	11
17:30 - 17:45	61	4	20	5	0	14
17:45 - 18:00	46	4	16	6	0	7
Total	408	25	148	41	3	72



Roadway Count Summary

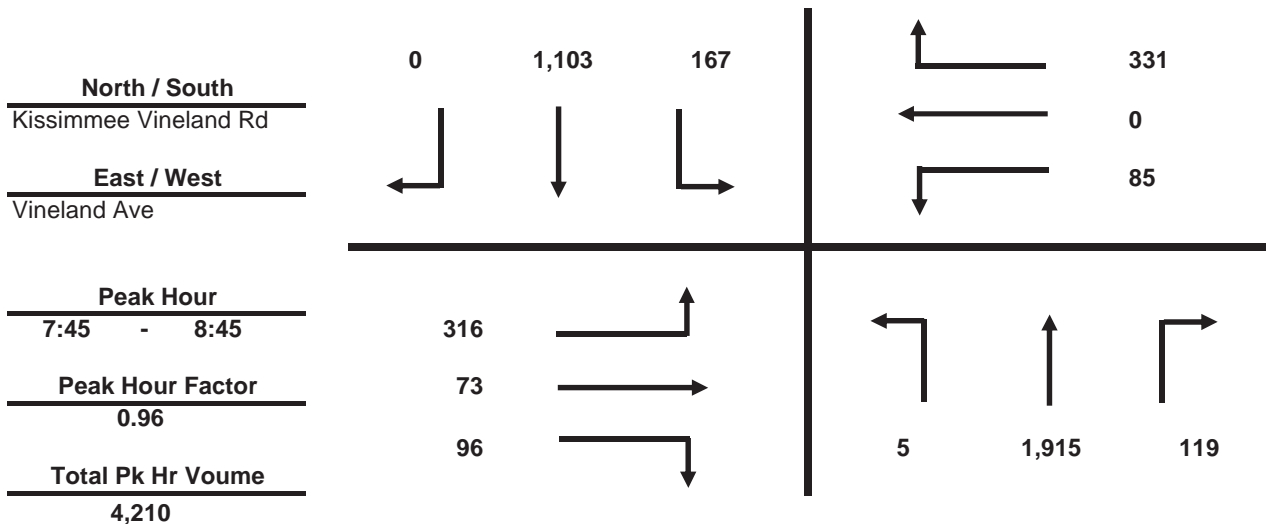
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vineland Ave
Date April 12, 2016 **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	401	18	16	224	0
7:15 - 7:30	0	482	13	25	261	0
7:30 - 7:45	0	456	27	49	301	0
7:45 - 8:00	0	465	33	41	268	0
8:00 - 8:15	0	450	32	51	266	0
8:15 - 8:30	4	478	27	43	286	0
8:30 - 8:45	1	522	27	32	283	0
8:45 - 9:00	0	375	25	56	288	0
Total	5	3,629	202	313	2,177	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	67	13	8	18	0	49
7:15 - 7:30	55	11	22	14	0	50
7:30 - 7:45	87	16	27	16	0	78
7:45 - 8:00	108	19	15	15	0	73
8:00 - 8:15	57	15	28	18	0	83
8:15 - 8:30	75	26	27	21	0	89
8:30 - 8:45	76	13	26	31	0	86
8:45 - 9:00	71	24	16	30	0	74
Total	596	137	169	163	0	582



Roadway Count Summary

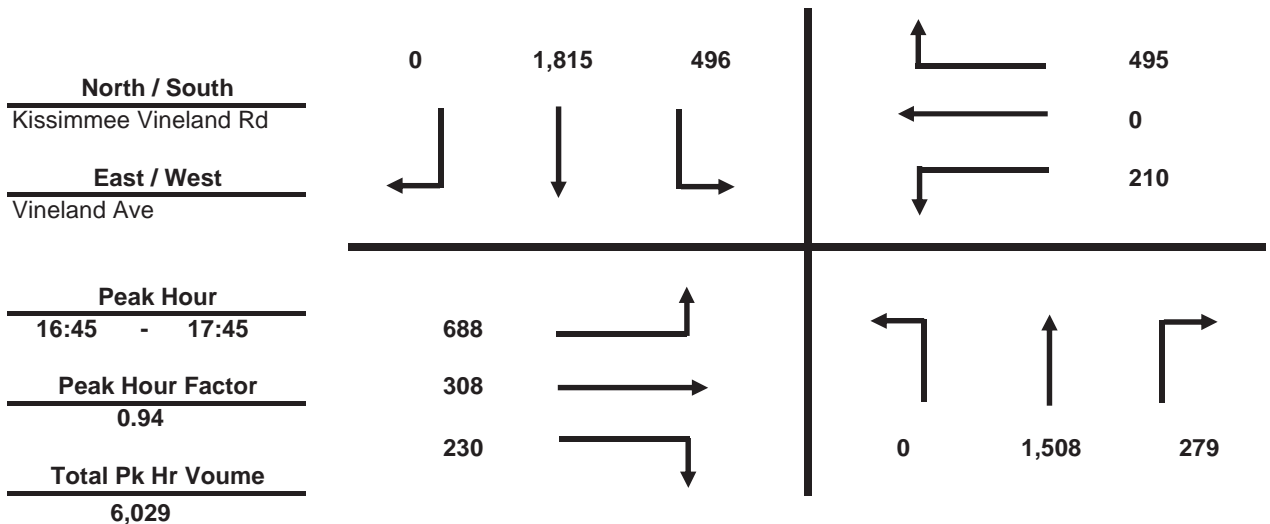
Vanasse Hangen Brustlin, Inc.

County Osceola **City** Kissimmee
Intersection Kissimmee Vineland Rd & Vineland Ave
Date April 12, 2016 **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62517.91

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	278	50	101	361	0
16:15 - 16:30	0	356	60	79	441	0
16:30 - 16:45	0	370	49	128	463	0
16:45 - 17:00	0	348	67	139	427	0
17:00 - 17:15	0	385	67	115	424	0
17:15 - 17:30	0	435	67	118	500	0
17:30 - 17:45	0	340	78	124	464	0
17:45 - 18:00	1	291	69	137	412	0
Total	1	2,803	507	941	3,492	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	134	62	31	49	0	120
16:15 - 16:30	117	49	44	61	0	130
16:30 - 16:45	103	55	35	50	0	120
16:45 - 17:00	180	79	39	46	0	106
17:00 - 17:15	172	80	57	54	0	129
17:15 - 17:30	153	78	66	54	0	130
17:30 - 17:45	183	71	68	56	0	130
17:45 - 18:00	180	76	47	70	0	137
Total	1,222	550	387	440	0	1,002



APPENDIX G – FDOT SEASONAL FACTOR REPORT

Week	Dates	SF	MOCF: 0.98 PSCF
1	01/01/2015 - 01/03/2015	0.98	1.00
2	01/04/2015 - 01/10/2015	1.01	1.03
3	01/11/2015 - 01/17/2015	1.04	1.06
4	01/18/2015 - 01/24/2015	1.02	1.04
5	01/25/2015 - 01/31/2015	1.01	1.03
* 6	02/01/2015 - 02/07/2015	1.00	1.02
* 7	02/08/2015 - 02/14/2015	0.98	1.00
* 8	02/15/2015 - 02/21/2015	0.98	1.00
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.96	0.98
*11	03/08/2015 - 03/14/2015	0.95	0.97
*12	03/15/2015 - 03/21/2015	0.96	0.98
*13	03/22/2015 - 03/28/2015	0.97	0.99
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	1.00	1.02
*18	04/26/2015 - 05/02/2015	1.00	1.02
19	05/03/2015 - 05/09/2015	1.01	1.03
20	05/10/2015 - 05/16/2015	1.01	1.03
21	05/17/2015 - 05/23/2015	1.01	1.03
22	05/24/2015 - 05/30/2015	1.01	1.03
23	05/31/2015 - 06/06/2015	1.01	1.03
24	06/07/2015 - 06/13/2015	1.01	1.03
25	06/14/2015 - 06/20/2015	1.02	1.04
26	06/21/2015 - 06/27/2015	1.02	1.04
27	06/28/2015 - 07/04/2015	1.02	1.04
28	07/05/2015 - 07/11/2015	1.02	1.04
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.03	1.05
31	07/26/2015 - 08/01/2015	1.03	1.05
32	08/02/2015 - 08/08/2015	1.03	1.05
33	08/09/2015 - 08/15/2015	1.03	1.05
34	08/16/2015 - 08/22/2015	1.04	1.06
35	08/23/2015 - 08/29/2015	1.04	1.06
36	08/30/2015 - 09/05/2015	1.04	1.06
37	09/06/2015 - 09/12/2015	1.05	1.07
38	09/13/2015 - 09/19/2015	1.04	1.06
39	09/20/2015 - 09/26/2015	1.03	1.05
40	09/27/2015 - 10/03/2015	1.02	1.04
41	10/04/2015 - 10/10/2015	1.02	1.04
42	10/11/2015 - 10/17/2015	1.01	1.03
43	10/18/2015 - 10/24/2015	1.00	1.02
44	10/25/2015 - 10/31/2015	1.00	1.02
45	11/01/2015 - 11/07/2015	0.99	1.01
46	11/08/2015 - 11/14/2015	0.99	1.01
47	11/15/2015 - 11/21/2015	0.99	1.01
48	11/22/2015 - 11/28/2015	0.99	1.01
49	11/29/2015 - 12/05/2015	0.98	1.00
50	12/06/2015 - 12/12/2015	0.98	1.00
51	12/13/2015 - 12/19/2015	1.00	1.02
52	12/20/2015 - 12/26/2015	1.02	1.04
53	12/27/2015 - 12/31/2015	1.04	1.06

* Peak Season

Week	Dates	SF	MOCF: 0.98 PSCF
1	01/01/2015 - 01/03/2015	1.01	1.03
2	01/04/2015 - 01/10/2015	1.02	1.04
3	01/11/2015 - 01/17/2015	1.04	1.06
4	01/18/2015 - 01/24/2015	1.03	1.05
5	01/25/2015 - 01/31/2015	1.01	1.03
6	02/01/2015 - 02/07/2015	1.00	1.02
* 7	02/08/2015 - 02/14/2015	0.99	1.01
* 8	02/15/2015 - 02/21/2015	0.98	1.00
* 9	02/22/2015 - 02/28/2015	0.98	1.00
*10	03/01/2015 - 03/07/2015	0.98	1.00
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.98	1.00
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.98	1.00
*15	04/05/2015 - 04/11/2015	0.98	1.00
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
*19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	1.00	1.02
22	05/24/2015 - 05/30/2015	1.00	1.02
23	05/31/2015 - 06/06/2015	1.00	1.02
24	06/07/2015 - 06/13/2015	1.00	1.02
25	06/14/2015 - 06/20/2015	1.01	1.03
26	06/21/2015 - 06/27/2015	1.02	1.04
27	06/28/2015 - 07/04/2015	1.02	1.04
28	07/05/2015 - 07/11/2015	1.03	1.05
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.02	1.04
31	07/26/2015 - 08/01/2015	1.01	1.03
32	08/02/2015 - 08/08/2015	1.01	1.03
33	08/09/2015 - 08/15/2015	1.00	1.02
34	08/16/2015 - 08/22/2015	1.01	1.03
35	08/23/2015 - 08/29/2015	1.01	1.03
36	08/30/2015 - 09/05/2015	1.01	1.03
37	09/06/2015 - 09/12/2015	1.01	1.03
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.00	1.02
40	09/27/2015 - 10/03/2015	1.00	1.02
41	10/04/2015 - 10/10/2015	0.99	1.01
42	10/11/2015 - 10/17/2015	0.99	1.01
43	10/18/2015 - 10/24/2015	0.99	1.01
44	10/25/2015 - 10/31/2015	1.00	1.02
45	11/01/2015 - 11/07/2015	1.00	1.02
46	11/08/2015 - 11/14/2015	1.01	1.03
47	11/15/2015 - 11/21/2015	1.01	1.03
48	11/22/2015 - 11/28/2015	1.01	1.03
49	11/29/2015 - 12/05/2015	1.01	1.03
50	12/06/2015 - 12/12/2015	1.01	1.03
51	12/13/2015 - 12/19/2015	1.02	1.04
52	12/20/2015 - 12/26/2015	1.03	1.05
53	12/27/2015 - 12/31/2015	1.04	1.06

* Peak Season

APPENDIX H – OPERATIONAL ANALYSIS SUPPORTING DOCUMENTATION

PAGES FROM 2013 FDOT QUALITY/LOS HANDBOOK

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways - 10%						Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%		Uninterrupted Flow Highway Adjustments					
One-Way Facility Adjustment						Lanes	Median	Exclusive left lanes	Adjustment factors		
Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Paved Shoulder/Bicycle Lane Coverage						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
	B	C	D	E		* Cannot be achieved using table input value defaults.					
0-49%	*	2,900	7,600	19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700							
85-100%	9,300	19,700	>19,700	**							
PEDESTRIAN MODE²											
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 1
(continued)

Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		% ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

HCM SEGMENT LOS SUPPORTING DOCUMENTATION

SR 535 Existing Segment Operations HCM Inputs

Segment	Link Length (feet)	Speed Limit (mph)	Length with Restrictive Median (feet)	Length with Curb (feet)	Access Points on the Left	Access Points on the Right	Number of Through Lanes	Downstream Intersection - Signalized or Stop Control	Porpotion of Intersections with Left Turn Bay
US 192 to Kyngs Heath Rd.	973	50	973	973	0	1	2	Signalized	100%
Kyngs Heath Rd. to Osceola Parkway Eastbound On-Ramp	1645	50	1580	0	1	1	2	Signalized	100%
Osceola Parkway Ramps to Poinciana Blvd.	1098	50	1100	0	0	0	2	Signalized	100%
Poinciana Blvd. to Polynesian Isle Blvd.	1906	50	1885	0	1	0	2	Signalized	100%
Polynesian Isle Blvd. to LBV Factory Stores Dr.	1723	50	1700	0	0	1	2	Signalized	100%
LBV Factory Stores Dr. to SR 536/World Center Dr.	2861	50	2710	0	1	1	3	Signalized	100%
SR 536/World Center Dr. to Meadow Creek Dr.	4330	50	4070	2770	4	6	3	Signalized	100%
Meadow Creek Dr. to Vineland Ave.	1299	45	1210	1299	1	4	3	Signalized	100%
Vineland Ave. to Meadow Creek Dr.	1299	45	1210	1299	1	3	3	Signalized	100%
Meadow Creek Dr. to SR 536/World Center Dr.	4330	50	4070	2770	4	5	3	Signalized	100%
SR 536/World Center Dr. to LBV Factory Stores Dr.	2861	50	2710	0	0	1	2	Signalized	100%
LBV Factory Store Dr. to Polynesian Isle Blvd.	1723	50	1700	0	1	2	2	Signalized	100%
Polynesian Isle Blvd. to Poinciana Blvd.	1906	50	1885	0	0	3	3	Signalized	100%
Poinciana Blvd. to Osceola Parkway Ramps	1098	50	1098	0	0	2	2	Signalized	100%
Osceola Parkway Eastbound On-Ramp to Kyngs Heath Rd.	1645	50	1580	0	0	1	2	Signalized	100%
Kyngs Heath Rd. to US 192	973	50	973	973	0	1	2	Signalized	100%

SR 535 Existing AM Peak Hour Segment Operations Summary

Segment	Delay From Other Sources (seconds)	Control Delay for Approach	V/C for Through Movement	Midsegment Demand Flow rate (veh/hour)	Speed Constant (mph)	Adjustment for Cross Section (mph)	Adjustment for Access Points (mph)	Base Free Flow Speed (mph)	Adjustment for Signal Spacing	Free Flow Speed (mph)	Adjustment for Vehicle Proximity	Delay Due to Turning Vehicles (sec/veh)	Segment Running Time (sec)	Travel Speed (mph)	Percent of BFFS	LOS
US 192 to Kyngs Heath Rd.	0	1	0.447	1108	49.1	-2.7	-0.2	46.2	0.89	41.2	1.03	0.13	21.9	29.0	63%	C
Kyngs Heath Rd. to Osceola Parkway Eastbound On-Ramp	0	4.3	0.412	1114	49.1	1.4	-0.3	50.3	0.93	46.9	1.03	0.13	30.2	32.5	65%	C
Osceola Parkway Ramps to Poinciana Blvd.	0	69	0.789	1040	49.1	1.5	0.0	50.6	0.89	44.9	1.03	0.00	22.4	8.2	16%	F
Poinciana Blvd. to Polynesian Isle Blvd.	0	1.2	0.76	2051	49.1	1.5	-0.1	50.5	0.94	47.6	1.05	0.00	34.4	36.5	72%	B
Polynesian Isle Blvd. to LBV Factory Stores Dr.	0	24.3	1.017	2376	49.1	1.5	-0.1	50.5	0.94	47.2	1.07	0.36	32.5	20.7	41%	F
LBV Factory Stores Dr. to SR 536/World Center Dr.	0	55.7	0.783	2392	49.1	1.4	-0.1	50.4	0.97	48.9	1.04	0.08	47.3	18.9	38%	E
SR 536/World Center Dr. to Meadow Creek Dr.	0	15.2	0.5	1863	49.1	-1.1	-0.3	47.7	0.99	47.2	1.03	0.45	70.7	34.3	72%	B
Meadow Creek Dr. to Vineland Ave.	0	1.7	0.643	1961	46.8	-2.5	-0.5	43.7	0.93	40.7	1.04	0.30	28.2	29.6	68%	B
Vineland Ave. to Meadow Creek Dr.	0	9.5	0.33	1220	46.8	-2.5	-0.4	43.8	0.93	40.8	1.02	0.23	27.8	23.8	54%	C
Meadow Creek Dr. to SR 536/World Center Dr.	0	66	0.636	1172	49.1	-1.1	-0.3	47.7	0.99	47.2	1.02	0.23	69.7	21.8	46%	D
SR 536/World Center Dr. to LBV Factory Stores Dr.	0	14.6	0.441	1114	49.1	1.4	-0.1	50.4	0.97	48.9	1.03	0.13	46.8	31.8	63%	C
LBV Factory Store Dr. to Polynesian Isle Blvd.	0	0.6	0.262	1020	49.1	1.5	-0.4	50.2	0.94	47.0	1.02	0.25	31.4	36.7	73%	B
Polynesian Isle Blvd. to Poinciana Blvd.	0	16.1	0.545	969	49.1	1.5	-0.2	50.4	0.94	47.5	1.01	0.14	33.4	26.2	52%	C
Poinciana Blvd. to Osceola Parkway Ramps	0	7.3	0.134	742	49.1	1.5	-0.4	50.2	0.89	44.6	1.02	0.08	22.4	25.2	50%	D
Osceola Parkway Eastbound On-Ramp to Kyngs Heath Rd.	0	12.5	0.212	581	49.1	1.4	-0.1	50.4	0.93	47.0	1.01	0.02	29.7	26.6	53%	C
Kyngs Heath Rd. to US 192	0	68.9	0.865	539	49.1	-2.7	-0.2	46.2	0.89	41.2	1.01	0.02	21.5	7.3	16%	F

SR 535 Existing PM Peak Hour Segment Operations Summary

Segment	Delay From Other Sources (seconds)	Control Delay for Approach	V/C for Through Movement	Midsegment Demand Flow rate (veh/hour)	Speed Constant (mph)	Adjustment for Cross Section (mph)	Adjustment for Access Points (mph)	Base Free Flow Speed (mph)	Adjustment for Signal Spacing	Free Flow Speed (mph)	Adjustment for Vehicle Proximity	Delay Due to Turning Vehicles (sec/veh)	Segment Running Time (sec)	Travel Speed (mph)	Percent of BFFS	LOS
US 192 to Kyngs Heath Rd.	0	0.3	0.358	863	49.1	-2.7	-0.2	46.2	0.89	41.2	1.02	0.08	21.7	30.1	65%	C
Kyngs Heath Rd. to Osceola Parkway Eastbound On-Ramp	0	12	0.329	972	49.1	1.4	-0.3	50.3	0.93	46.9	1.02	0.08	30.1	26.7	53%	C
Osceola Parkway Ramps to Poinciana Blvd.	0	30	0.445	861	49.1	1.5	0.0	50.6	0.89	44.9	1.02	0.00	22.3	14.3	28%	F
Poinciana Blvd. to Polynesian Isle Blvd.	0	13	0.54	1540	49.1	1.5	-0.1	50.5	0.94	47.6	1.04	0.00	33.9	27.7	55%	C
Polynesian Isle Blvd. to Lbv Factory Stores Dr.	0	18	0.746	1770	49.1	1.5	-0.1	50.5	0.94	47.2	1.05	0.36	31.9	23.5	47%	D
Lbv Factory Stores Dr. to SR 536/World Center Dr.	0	59	0.678	1860	49.1	1.4	-0.1	50.4	0.97	48.9	1.03	0.08	46.9	18.4	37%	E
SR 536/World Center Dr. to Meadow Creek Dr.	0	26	0.51	1593	49.1	-1.1	-0.3	47.7	0.99	47.2	1.03	0.45	70.4	30.6	64%	C
Meadow Creek Dr. to Vineland Ave.	0	48	0.68	1769	46.8	-2.5	-0.5	43.7	0.93	40.7	1.03	0.30	28.1	11.6	27%	F
Vineland Ave. to Meadow Creek Dr.	0	17.5	0.65	2202	46.8	-2.5	-0.4	43.8	0.93	40.8	1.04	0.23	28.2	19.4	44%	D
Meadow Creek Dr. to SR 536/World Center Dr.	0	72.6	0.872	1988	49.1	-1.1	-0.3	47.7	0.99	47.2	1.03	0.38	70.8	20.6	43%	D
SR 536/World Center Dr. to Lbv Factory Stores Dr.	0	33.5	0.911	2413	49.1	1.4	-0.1	50.4	0.97	48.9	1.07	0.36	48.6	23.8	47%	D
Lbv Factory Store Dr. to Polynesian Isle Blvd.	0	0.3	0.565	2289	49.1	1.5	-0.4	50.2	0.94	47.0	1.06	0.72	32.9	35.4	71%	B
Polynesian Isle Blvd. to Poinciana Blvd.	0	8	0.771	2095	49.1	1.5	-0.2	50.4	0.94	47.5	1.03	0.23	34.1	30.9	61%	C
Poinciana Blvd. to Osceola Parkway Ramps	0	7.9	0.247	1469	49.1	1.5	-0.4	50.2	0.89	44.6	1.04	0.72	23.4	23.9	48%	D
Osceola Parkway Eastbound On-Ramp to Kyngs Heath Rd.	0	20.4	0.726	1162	49.1	1.4	-0.1	50.4	0.93	47.0	1.03	0.13	30.2	22.2	44%	D
Kyngs Heath Rd. to US 192	0	71.3	0.948	1113	49.1	-2.7	-0.2	46.2	0.89	41.2	1.03	0.13	21.9	7.1	15%	F

RAW, FACTORED, AND ADJUSTED TURNING MOVEMENT VOLUMES

2016 Existing AM Raw Counts

	Cars	1270	0%	5%	2%	2562	City: State:	
	Bicycles	0				SB		
	Trucks	0			1103 167			
5	EB	K. Anderson & Associates, Inc. Vineland Avenue					90	416
		316	7:45 AM			331	3%	
		73	TEV: 4210	13	0.96	0	0%	
		96	2016	4	12	85	4%	
485			SR 535			WB	359	
			5	1915	119			
			NB			180		
		1284	0%	2%	11%	2039		
Notes: 15-Min Count Interval								

	Cars	1232	11%	5%	0%	1896	City: State:	
	Bicycles	0				SB		
	Trucks	64			1129 39			
107	EB	K. Anderson & Associates, Inc. Meadow Creek Drive					90	81
		111	7:30 AM			58	0%	
		2	TEV: 3243	12	0.98	2	0%	
		43	2016	4	12	21	0%	
156			SR 535			WB	47	
			41	1727	6			
			NB			180		
		1193	2%	3%	17%	1774		
Notes: 15-Min Count Interval								

	Cars	1190	8%	6%	0%	1820	City: State:	
	Bicycles	0				SB		
	Trucks	99			1036 55			
191	EB	K. Anderson & Associates, Inc. Vistana Centre Drive					90	40
		0	7:45 AM			39	3%	
		0	TEV: 3292	11	0.93	0	0%	
		141	2016	4	12	1	0%	
141			SR 535			WB	103	
			92	1781	48			
			NB			180		
		1176	10%	3%	0%	1921		
Notes: 15-Min Count Interval								

	Cars	1158	0%	6%	0%	1810	City: State:	
	Bicycles	0				SB		
	Trucks	13			1137 8			
37	EB	K. Anderson & Associates, Inc. Vistana Drive					90	0
		26	7:45 AM			0	0%	
		0	TEV: 3044	10	0.97	0	0%	
		52	2016	4	12	0	0%	
78			SR 535			WB	8	
			24	1784	0			
			NB			180		
		1189	0%	3%	0%	1808		
Notes: 15-Min Count Interval								

2016 Existing AM Raw Counts

	Cars	1167	8%	3%	3%	1798			
	Bicycles	0				0	SB	City:	
	Trucks	296				683	188	State:	
1790	EB	World Center Drive					90	0	1562
		7:30 AM							
		50	TEV: 5696	9	0.95	413		5%	
		320	2016	4	12	911		5%	
		181				238		3%	
551	WB	SR 535					1006		
		583					1335	498	
	NB						180		
		1102	1%	1%	3%	2416			
Notes: 15-Min Count Interval									

	Cars	1054	6%	4%	0%	2441			
	Bicycles	0				0	SB	City:	
	Trucks	48				1004	2	State:	
112	EB	International Drive					90	0	0
		7:00 AM							
		31	TEV: 3601	8	0.95	0		0%	
		0	2016	4	12	0		0%	
		42				0		0%	
73	WB	SR 535					2		
		64					2410	0	
	NB						180		
		1046	3%	2%	0%	2474			
Notes: 15-Min Count Interval									

	Cars	1125	6%	4%	4%	2364			
	Bicycles	0				0	SB	City:	
	Trucks	62				1018	45	State:	
92	EB	LBV Factory Stores Drive					90	0	70
		7:45 AM							
		34	TEV: 3564	7	0.93	49		8%	
		5	2016	4	12	3		0%	
		9				18		6%	
48	WB	SR 535					63		
		27					2281	13	
	NB						180		
		1045	4%	2%	8%	2321			
Notes: 15-Min Count Interval									

	Cars	1030	4%	4%	0%	2389			
	Bicycles	0				0	SB	City:	
	Trucks	106				924	0	State:	
119	EB	Polynesian Isle Boulevard					90	0	0
		7:15 AM							
		330	TEV: 3496	6	0.95	0		0%	
		0	2016	4	12	0		0%	
		64				0		0%	
394	WB	SR 535					0		
		13					2059	0	
	NB						180		
		988	8%	2%	0%	2072			
Notes: 15-Min Count Interval									

2016 Existing AM Raw Counts

Cars	963	↓ 7%	↘ 3%	↓ 0%	↗ 0%	↑ 2092	City: State:				
Bicycles	0					SB					
Trucks											
371	↔	EB	Poinciana Boulevard				90	↔ 244			
↘ 1%			7:15 AM					↘ 3%			
↘ 0%			TEV: 3201				5	0.95	25	↘ 20%	
↘ 6%			2016				4	12	40	↘ 5%	
944	↔	WB	SR 535					↔ 6			
			NB								
							47	1003	0	0	180
							732	↘ 9%	↗ 2%	↘ 0%	↑ 1050
Notes: 15-Min Count Interval											

Cars	711	↓ 0%	↘ 3%	↓ 3%	↗ 0%	↑ 1099	City: State:				
Bicycles	0					SB					
Trucks											
0	↔	EB	Osceola Parkway				90	↔ 0			
↘ 0%			7:00 AM					↘ 0%			
↘ 0%			TEV: 1811				4	0.95	0	↘ 0%	
↘ 0%			2016				4	12	0	↘ 0%	
1	↔	WB	SR 535					↔ 159			
			NB								
							0	1099	0	0	180
							553	↘ 0%	↗ 2%	↘ 0%	↑ 1099
Notes: 15-Min Count Interval											

Cars	587	↓ 4%	↘ 3%	↓ 0%	↗ 0%	↑ 1028	City: State:				
Bicycles	0					SB					
Trucks											
50	↔	EB	Calypso Cay Way				90	↔ 0			
↘ 0%			7:15 AM					↘ 0%			
↘ 0%			TEV: 1710				3	0.94	0	↘ 0%	
↘ 6%			2016				4	12	0	↘ 0%	
19	↔	WB	SR 535					↔ 52			
			NB								
							25	1028	51	0	180
							580	↘ 4%	↗ 3%	↘ 4%	↑ 1104
Notes: 15-Min Count Interval											

Cars	586	↓ 3%	↘ 3%	↓ 5%	↗ 0%	↑ 1071	City: State:				
Bicycles	0					SB					
Trucks											
47	↔	EB	Kyngs Heath Road				90	↔ 49			
↘ 11%			7:15 AM					↘ 12%			
↘ 0%			TEV: 1763				2	0.94	6	↘ 0%	
↘ 3%			2016				4	12	18	↘ 6%	
64	↔	WB	SR 535					↔ 81			
			NB								
							9	1018	37	0	180
							564	↘ 0%	↗ 2%	↘ 3%	↑ 1064
Notes: 15-Min Count Interval											

Cars	545	↓ 9%	↘ 0%	↓ 2%	↗ 0%	↑ 1031	City: State:				
Bicycles	0					SB					
Trucks											
1209	↔	EB	US 192				90	↔ 2097			
↘ 2%			7:15 AM					↘ 2%			
↘ 6%			TEV: 3389				1	0.95	1152	↘ 4%	
↘ 0%			2016				4	12	8	↘ 0%	
743	↔	WB	SR 535					↔ 1139			
			NB								
							2	0	2	0	180
							10	↘ 0%	↗ 0%	↘ 0%	↑ 4
Notes: 15-Min Count Interval											

2016 Existing AM Factored Counts

SF= 0.99

	Cars	1257	0%	5%	2%	2536	City: State:	
	Bicycles	0				0		
	Trucks	0				0		
5	EB	Vineland Avenue					90	412
		7:45 AM						
		313	TEV: 416B	13	0.96	328	3%	
		72	2016	4	12	84	0%	
		95					4%	
480		SR 535					WB	355
		5 1896 118						
	NB						180	
		1271	0%	2%	11%	2019		
Notes: 15-Min Count Interval								

Approach - Departure = -51 142 = Approach - Departure

	Cars	1220	11%	5%	0%	1877	City: State:	
	Bicycles	0				0		
	Trucks	63				39		
106	EB	Meadow Creek Drive					90	80
		7:30 AM						
		110	TEV: 3211	12	0.98	57	0%	
		2	2016	4	12	21	0%	
		43					0%	
154		SR 535					WB	47
		41 1710 6						
	NB						180	
		1181	2%	3%	17%	1756		
Notes: 15-Min Count Interval								

Approach - Departure = -3 -46 = Approach - Departure

	Cars	1178	8%	6%	0%	1802	City: State:	
	Bicycles	0				0		
	Trucks	98				54		
189	EB	Vistana Centre Drive					90	40
		7:45 AM						
		0	TEV: 3259	11	0.93	39	3%	
		0	2016	4	12	1	0%	
		140					0%	
140		SR 535					WB	102
		91 1763 48						
	NB						180	
		1166	10%	3%	0%	1902		
Notes: 15-Min Count Interval								

Approach - Departure = -20 110 = Approach - Departure

	Cars	1146	0%	6%	0%	1792	City: State:	
	Bicycles	0				0		
	Trucks	13				8		
37	EB	Vistana Drive					90	0
		7:45 AM						
		26	TEV: 3014	10	0.97	0	0%	
		0	2016	4	12	0	0%	
		51					0%	
77		SR 535					WB	8
		24 1766 0						
	NB						180	
		1177	0%	3%	0%	1790		
Notes: 15-Min Count Interval								

Approach - Departure = -22 10 = Approach - Departure

2016 Existing AM Factored Counts

	Cars	1155	8%	3%	3%	1780	City: State:
	Bicycles	0				SB	
	Trucks	293	676	186			
1772	EB	World Center Drive				90	1546
12%		50	7:30 AM		409	5%	
11%		317	TEV: 5639	9	0.95	902	5%
3%		179	2016	4	12	236	3%
545	270	SR 535				WB	996
		577	1322	493			
	NB					180	
	1091	1%	1%	3%	2392		
Notes: 15-Min Count Interval							

Approach - Departure = -48 -25 = Approach - Departure

	Cars	1043	6%	4%	0%	2417	City: State:
	Bicycles	0				SB	
	Trucks	48	994	2			
111	EB	International Drive				90	0
3%		31	7:00 AM		0	0%	
0%		0	TEV: 3565	8	0.95	0	0%
5%		42	2016	4	12	0	0%
72	270	SR 535				WB	2
		63	2386	0			
	NB					180	
	1036	3%	2%	0%	2449		
Notes: 15-Min Count Interval							

Approach - Departure = 78 109 = Approach - Departure

	Cars	1114	6%	4%	4%	2340	City: State:
	Bicycles	0				SB	
	Trucks	61	1008	45			
91	EB	LBV Factory Stores Drive				90	69
21%		34	7:45 AM		49	8%	
0%		5	TEV: 3528	7	0.93	3	0%
0%		9	2016	4	12	18	6%
48	270	SR 535				WB	62
		27	2258	13			
	NB					180	
	1035	4%	2%	8%	2298		
Notes: 15-Min Count Interval							

Approach - Departure = -15 -67 = Approach - Departure

	Cars	1020	4%	4%	0%	2365	City: State:
	Bicycles	0				SB	
	Trucks	105	915	0			
118	EB	Polynesian Isle Boulevard				90	0
2%		327	7:15 AM		0	0%	
0%		0	TEV: 3461	6	0.95	0	0%
13%		63	2016	4	12	0	0%
390	270	SR 535				WB	0
		13	2038	0			
	NB					180	
	978	8%	2%	0%	2051		
Notes: 15-Min Count Interval							

Approach - Departure = -25 -20 = Approach - Departure

2016 Existing AM Adjusted Counts

	Cars	1257	0%	5%	2%	2478	City: State:	
	Bicycles	0				SB		
	Trucks	0		1092	165			
5	EB	Kitterson & Associates, Inc. Vineland Avenue					90	412
		313	7:45 AM			328	3%	
		72	TEV: 4110	13	0.96	0	0%	
		95	2016	4	12	84	4%	
		480	SR 535			WB	355	
		0		5	1838	118		
		0	NB			180		
		1271	0%	2%	11%	1961		
		0	Notes: 15-Min Count Interval					

Approach - Departure = -51 80 = Approach - Departure

	Cars	1220	11%	5%	0%	1881	City: State:	
	Bicycles	0				SB		
	Trucks	63		1118	39			
106	EB	Kitterson & Associates, Inc. Meadow Creek Drive					90	81
		113	7:30 AM			58	0%	
		2	TEV: 3215	12	0.98	2	0%	
		43	2016	4	12	21	0%	
		157	SR 535			WB	47	
		3		41	1710	6		
		6	NB			180		
		1181	2%	3%	17%	1756		
		6	Notes: 15-Min Count Interval					

Approach - Departure = -3 -6 = Approach - Departure

	Cars	1178	8%	6%	0%	1762	City: State:	
	Bicycles	0				SB		
	Trucks	98		1026	54			
189	EB	Kitterson & Associates, Inc. Vistana Centre Drive					90	40
		0	7:45 AM			39	3%	
		0	TEV: 3215	11	0.93	0	0%	
		140	2016	4	12	1	0%	
		140	SR 535			WB	102	
		0		91	1723	48		
		1	NB			180		
		1166	10%	3%	0%	1862		
		9	Notes: 15-Min Count Interval					

Approach - Departure = -20 20 = Approach - Departure

	Cars	1146	0%	6%	0%	1842	City: State:	
	Bicycles	0				SB		
	Trucks	13		1126	8			
37	EB	Kitterson & Associates, Inc. Vistana Drive					90	0
		26	7:45 AM			0	0%	
		0	TEV: 3064	10	0.97	0	0%	
		51	2016	4	12	0	0%	
		77	SR 535			WB	8	
		0		24	1816	0		
		2	NB			180		
		1177	0%	3%	0%	1840		
		0	Notes: 15-Min Count Interval					

Approach - Departure = -5 60 = Approach - Departure

2016 Existing AM Adjusted Counts

	Cars	1172	8%	3%	3%	1780	City: State:
	Bicycles	0				SB	
	Trucks	293	693	186			
1772	EB	World Center Drive				90	1552
		50	7:30 AM		409	5%	
		317	TEV: 5666	9	0.95	902	5%
		183	2016	4	12	242	3%
549	WB	SR 535				996	
		0	577	1322	493		
		0	NB		180		
		0	1118	1%	1%	3%	2392
		0	Notes: 15-Min Count Interval				

Approach - Departure = 0 = Approach - Departure

	Cars	1118	6%	4%	0%	2392	City: State:
	Bicycles	0				SB	
	Trucks	48	1069	2			
111	EB	International Drive				90	0
		31	7:00 AM		0	0%	
		0	TEV: 3618	8	0.95	0	0%
		45	2016	4	12	0	0%
75	WB	SR 535				2	
		0	63	2361	0		
		0	NB		180		
		0	1114	3%	2%	0%	2424
		0	Notes: 15-Min Count Interval				

Approach - Departure = 0 = Approach - Departure

	Cars	1114	6%	4%	4%	2422	City: State:
	Bicycles	0				SB	
	Trucks	61	1008	45			
91	EB	LBV Factory Stores Drive				90	71
		36	7:45 AM		51	8%	
		5	TEV: 3610	7	0.93	3	0%
		9	2016	4	12	18	6%
50	WB	SR 535				62	
		0	27	2336	13		
		1	NB		180		
		3	1035	4%	2%	8%	2376
		0	Notes: 15-Min Count Interval				

Approach - Departure = -15 = Approach - Departure

	Cars	1020	4%	4%	0%	2365	City: State:
	Bicycles	0				SB	
	Trucks	105	915	0			
118	EB	Polynesian Isle Boulevard				90	0
		327	7:15 AM		0	0%	
		0	TEV: 3461	6	0.95	0	0%
		63	2016	4	12	0	0%
390	WB	SR 535				0	
		0	13	2038	0		
		0	NB		180		
		0	978	8%	2%	0%	2051
		0	Notes: 15-Min Count Interval				

Approach - Departure = -9 = Approach - Departure

2016 Existing AM Adjusted Counts

Cars	969	7%	3%	0%	2071	City: State:	
Bicycles	0				SB		
Trucks	296		667	6			
367	EB	Poinciana Boulevard				90	243
1%	901	7:15 AM				177	3%
0%	0	TEV: 3187	5	0.95	25	20%	
6%	35	2016	4	12	41	5%	
936	270	SR 535				WB	6
0	47	993	0				
5	NB					180	
0	743	9%	2%	0%	1040		
0	Notes: 15-Min Count Interval						

Approach - Departure = 0 = Approach - Departure

Cars	743	0%	3%	3%	1039	City: State:	
Bicycles	0				SB		
Trucks	0	585	157				
0	EB	Osceola Parkway				90	0
0%	0	7:00 AM				0	0%
0%	0	TEV: 1782	4	0.95	0	0%	
0%	0	2016	4	12	0	0%	
0	270	SR 535				WB	157
0	0	1039	0				
3	NB					180	
0	585	0%	2%	0%	1039		
0	Notes: 15-Min Count Interval						

Approach - Departure = 2 = Approach - Departure

Cars	587	4%	3%	0%	1039	City: State:	
Bicycles	0				SB		
Trucks	25	562	0				
50	EB	Calypso Cay Way				90	0
0%	0	7:15 AM				0	0%
0%	0	TEV: 1719	3	0.94	0	0%	
6%	18	2016	4	12	0	0%	
18	270	SR 535				WB	51
0	25	1039	50				
1	NB					180	
0	580	4%	3%	4%	1114		
0	Notes: 15-Min Count Interval						

Approach - Departure = 0 = Approach - Departure

Cars	580	3%	3%	5%	1114	City: State:	
Bicycles	0				SB		
Trucks	32	512	37				
47	EB	Kyngs Heath Road				90	49
11%	28	7:15 AM				25	12%
0%	7	TEV: 1799	2	0.94	6	0%	
3%	29	2016	4	12	18	6%	
63	270	SR 535				WB	80
3	9	1062	37				
3	NB					180	
2	558	0%	2%	3%	1107		
0	Notes: 15-Min Count Interval						

Approach - Departure = -19 = Approach - Departure

Cars	540	9%	0%	2%	1105	City: State:	
Bicycles	0				SB		
Trucks	54	0	485				
1197	EB	US 192				90	2153
2%	101	7:15 AM				1005	2%
6%	641	TEV: 3440	1	0.95	1140	4%	
0%	2	2016	4	12	8	0%	
743	270	SR 535				WB	1128
2	2	0	2				
5	NB					180	
21	10	0%	0%	0%	4		
0	Notes: 15-Min Count Interval						

2016 Existing AM Adjustments

	Cars	0												
	Bicycles	0	0									City:		
	Trucks	0	0	0	0	0	0	0	0	0	0	State:		
	EB	Kittelson & Associates, Inc. Vineland Avenue										90		0
		0	7:45 AM							0				
		0	TEV: -58	13	0.96	0	0	0	0	0				
		0	2016	4	12	0	0	0	0	0				
	WB	SR 535										WB		0
		0	-58	0										
	NB											0		180
		0												
		Notes: 15-Min Count Interval												

	Cars	0												
	Bicycles	0	0									City:		
	Trucks	0	0	0	0	0	0	0	0	0	0	State:		
	EB	Kittelson & Associates, Inc. Meadow Creek Drive										90		0
		3	7:30 AM							1				
		0	TEV: 4	12	0.98	0	0	0	0	0				
		0	2016	4	12	0	0	0	0	0				
	WB	SR 535										WB		0
		0	0	0	0	0	0	0	0	0	0			
	NB											0		180
		0												
		Notes: 15-Min Count Interval												

	Cars	0												
	Bicycles	0	0									City:		
	Trucks	0	0	0	0	0	0	0	0	0	0	State:		
	EB	Kittelson & Associates, Inc. Vistana Centre Drive										90		0
		0	7:45 AM							0				
		0	TEV: -40	11	0.93	0	0	0	0	0				
		0	2016	4	12	0	0	0	0	0				
	WB	SR 535										WB		0
		0	-40	0										
	NB											0		180
		0												
		Notes: 15-Min Count Interval												

	Cars	0												
	Bicycles	0	0									City:		
	Trucks	0	0	0	0	0	0	0	0	0	0	State:		
	EB	Kittelson & Associates, Inc. Vistana Drive										90		0
		0	7:45 AM							0				
		0	TEV: 50	10	0.97	0	0	0	0	0				
		0	2016	4	12	0	0	0	0	0				
	WB	SR 535										WB		0
		0	50	0										
	NB											0		180
		0												
		Notes: 15-Min Count Interval												

2016 Existing PM Raw Counts

Cars	1979	5%	1%	3%	1483	City:
Bicycles	0				SB	State:
Trucks		236	1459	284		
1155	EB	World Center Drive			90	1266
3%		108	4:15 PM		290	6%
4%		716	TEV: 6450	9	0.97	645
2%		524	2016	4	12	331
1348	270	SR 535			WB	1498
			274	1085	498	
	NB				180	
		2314	0%	2%	2%	1857
Notes: 15-Min Count Interval						

Cars	2296	5%	1%	0%	1870	City:
Bicycles	0				SB	State:
Trucks		58	2227	11		
126	EB	International Drive			90	0
0%		59	4:30 PM		0	0%
0%		0	TEV: 4375	8	0.97	0
1%		141	2016	4	12	0
200	270	SR 535			WB	11
			68	1811	0	
	NB				180	
		2368	4%	2%	0%	1879
Notes: 15-Min Count Interval						

Cars	2437	3%	1%	3%	1777	City:
Bicycles	0				SB	State:
Trucks		112	2220	105		
165	EB	LBV Factory Stores Drive			90	220
3%		34	4:45 PM		121	4%
0%		5	TEV: 4415	7	0.98	12
4%		24	2016	4	12	87
63	270	SR 535			WB	142
			41	1622	32	
	NB				180	
		2331	0%	1%	3%	1695
Notes: 15-Min Count Interval						

Cars	2312	0%	2%	0%	1804	City:
Bicycles	0				SB	State:
Trucks		291	2021	0		
369	EB	Polynesian Isle Boulevard			90	0
1%		326	4:15 PM		0	0%
0%		0	TEV: 4267	6	0.94	0
4%		73	2016	4	12	0
399	270	SR 535			WB	0
			78	1478	0	
	NB				180	
		2094	0%	2%	0%	1556
Notes: 15-Min Count Interval						

2016 Existing PM Raw Counts

	Cars	2106	↓ 2%	↓ 1%	↓ 0%	↓ 0%	↑ 1533	City: State:	
	Bicycles	0					SB		
	Trucks	727		1333		46			
853	EB	Poinciana Boulevard					90	0	332
		551	4:30 PM			210		2%	
		0	TEV: 3907	5	0.94	61		2%	
		81	2016	4	12	61		2%	
632	WB	SR 535					WB	46	
		65	772		0				
	NB						0	180	
		1475	↓ 2%	↑ 2%	↑ 0%	↑ 837			
Notes: 15-Min Count Interval									

	Cars	1458	↓ 0%	↓ 1%	↓ 3%	↓ 0%	↑ 870	City: State:	
	Bicycles	0					SB		
	Trucks	2		1139		317			
2	EB	Osceola Parkway					90	0	0
		0	4:15 PM			0		0%	
		0	TEV: 2325	4	0.98	0		0%	
		0	2016	4	12	0		0%	
0	WB	SR 535					WB	318	
		0	870		1				
	NB						0	180	
		1139	↓ 0%	↑ 2%	↑ 0%	↑ 871			
Notes: 15-Min Count Interval									

	Cars	1142	↓ 0%	↓ 1%	↓ 0%	↓ 0%	↑ 858	City: State:	
	Bicycles	0					SB		
	Trucks	23		1118		1			
41	EB	Calypso Cay Way					90	0	0
		2	4:15 PM			0		0%	
		0	TEV: 2141	3	0.96	0		0%	
		30	2016	4	12	0		0%	
32	WB	SR 535					WB	94	
		18	856		93				
	NB						0	180	
		1148	↓ 0%	↑ 2%	↑ 1%	↑ 967			
Notes: 15-Min Count Interval									

	Cars	1175	↓ 1%	↓ 2%	↓ 2%	↓ 0%	↑ 910	City: State:	
	Bicycles	0					SB		
	Trucks	68		1025		82			
105	EB	Kyns Heath Road					90	0	145
		72	4:00 PM			66		5%	
		18	TEV: 2283	2	0.97	14		0%	
		44	2016	4	12	65		5%	
134	WB	SR 535					WB	134	
		23	772		34				
	NB						0	180	
		1134	↓ 0%	↑ 2%	↑ 3%	↑ 829			
Notes: 15-Min Count Interval									

	Cars	1126	↓ 2%	↓ 0%	↓ 1%	↓ 0%	↑ 876	City: State:	
	Bicycles	0					SB		
	Trucks	167		0		959			
1187	EB	US 192					90	0	1780
		161	4:15 PM			714		2%	
		1310	TEV: 4395	1	0.90	1017		2%	
		15	2016	4	12	49		0%	
1486	WB	SR 535					WB	2272	
		3	1		3				
	NB						0	180	
		64	↓ 0%	↑ 0%	↑ 0%	↑ 7			
Notes: 15-Min Count Interval									

2016 Existing PM Factored Counts

SF= 0.99

	Cars	2288	0%	1%	0%	2664	City: State:	
	Bicycles	0				SB		
	Trucks	0			1797 491			
0	EB	Kutson & Associates, Inc.				Vineland Avenue	90	698
1%		681	4:45 PM		490	1%		
1%		305	TEV: 5969	13	0.94	0	0%	
3%		228	2016	4	12	208	1%	
1214			SR 535			WB	1072	
			0	1493	276			
			NB			180		
		2232	0%	2%	4%	1769		
Notes: 15-Min Count Interval								

Approach - Departure = -80 32 = Approach - Departure

	Cars	2152	4%	2%	0%	1737	City: State:	
	Bicycles	0				SB		
	Trucks	154			1897 101			
225	EB	Kutson & Associates, Inc.				Meadow Creek Drive	90	63
4%		212	4:30 PM		39	0%		
0%		13	TEV: 4085	12	0.94	3	0%	
4%		73	2016	4	12	22	0%	
298			SR 535			WB	131	
			67	1487	17			
			NB			180		
		1992	0%	2%	0%	1571		
Notes: 15-Min Count Interval								

Approach - Departure = -49 16 = Approach - Departure

	Cars	1943	0%	2%	0%	1555	City: State:	
	Bicycles	0				SB		
	Trucks	75			1800 68			
167	EB	Kutson & Associates, Inc.				Vistana Centre Drive	90	39
0%		0	4:30 PM		38	0%		
0%		0	TEV: 3787	11	0.92	0	0%	
4%		163	2016	4	12	1	0%	
163			SR 535			WB	100	
			92	1518	32			
			NB			180		
		1964	10%	2%	0%	1641		
Notes: 15-Min Count Interval								

Approach - Departure = -12 113 = Approach - Departure

	Cars	1952	0%	3%	0%	1529	City: State:	
	Bicycles	0				SB		
	Trucks	15			1923 15			
43	EB	Kutson & Associates, Inc.				Vistana Drive	90	0
0%		28	4:30 PM		0	0%		
0%		0	TEV: 3538	10	0.96	0	0%	
10%		30	2016	4	12	0	0%	
57			SR 535			WB	15	
			28	1501	0			
			NB			180		
		1952	18%	2%	0%	1529		
Notes: 15-Min Count Interval								

Approach - Departure = 7 60 = Approach - Departure

2016 Existing PM Adjusted Counts

	Cars	2288	0%	1%	0%	2664			
	Bicycles	0				0	City:		
	Trucks	0				1797	State:		
						491			
0	EB	Kitterson & Associates, Inc.					90	698	
Vineland Avenue									
4:45 PM									
1%	681	TEV: 5965	13	0.94	490	1%			
1%	305	2016	4	12	0	0%			
3%	228	SR 535					208	1%	
1214	270						WB	1072	
0	0						NB	180	
0	0	2232	0%	2%	4%	1769			
Notes: 15-Min Count Interval									

Approach - Departure = -30 32 = Approach - Departure

	Cars	2202	4%	2%	0%	1737			
	Bicycles	0				0	City:		
	Trucks	154				1947	State:		
						101			
225	EB	Kitterson & Associates, Inc.					90	63	
Meadow Creek Drive									
4:30 PM									
4%	212	TEV: 4135	12	0.94	39	0%			
0%	13	2016	4	12	3	0%			
4%	73	SR 535					22	0%	
298	270						WB	131	
3	3						NB	180	
6	6	2042	0%	2%	0%	1571			
Notes: 15-Min Count Interval									

Approach - Departure = -29 66 = Approach - Departure

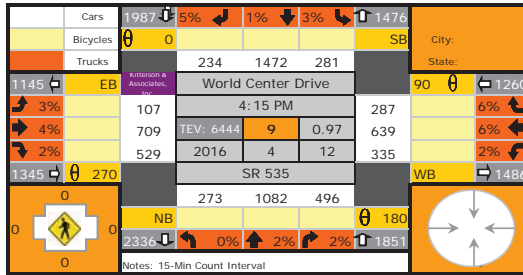
	Cars	2013	0%	2%	0%	1505			
	Bicycles	0				0	City:		
	Trucks	75				1870	State:		
						68			
167	EB	Kitterson & Associates, Inc.					90	38	
Vistana Centre Drive									
4:30 PM									
0%	0	TEV: 3806	11	0.92	38	0%			
0%	0	2016	4	12	0	0%			
4%	163	SR 535					0	0%	
163	270						WB	100	
0	0						NB	180	
1	9	2033	10%	2%	0%	1591			
Notes: 15-Min Count Interval									

Approach - Departure = -31 62 = Approach - Departure

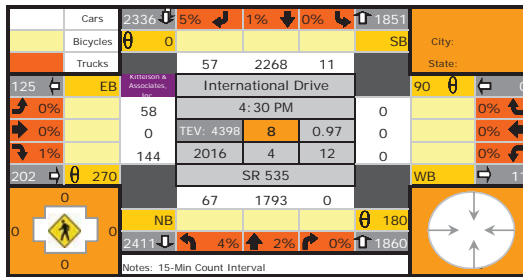
	Cars	2002	0%	3%	0%	1530			
	Bicycles	0				0	City:		
	Trucks	15				1973	State:		
						15			
43	EB	Kitterson & Associates, Inc.					90	0	
Vistana Drive									
4:30 PM									
0%	29	TEV: 3589	10	0.96	0	0%			
0%	0	2016	4	12	0	0%			
10%	30	SR 535					0	0%	
58	270						WB	15	
0	0						NB	180	
2	0	2002	18%	2%	0%	1529			
Notes: 15-Min Count Interval									

Approach - Departure = -15 52 = Approach - Departure

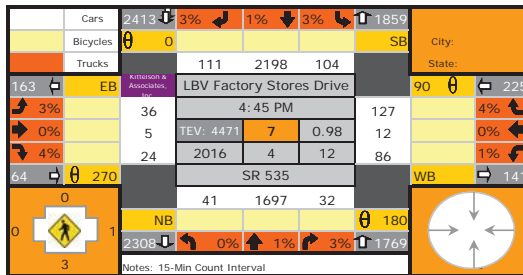
2016 Existing PM Adjusted Counts



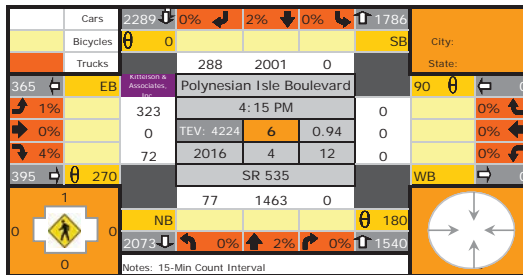
Approach - Departure = 0 = Approach - Departure



Approach - Departure = 1 = Approach - Departure



Approach - Departure = -19 = Approach - Departure



Approach - Departure = 21 = Approach - Departure

2016 Existing PM Adjusted Counts

	Cars	2094	↓ 2%	↓ 1%	↓ 0%	↓ 0%	↑ 1549			
	Bicycles	0						SB	City:	
	Trucks	720		1329		46		State:		
846	EB	Poinciana Boulevard						90	329	
		545	4:30 PM				208	2%		
		0	TEV: 3911	5	0.94	60	2%			
		81	2016	4	12	60	2%			
627	WB	SR 535						46		
		66	795	0						
5	NB							180		
		1470	↓ 2%	↑ 2%	↓ 0%	↑ 862				
		Notes: 15-Min Count Interval								

Approach - Departure = 0 = Approach - Departure

	Cars	1470	↓ 0%	↓ 1%	↓ 3%	↑ 861			
	Bicycles	0						SB	
	Trucks	2		1155		314		State:	
2	EB	Osceola Parkway						90	0
		0	4:15 PM				0	0%	
		0	TEV: 2333	4	0.98	0	0%		
		0	2016	4	12	0	0%		
0	WB	SR 535						315	
		0	861	1					
3	NB							180	
		1155	↓ 0%	↑ 2%	↓ 0%	↑ 862			
		Notes: 15-Min Count Interval							

Approach - Departure = 0 = Approach - Departure

	Cars	1155	↓ 0%	↓ 1%	↓ 0%	↑ 862			
	Bicycles	0						SB	
	Trucks	23		1132		0		State:	
41	EB	Calypso Cay Way						90	0
		0	4:15 PM				0	0%	
		0	TEV: 2158	3	0.96	0	0%		
		31	2016	4	12	0	0%		
31	WB	SR 535						92	
		18	862	92					
1	NB							180	
		1163	↓ 0%	↑ 2%	↓ 1%	↑ 972			
		Notes: 15-Min Count Interval							

Approach - Departure = 0 = 21 = Approach - Departure

	Cars	1162	↓ 1%	↓ 2%	↓ 2%	↑ 951			
	Bicycles	0						SB	
	Trucks	67		1014		81		State:	
104	EB	Kyngs Heath Road						90	148
		75	4:00 PM				69	5%	
		18	TEV: 2309	2	0.97	14	0%		
		44	2016	4	12	64	5%		
137	WB	SR 535						133	
		23	806	34					
3	NB							180	
		1122	↓ 0%	↑ 2%	↓ 3%	↑ 863			
		Notes: 15-Min Count Interval							

Approach - Departure = -7 = -5 = Approach - Departure

	Cars	1115	↓ 2%	↓ 0%	↓ 1%	↑ 867			
	Bicycles	0						SB	
	Trucks	165		0		949		State:	
1175	EB	US 192						90	1762
		159	4:15 PM				707	2%	
		1297	TEV: 4355	1	0.90	1007	2%		
		15	2016	4	12	49	0%		
1471	WB	SR 535						2249	
		3	1	3					
5	NB							180	
		63	↓ 0%	↑ 0%	↓ 0%	↑ 7			
		Notes: 15-Min Count Interval							

SIGNAL TIMING PLANS

Osceola County

US 192 @ Vineland - ASC/3 - 10.15.21.121 - Econolite Type - ASC3

**Time Base Action Plan
Action Plan (MM)5-2**

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 100

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxilliary Function																
---------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Osceola County

US 192 @ Vineland - ASC/3 - 10.15.21.121 - Econolite Type - ASC3

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
2	100	12:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	100	10:00 PM

Day Plan - 2

Event	Action Plan	Start Time
2	100	12:00 AM
3	1	6:00 AM
4	2	9:30 AM
5	3	2:30 PM
6	2	7:30 PM
7	100	10:30 PM

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

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

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

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

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

Osceola County

US 192 @ Vineland - ASC/3 - 10.15.21.121 - Econolite Type - ASC3

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	160	Std (COS)	111	Offsets in	Seconds
Offset Value	109s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	20	81	0	44	15	86	0	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	101s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	160	Std (COS)	211	Offsets in	Seconds
Offset Value	90s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	24	77	0	44	16	85	0	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	101s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	190	Std (COS)	311	Offsets in	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	23	71	0	77	16	78	0	19	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	190s	94s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	411	Offsets in	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	16	60	0	29	16	60	0	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	76s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls					X											
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	160	Std (COS)	511	Offsets in	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 5)	24	77	0	44	16	85	0	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	101s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Osceola County

US 192 @ Vineland - ASC/3 - 10.15.21.121 - Econolite Type - ASC3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	10	15	0	6	10	15	0	6	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	10	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	30	0	33	0	19	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	0.0	2.0	1.5	3.0	0.0	1.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	32	85	0	65	24	85	0	10	35	35	35	35	35	35	35	35
Max 2	22	81	0	72	13	72	0	13	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	0.0	4.8	4.8	4.8	0.0	3.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	2.0	2.0	2.0	0.0	3.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

Vineland @ Kyngs Heath - ASC/3 - 10.15.31.51 - Econolite Type - ASC3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxilliary Function																
---------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxiliary Function																
--------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Osceola County

Vineland @ Kyngs Heath - ASC/3 - 10.15.31.51 - Econolite Type - ASC3

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
2	100	12:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	6	2:00 PM
6	5	6:00 PM
7	100	10:00 PM

Day Plan - 2

Event	Action Plan	Start Time
2	100	12:00 AM
3	1	6:00 AM
4	2	9:30 AM
5	3	2:30 PM
6	2	7:30 PM
7	100	10:30 PM

Day Plan - 3

Event	Action Plan	Start Time
1	4	12:00 AM
2	100	2:00 AM
3	4	6:00 AM
4	5	9:00 AM
5	6	2:00 PM
6	5	6:30 PM
7	4	11:00 PM

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

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

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

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

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

Osceola County

Vineland @ Kyngs Heath - ASC/3 - 10.15.31.51 - Econolite Type - ASC3

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	160	Std (COS)	111	Offsets in	Seconds
Offset Value	141s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	15	67	0	20	15	67	0	58	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	82s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls					X											
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	160	Std (COS)	211	Offsets in	Seconds
Offset Value	131s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	20	60	0	59	20	60	0	21	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	80s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls					X											
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	190	Std (COS)	311	Offsets in	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	18	60	0	58	20	58	0	54	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	190s	78s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	411	Offsets in	Seconds
Offset Value	78s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	18	63	0	20	23	58	0	19	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	81s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	160	Std (COS)	511	Offsets in	Seconds
Offset Value	131s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 5)	15	67	0	58	15	67	0	20	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	160s	82s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls					X											
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	190	Std (COS)	611	Offsets in	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	20	91	0	59	20	91	0	20	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	190s	111s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit			X				X		X	X	X	X	X	X	X	X
Special Function Output																

Osceola County

Vineland @ Kyngs Heath - ASC/3 - 10.15.31.51 - Econolite Type - ASC3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	15	0	5	5	15	0	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	44	0	21	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	0.0	2.5	2.5	3.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	22	90	0	28	15	90	0	25	35	35	35	35	35	35	35	35
Max 2	20	120	0	20	15	120	0	20	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	0.0	3.7	4.8	4.8	0.0	3.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.3	2.0	2.0	0.0	2.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

Vineland @ Osceola - ASC/3 - 10.15.31.41 - Econolite Type - ASC3

Time Base Action Plan Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxiliary Function																
--------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Osceola County

Vineland @ Osceola - ASC/3 - 10.15.31.41 - Econolite Type - ASC3

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
2	100	12:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	6	2:00 PM
6	5	6:00 PM
7	100	10:00 PM

Day Plan - 2

Event	Action Plan	Start Time
2	100	12:00 AM
3	1	6:00 AM
4	2	9:30 AM
5	3	2:30 PM
6	2	7:30 PM
7	100	10:30 PM

Day Plan - 3

Event	Action Plan	Start Time
1	4	12:00 AM
2	100	2:00 AM
3	4	6:00 AM
4	5	9:00 AM
5	6	2:00 PM
6	5	6:30 PM
7	4	11:00 PM

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

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

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

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

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

Osceola County

Vineland @ Osceola - ASC/3 - 10.15.31.41 - Econolite Type - ASC3

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	80	Std (COS)	111	Offsets in	Seconds
Offset Value	22s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	22	58	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	80s	80s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X														
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	80	Std (COS)	211	Offsets in	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	23	57	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	80s	80s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X														
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	95	Std (COS)	311	Offsets in	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	25	70	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	95s	95s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X														
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	60	Std (COS)	411	Offsets in	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	22	38	0	0	0	60	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	60s	60s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	80	Std (COS)	511	Offsets in	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 5)	15	65	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	80s	80s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	95	Std (COS)	611	Offsets in	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	26	69	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	95s	95s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Osceola County

Vineland @ Osceola - ASC/3 - 10.15.31.41 - Econolite Type - ASC3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	12	0	0	0	0	0	0	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	70	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	26	70	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

Vineland @ Poinciana - ASC/3 - 10.15.31.31 - Econolite Type - ASC3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	3
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxilliary Function																
---------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	0	Sequence	3
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	0	Sequence	3
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	4
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	3
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	4
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 7

Pattern	7	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

Action Plan - 100

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function																
------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Auxilliary Function																
---------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Osceola County

Vineland @ Poinciana - ASC/3 - 10.15.31.31 - Econolite Type - ASC3

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
2	100	12:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	6	2:00 PM
6	5	6:00 PM
7	100	10:00 PM

Day Plan - 2

Event	Action Plan	Start Time
2	100	12:00 AM
3	1	6:00 AM
4	2	9:30 AM
5	3	2:30 PM
6	2	7:30 PM
7	100	10:30 PM

Day Plan - 3

Event	Action Plan	Start Time
1	4	12:00 AM
2	100	2:00 AM
3	4	6:00 AM
4	5	9:00 AM
5	6	2:00 PM
6	5	6:30 PM
7	4	11:00 PM

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

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

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

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

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

Osceola County

Vineland @ Poinciana - ASC/3 - 10.15.31.31 - Econolite Type - ASC3

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	160	Std (COS)	111	Offsets in	Seconds
Offset Value	135s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	3		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	15	65	56	24	16	64	17	63	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	160	Std (COS)	211	Offsets in	Seconds
Offset Value	129s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	3		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	16	76	42	26	18	74	17	51	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	190	Std (COS)	311	Offsets in	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	3		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	16	109	41	24	16	109	18	47	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	190s	190s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	411	Offsets in	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	4		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	15	63	25	17	17	61	17	25	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls	X															
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	160	Std (COS)	511	Offsets in	Seconds
Offset Value	129s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	3		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 5)	15	77	45	23	15	77	19	49	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	190	Std (COS)	611	Offsets in	Seconds
Offset Value	52s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	4		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	18	106	45	21	20	104	22	44	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	190s	190s	0s	0s

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

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls	X															
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Osceola County

Vineland @ Poinciana - ASC/3 - 10.15.31.31 - Econolite Type - ASC3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	15	5	5	10	15	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	2.5	2.0	2.0	3.0	2.5	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	40	90	45	45	35	90	35	45	35	35	35	35	35	35	35	35
Max 2	40	80	40	78	20	80	20	76	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	5.5	4.4	4.4	5.5	5.5	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.1	3.1	2.0	2.0	2.5	3.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.15.31.21 - Econolite Type - ASC3

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
2	100	12:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	6	2:00 PM
6	5	6:00 PM
7	100	10:00 PM

Day Plan - 2

Event	Action Plan	Start Time
2	100	12:00 AM
3	1	6:00 AM
4	2	9:30 AM
5	3	2:30 PM
6	2	7:30 PM
7	100	10:30 PM

Day Plan - 3

Event	Action Plan	Start Time
1	4	12:00 AM
2	100	2:00 AM
3	4	7:00 AM
4	5	9:30 AM
5	6	2:00 PM
6	5	6:00 PM
7	4	11:00 PM

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

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

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

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

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

Consultant Timing

CDI 12-16-14 DR

ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET															
Intersection: SR 535 & LBV Factory Store Dr				Intersection 12			Node 433								
Equipment: Siemens M50				Date: 1/27/2014			Address:								
BASIC TIMING															
Phase	1	2	3	4	5	6	7	8							
Direction	SBL	NB		EB	NBL	SB		WB							
Min Green (sec)	5	15		5	5	15		5							
Vehicle Gap (sec)	1.5	3.0		3.0	1.5	3.0		3.0							
Max Green 1 (sec)	20	50		25	20	50		25							
Max Green 2 (sec)	20	140		18	15	140		18							
Yellow (sec)	5.5	5.6		4.2	5.6	5.5		3.4							
All-Red (sec)	3.3	2.0		3.9	3.4	2.0		3.9							
Walk (sec)		7		7		7									
Flash Don't Walk (sec)		24		43		24									
Min Split (sec)	14	39		59	14	39		12							
Recall/Memory	LK	SF/LK		NL	LK	SF/LK		NL							
Detector Delay (sec)															
Detector Switching															
Dual Entry		Y		Y		Y		Y							
Overlap															
Flash	4-Section	Y		R	4-Section	Y		R							
Speed (mph)	55	55		35	55	55		25							
Approach Grades (%)	-0.3%	-0.5%		-1.8%	-0.5%	-0.3%		-0.9%							
Veh Traversed Distance (ft)	136	103		154	140	89		158							
Ped Crossing Distance (ft)		84		149		82									
Ped Clearance (sec)		24		43		24									
Ped Clearance to far curb (sec)		34		54		30									
COORDINATION PLANS															
Coordination Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern						
Cycle	160	160	190	120	160	190	1	0:00	4/1/1						
Split 1	15	20	27	22	20	24	1	2:00	FREE						
Split 2	86	81	104	79	118	107	1	7:00	4/1/1						
Split 3	0	0	0	0	0	0	1	9:30	2/2/2						
Split 4	59	59	59	19	22	59	1	14:00	3/3/3						
Split 5	15	15	15	16	15	18	1	18:00	2/2/2						
Split 6	86	86	116	85	123	113	1	22:00	4/1/1						
Split 7	0	0	0	0	0	0	2	0:00	4/1/1						
Split 8	59	59	59	19	22	59	2	1:00	FREE						
Offset	115	99	40	67	113	45	2	6:00	1/1/1						
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	2	9:30	2/1/1						
Source Day	Equatè 1	Equatè 2	Equatè 3	Equatè 4	Equatè 5		2	14:30	3/1/1						
(Sunday) 1							2	19:30	2/1/1						
(Monday) 2	3	4	5	6			2	22:30	4/1/1						
(Saturday) 7							7	0:00	4/1/1						
							7	2:00	FREE						
							7	6:00	4/1/1						
							7	9:00	2/2/2						
							7	14:00	3/3/3						
							7	18:30	2/2/2						
							7	23:00	4/1/1						
Notes:															
1 Max II during Coordination															
2 Fixed force-offs															
3 Offset referenced to begin of first thru movement green															
4 Program Yield mode															
5. Phase 1 and Phase 5 operates as protected turn only															
6. Phase 1 and Phase 5 flashes red during conflict flash															
7. Phase 4 All Red changed from 2.4 sec to 3.9 sec to match Phase 8.															
							All Plans <table style="margin: auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">1</td> <td style="border: 1px solid black; padding: 2px;">2</td> <td style="border: 1px solid black; padding: 2px;">4</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">5</td> <td style="border: 1px solid black; padding: 2px;">6</td> <td style="border: 1px solid black; padding: 2px;">8</td> </tr> </table>			1	2	4	5	6	8
1	2	4													
5	6	8													

Consultant Timing

CDI 12-15-14 R

ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET																														
Intersection: SR 535 & SR 536/World Center Dr					Intersection 13		Node 233																							
Equipment: Siemens M50					Date: 1/27/2014		Address:																							
BASIC TIMING																														
Phase	1	2	3	4	5	6	7	8																						
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB																						
Min Green (sec)	5	15	5	15	5	15	5	15																						
Vehicle Gap (sec)	3.0	3.0	3.0	3.0	1.5	3.0	1.5	3.0																						
Max Green 1 (sec)	20	60	25	75	35	45	50	50																						
Max Green 2 (sec)	30	60	25	90	33	90	35	90																						
Yellow (sec)	5.5	4.8	5.6	5.6	4.8	5.5	5.6	5.6																						
All-Red (sec)	3.3	3.2	6.0	2.0	3.2	2.2	6.0	2.0																						
Walk (sec)																														
Flash Don't Walk (sec)																														
Min Split (sec)	14	23	17	23	13	23	17	23																						
Recall/Memory	LK	SF/LK	LK	LK	LK	SF/LK	LK	LK																						
Detector Delay (sec)																														
Detector Switching																														
Dual Entry		Y		Y		Y		Y																						
Overlap						C	C																							
Flash	R	R	R	R	R	R	R	R																						
Speed (mph)	55	45	55	55	45	55	55	55																						
Approach Grades (%)	-0.1%	-0.5%	-0.5%	-0.9%	-0.5%	-0.1%	-0.9%	-0.5%																						
Veh Traversed Distance (ft)	136	252	240	151	132	235	236	173																						
Ped Crossing Distance (ft)																														
Ped Clearance (sec)																														
Ped Clearance to far curb (sec)																														
COORDINATION PLANS																														
Coordination Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern																					
Cycle	160	160	190	120	160	190	1	0:00	4/1/1																					
Split 1	17	30	33	15	18	36	1	2:00	FREE																					
Split 2	57	37	55	38	48	55	1	7:00	4/1/1																					
Split 3	23	24	33	20	22	31	1	9:30	2/2/2																					
Split 4	63	69	69	47	72	68	1	14:00	3/3/3																					
Split 5	31	30	38	20	27	35	1	18:00	2/2/2																					
Split 6	43	37	50	33	39	56	1	22:00	4/1/1																					
Split 7	44	33	30	24	31	31	2	0:00	4/1/1																					
Split 8	42	60	72	43	63	68	2	1:00	FREE																					
Offset	140	84	67	4	126	51	2	6:00	1/1/1																					
Lagging Phases	0/0/0/7	0/0/0/7	0/0/0/7	0/3/0/0	0/0/0/7	0/0/0/7	2	9:30	2/1/1																					
Source Day	Equatè 1	Equatè 2	Equatè 3	Equatè 4	Equatè 5		2	14:30	3/1/1																					
(Sunday) 1							2	19:30	2/1/1																					
(Monday) 2	3	4	5	6			2	22:30	4/1/1																					
(Saturday) 7							7	0:00	4/1/1																					
							7	2:00	FREE																					
							7	6:00	4/1/1																					
							7	9:00	2/2/2																					
							7	14:00	3/3/3																					
							7	18:30	2/2/2																					
							7	23:00	4/1/1																					
Notes:																														
1	Max II during Coordination																													
2	Fixed force-offs																													
3	Max recall phase 7 for AM MD PM Sat Pk & Sat Off Pk plans																													
4	Max recall phase 3 for NT plan																													
4	Offset referenced to begin of first thru movement green phases 4 & 8																													
5	Program Yield mode																													
6	OLC = EBR																													
7	Phase 2 and 6 on max recall during coord																													
							AM MD PM Sat Pk & Sat Off Pk plans <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="border: 1px solid black;">1</td> <td style="border: 1px solid black;">2</td> <td style="border: 1px solid black;">3</td> <td style="border: 1px solid black;">4</td> </tr> <tr> <td style="border: 1px solid black;">5</td> <td style="border: 1px solid black;">6</td> <td style="border: 1px solid black;">8</td> <td style="border: 1px solid black;">7</td> </tr> <tr> <td colspan="4" style="text-align: center;">NT plan</td> </tr> <tr> <td style="border: 1px solid black;">1</td> <td style="border: 1px solid black;">2</td> <td style="border: 1px solid black;">4</td> <td style="border: 1px solid black;">3</td> </tr> <tr> <td style="border: 1px solid black;">5</td> <td style="border: 1px solid black;">6</td> <td style="border: 1px solid black;">7</td> <td style="border: 1px solid black;">8</td> </tr> </table>				1	2	3	4	5	6	8	7	NT plan				1	2	4	3	5	6	7	8
1	2	3	4																											
5	6	8	7																											
NT plan																														
1	2	4	3																											
5	6	7	8																											

Consultant Timing

CDI 12-12-14 DR

ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET									
Intersection: SR 535 & Meadow Creek Dr/Lake Vining Dr					Intersection 14		Node 511		
Equipment: Siemens M50					Date: 1/27/2014		Address:		
BASIC TIMING									
Phase	1	2	3	4	5	6	7	8	
Direction	NBL	SB		WB/EB	SBL	NB			
Min Green (sec)	5	15		5	5	15			
Vehicle Gap (sec)	3.0	3.0		2.3	2.3	1.8			
Max Green 1 (sec)	15	45		15	15	45			
Max Green 2 (sec)	20	120		12	20	120			
Yellow (sec)	5.5	4.9		4.0	4.9	5.5			
All-Red (sec)	2.8	2.0		2.5	2.9	2.0			
Walk (sec)		7		7		7			
Flash Don't Walk (sec)		25		36		32			
Min Split (sec)	13	39		50	13	47			
Recall/Memory	NL	SF/LK		NL	NL	SF/LK			
Detector Delay (sec)									
Detector Switching									
Dual Entry		Y				Y			
Overlap									
Flash	R	Y		R	R	Y			
Speed (mph)	55	45		30	45	55			
Approach Grades (%)	0.3%	-1.0%		-3.7%	-1.0%	0.3%			
Veh Traversed Distance (ft)	116	103		131	122	114			
Ped Crossing Distance (ft)		87		125		110			
Ped Clearance (sec)		25		36		32			
Ped Clearance to far curb (sec)		34		45		42			
COORDINATION PLANS									
Coordination Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	190	120	160	190	1	0:00	4/1/1
Split 1	21	20	24	21	24	22	1	2:00	FREE
Split 2	86	90	116	76	86	118	1	7:00	4/1/1
Split 3	0	0	0	0	0	0	1	9:30	2/2/2
Split 4	53	50	50	23	50	50	1	14:00	3/3/3
Split 5	21	20	24	22	22	24	1	18:00	2/2/2
Split 6	86	90	116	75	88	116	1	22:00	4/1/1
Split 7	0	0	0	0	0	0	2	0:00	4/1/1
Split 8	0	0	0	0	0	0	2	1:00	FREE
Offset	65	5	167	71	52	167	2	6:00	1/1/1
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	2	9:30	2/1/1
Source Day	Equat 1	Equat 2	Equat 3	Equat 4	Equat 5		2	14:30	3/1/1
(Sunday) 1							2	19:30	2/1/1
(Monday) 2	3	4	5	6			2	22:30	4/1/1
(Saturday) 7							7	0:00	4/1/1
							7	2:00	FREE
							7	6:00	4/1/1
							7	9:00	2/2/2
							7	14:00	3/3/3
							7	18:30	2/2/2
							7	23:00	4/1/1
Notes:									
1 Max II during Coordination									
2 Fixed force-offs									
3 Max recall phase 1 for PM plan									
4 Offset referenced to begin of first thru movement green									
5 Program Yield mode									
							All plans		
		1		2		3			
		5		6		7			

Consultant Timing






























CDI 12/17/14 DR

ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET									
Intersection: SR 535 & Vineland Ave/ I-4 EB Off Ramp					Intersection 15		Node 513		
Equipment: Siemens M50					Date: 1/27/2014		Address:		
BASIC TIMING									
Phase	1	2	3	4	5	6	7	8	
Direction	SBL	NB	WB	EB					
Min Green (sec)	10	15	5	5					
Vehicle Gap (sec)	3.0	3.0	2.3	2.3					
Max Green 1 (sec)	20	50	30	40					
Max Green 2 (sec)	44	73	30	40					
Yellow (sec)	4.8	4.8	4.1	3.4					
All-Red (sec)	3.0	2.0	3.2	4.2					
Walk (sec)		7							
Flash Don't Walk (sec)		16							
Min Split (sec)	18	30	12	13					
Recall/Memory	SF/NL	SF/LK	NL	NL					
Detector Delay (sec)	CD 2								
Detector Switching									
Dual Entry									
Overlap	C	C	D	D					
Flash	R	Y	R	R					
Speed (mph)	45	45	35	25					
Approach Grades (%)	-0.4%	0.0%	-1.2%	-1.2%					
Veh Traversed Distance (ft)	127	133	131	170					
Ped Crossing Distance (ft)		54							
Ped Clearance (sec)		16							
Ped Clearance to far curb (sec)		23							
COORDINATION PLANS									
Coordination Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	190	120	160	190	1	0:00	4/1/1
Split 1	29	42	44	28	42	40	1	2:00	FREE
Split 2	87	75	73	57	67	87	1	7:00	4/1/1
Split 3	25	20	40	19	26	29	1	9:30	2/2/2
Split 4	19	23	33	16	25	34	1	14:00	3/3/3
Split 5	0	0	0	0	0	0	1	18:00	2/2/2
Split 6	0	0	0	0	0	0	1	22:00	4/1/1
Split 7	0	0	0	0	0	0	2	0:00	4/1/1
Split 8	0	0	0	0	0	0	2	1:00	FREE
Offset	48	33	24	68	94	182	2	6:00	1/1/1
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	0/0/0/0	2	9:30	2/1/1
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5		2	14:30	3/1/1
(Sunday) 1							2	19:30	2/1/1
(Monday) 2	3	4	5	6			2	22:30	4/1/1
(Saturday) 7							7	0:00	4/1/1
							7	2:00	FREE
							7	6:00	4/1/1
							7	9:00	2/2/2
							7	14:00	3/3/3
							7	18:30	2/2/2
							7	23:00	4/1/1
Notes:							All plans		
1 Max II during Coordination							1 2 3 4		
2 Fixed force-offs									
3 Offset referenced to begin of first thru movement green									
4 Program Yield mode									
5. OLC = SB, OLD = EBL									
6. NBR connected to Phase 3									

HCM 2010 INTERSECTION REPORTS (EXISTING CONDITIONS)
























HCM 2010 Signalized Intersection Summary
 1: SR 535 & US 192

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  						 	
Traffic Volume (veh/h)	101	641	2	8	1140	1005	2	0	2	485	0	54
Future Volume (veh/h)	101	641	2	8	1140	1005	2	0	2	485	0	54
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1793	1900	1900	1827	1863	1900	1900	1900	1863	1863	1743
Adj Flow Rate, veh/h	106	675	2	8	1200	0	2	0	2	511	0	57
Adj No. of Lanes	2	3	0	1	3	1	1	1	0	2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	0	4	2	0	0	0	2	0	9
Cap, veh/h	213	3051	9	93	2967	942	11	0	9	591	0	489
Arrive On Green	0.06	0.61	0.61	0.05	0.59	0.00	0.01	0.00	0.01	0.17	0.00	0.17
Sat Flow, veh/h	3442	5038	15	1810	4988	1583	1810	0	1550	3548	0	2937
Grp Volume(v), veh/h	106	437	240	8	1200	0	2	0	2	511	0	57
Grp Sat Flow(s),veh/h/ln	1721	1631	1790	1810	1663	1583	1810	0	1550	1774	0	1468
Q Serve(g_s), s	4.8	9.8	9.8	0.7	20.5	0.0	0.2	0.0	0.2	22.4	0.0	2.6
Cycle Q Clear(g_c), s	4.8	9.8	9.8	0.7	20.5	0.0	0.2	0.0	0.2	22.4	0.0	2.6
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	1976	1084	93	2967	942	11	0	9	591	0	489
V/C Ratio(X)	0.50	0.22	0.22	0.09	0.40	0.00	0.18	0.00	0.21	0.87	0.00	0.12
Avail Cap(c_a), veh/h	284	1976	1084	93	2967	942	92	0	78	825	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.99	0.00	0.99
Uniform Delay (d), s/veh	72.6	14.4	14.4	72.3	17.3	0.0	79.1	0.0	79.1	64.9	0.0	56.7
Incr Delay (d2), s/veh	0.7	0.3	0.5	1.8	0.4	0.0	2.9	0.0	4.0	5.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.4	4.9	0.4	9.6	0.0	0.1	0.0	0.1	11.4	0.0	1.1
LnGrp Delay(d),s/veh	73.3	14.6	14.8	74.2	17.7	0.0	82.0	0.0	83.2	70.3	0.0	56.7
LnGrp LOS	E	B	B	E	B		F		F	E		E
Approach Vol, veh/h		783			1208			4				568
Approach Delay, s/veh		22.6			18.1			82.6				68.9
Approach LOS		C			B			F				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	102.0		33.4	15.0	103.7		7.9				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.9				
Max Green Setting (Gmax), s	13.2	74.2		37.2	8.2	79.2		8.1				
Max Q Clear Time (g_c+I1), s	6.8	22.5		24.4	2.7	11.8		2.2				
Green Ext Time (p_c), s	0.1	18.7		0.9	0.0	19.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				30.8								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary
2: SR 535 & Kyngs Heath Rd

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	7	29	18	6	25	9	1062	37	37	512	32
Future Volume (veh/h)	28	7	29	18	6	25	9	1062	37	37	512	32
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1712	1855	1900	1792	1841	1696	1900	1863	1845	1810	1845	1845
Adj Flow Rate, veh/h	30	7	31	12	15	27	10	1130	39	39	545	34
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	0	0	6	0	12	0	2	3	5	3	3
Cap, veh/h	85	15	68	58	63	48	20	2530	1119	50	2567	1146
Arrive On Green	0.05	0.05	0.05	0.03	0.03	0.03	0.02	1.00	1.00	0.03	0.73	0.73
Sat Flow, veh/h	1630	294	1303	1707	1841	1404	1810	3539	1565	1723	3505	1565
Grp Volume(v), veh/h	30	0	38	12	15	27	10	1130	39	39	545	34
Grp Sat Flow(s),veh/h/ln	1630	0	1598	1707	1841	1404	1810	1770	1565	1723	1752	1565
Q Serve(g_s), s	2.8	0.0	3.7	1.1	1.3	3.0	0.9	0.0	0.0	3.6	7.9	1.0
Cycle Q Clear(g_c), s	2.8	0.0	3.7	1.1	1.3	3.0	0.9	0.0	0.0	3.6	7.9	1.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	83	58	63	48	20	2530	1119	50	2567	1146
V/C Ratio(X)	0.35	0.00	0.46	0.21	0.24	0.56	0.49	0.45	0.03	0.78	0.21	0.03
Avail Cap(c_a), veh/h	479	0	469	181	196	149	57	2530	1119	88	2567	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.2	0.0	73.6	75.2	75.3	76.1	77.8	0.0	0.0	77.2	6.8	5.9
Incr Delay (d2), s/veh	1.8	0.0	2.9	1.3	1.4	7.5	7.4	0.3	0.0	17.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.7	0.5	0.7	1.3	0.5	0.1	0.0	2.0	3.9	0.4
LnGrp Delay(d),s/veh	75.0	0.0	76.5	76.5	76.7	83.6	85.2	0.3	0.0	95.1	7.0	5.9
LnGrp LOS	E		E	E	E	F	F	A	A	F	A	A
Approach Vol, veh/h		68			54			1179			618	
Approach Delay, s/veh		75.8			80.1			1.0			12.5	
Approach LOS		E			F			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	124.0		12.4	11.4	121.2		15.0				
Change Period (Y+Rc), s	6.8	6.8		7.0	6.8	6.8		6.6				
Max Green Setting (Gmax), s	5.0	63.8		17.0	8.2	60.6		47.0				
Max Q Clear Time (g_c+I1), s	2.9	9.9		5.0	5.6	2.0		5.7				
Green Ext Time (p_c), s	0.0	16.9		0.1	0.0	17.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									
Notes												

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑				↑	↑↑	↑		↑↑	↑
Traffic Vol, veh/h	0	0	18	0	0	0	25	1039	50	0	562	25
Future Vol, veh/h	0	0	18	0	0	0	25	1039	50	0	562	25
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Free
Storage Length	-	-	0	-	-	-	300	-	435	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	6	0	0	0	4	3	4	0	3	4
Mvmt Flow	0	0	19	0	0	0	27	1105	53	0	598	27







Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	300	599	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	4.18	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	2.24	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	684	960	-	-	0	-	0
Stage 1	0	0	-	-	-	-	0	-	0
Stage 2	0	0	-	-	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	683	960	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	960	-	-	683	-
HCM Lane V/C Ratio	0.028	-	-	0.028	-
HCM Control Delay (s)	8.9	-	-	10.4	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-






















HCM 2010 Signalized Intersection Summary
 4: SR 535 & Osceola Parkway

8/2/2016

												
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations			↑↑		↑↑	↑↑↑						
Traffic Volume (veh/h)	0	0	1039	0	157	585						
Future Volume (veh/h)	0	0	1039	0	157	585						
Number			2	12	1	6						
Initial Q (Qb), veh			0	0	0	0						
Ped-Bike Adj(A_pbT)				1.00	1.00							
Parking Bus, Adj			1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln			1863	0	1845	1845						
Adj Flow Rate, veh/h			1094	0	165	616						
Adj No. of Lanes			2	0	2	3						
Peak Hour Factor			0.95	0.95	0.95	0.95						
Percent Heavy Veh, %			2	0	3	3						
Cap, veh/h			2655	0	243	4608						
Arrive On Green			0.75	0.00	0.14	1.00						
Sat Flow, veh/h			3725	0	3408	5202						
Grp Volume(v), veh/h			1094	0	165	616						
Grp Sat Flow(s),veh/h/ln			1770	0	1704	1679						
Q Serve(g_s), s			8.9	0.0	3.7	0.0						
Cycle Q Clear(g_c), s			8.9	0.0	3.7	0.0						
Prop In Lane				0.00	1.00							
Lane Grp Cap(c), veh/h			2655	0	243	4608						
V/C Ratio(X)			0.41	0.00	0.68	0.13						
Avail Cap(c_a), veh/h			2655	0	618	4847						
HCM Platoon Ratio			1.00	1.00	2.00	2.00						
Upstream Filter(I)			1.00	0.00	0.81	0.81						
Uniform Delay (d), s/veh			3.6	0.0	33.4	0.0						
Incr Delay (d2), s/veh			0.5	0.0	1.0	0.0						
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln			4.4	0.0	1.7	0.0						
LnGrp Delay(d),s/veh			4.1	0.0	34.5	0.0						
LnGrp LOS			A		C	A						
Approach Vol, veh/h			1094			781						
Approach Delay, s/veh			4.1			7.3						
Approach LOS			A			A						
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	13.2	66.8				80.0						
Change Period (Y+Rc), s	7.5	6.8				* 6.8						
Max Green Setting (Gmax), s	14.5	51.2				* 77						
Max Q Clear Time (g_c+I1), s	5.7	10.9				2.0						
Green Ext Time (p_c), s	0.2	19.8				16.3						
Intersection Summary												
HCM 2010 Ctrl Delay			5.4									
HCM 2010 LOS			A									
Notes												


















HCM 2010 Signalized Intersection Summary
5: SR 535 & N Poinciana Blvd

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	901	0	35	41	25	177	47	993	0	6	667	296
Future Volume (veh/h)	901	0	35	41	25	177	47	993	0	6	667	296
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	0	1792	1810	1808	1900	1743	1863	1900	1900	1823	1900
Adj Flow Rate, veh/h	948	0	37	43	26	186	49	1045	0	6	702	312
Adj No. of Lanes	2	0	2	1	2	0	2	2	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	6	5	20	20	9	2	2	0	3	3
Cap, veh/h	1003	0	0	751	177	158	151	1324	0	96	1288	565
Arrive On Green	0.29	0.00	0.00	0.44	0.10	0.10	0.02	0.12	0.00	0.11	0.76	0.76
Sat Flow, veh/h	3476	948		1723	1718	1537	3221	3632	0	1810	3387	1485
Grp Volume(v), veh/h	948	71.1		43	26	186	49	1045	0	6	688	326
Grp Sat Flow(s),veh/h/ln	1738	E		1723	1718	1537	1610	1770	0	1810	1659	1554
Q Serve(g_s), s	42.7			2.3	2.2	16.5	2.4	45.9	0.0	0.5	13.6	13.9
Cycle Q Clear(g_c), s	42.7			2.3	2.2	16.5	2.4	45.9	0.0	0.5	13.6	13.9
Prop In Lane	1.00			1.00		1.00	1.00		0.00	1.00		0.96
Lane Grp Cap(c), veh/h	1003			751	177	158	151	1324	0	96	1262	591
V/C Ratio(X)	0.95			0.06	0.15	1.17	0.32	0.79	0.00	0.06	0.54	0.55
Avail Cap(c_a), veh/h	1075			751	177	158	151	1324	0	96	1262	591
HCM Platoon Ratio	1.00			1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00			1.00	1.00	1.00	0.90	0.90	0.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	55.7			26.1	65.3	71.8	76.3	64.0	0.0	67.9	13.5	13.5
Incr Delay (d2), s/veh	15.4			0.0	0.1	125.8	5.1	4.4	0.0	1.2	1.7	3.6
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7			1.1	1.1	12.5	1.2	23.3	0.0	0.3	6.4	6.4
LnGrp Delay(d),s/veh	71.1			26.1	65.5	197.5	81.4	68.4	0.0	69.1	15.1	17.1
LnGrp LOS	E			C	E	F	F	E		E	B	B
Approach Vol, veh/h					255			1094			1020	
Approach Delay, s/veh					155.2			69.0			16.1	
Approach LOS					F			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7					
Phs Duration (G+Y+Rc), s	15.0	68.3	52.7	24.0	16.0	67.3	76.7					
Change Period (Y+Rc), s	7.5	7.5	6.5	7.5	7.5	7.5	6.9					
Max Green Setting (Gmax), s	7.5	57.5	49.5	16.5	8.5	56.5	10.1					
Max Q Clear Time (g_c+I1), s	4.4	15.9	44.7	18.5	2.5	47.9	4.3					
Green Ext Time (p_c), s	0.0	19.5	1.5	0.0	0.0	6.7	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			59.9									
HCM 2010 LOS			E									























HCM 2010 Signalized Intersection Summary
6: SR 535 & Polynesian Isle Blvd

8/2/2016

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 		 	 	  			
Traffic Volume (veh/h)	327	63	13	2038	915	105		
Future Volume (veh/h)	327	63	13	2038	915	105		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1681	1759	1863	1827	1827		
Adj Flow Rate, veh/h	344	66	14	2145	963	111		
Adj No. of Lanes	2	1	2	2	3	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	13	8	2	4	4		
Cap, veh/h	393	163	47	2824	3673	1144		
Arrive On Green	0.11	0.11	0.03	1.00	0.98	0.98		
Sat Flow, veh/h	3442	1429	3250	3632	5152	1553		
Grp Volume(v), veh/h	344	66	14	2145	963	111		
Grp Sat Flow(s),veh/h/ln	1721	1429	1625	1770	1663	1553		
Q Serve(g_s), s	15.7	6.9	0.7	0.0	0.9	0.3		
Cycle Q Clear(g_c), s	15.7	6.9	0.7	0.0	0.9	0.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	393	163	47	2824	3673	1144		
V/C Ratio(X)	0.88	0.40	0.30	0.76	0.26	0.10		
Avail Cap(c_a), veh/h	546	227	254	2824	3673	1144		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33		
Upstream Filter(I)	1.00	1.00	0.35	0.35	0.93	0.93		
Uniform Delay (d), s/veh	69.8	65.8	76.9	0.0	0.4	0.4		
Incr Delay (d2), s/veh	8.9	0.6	0.5	0.7	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.0	5.5	0.3	0.3	0.3	0.2		
LnGrp Delay(d),s/veh	78.7	66.4	77.3	0.7	0.6	0.6		
LnGrp LOS	E	E	E	A	A	A		
Approach Vol, veh/h	410			2159	1074			
Approach Delay, s/veh	76.7			1.2	0.6			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		135.1		24.9	9.8	125.3		
Change Period (Y+Rc), s		7.5		* 6.6	7.5	7.5		
Max Green Setting (Gmax), s		120.5		* 25	12.5	100.5		
Max Q Clear Time (g_c+I1), s		2.0		17.7	2.7	2.9		
Green Ext Time (p_c), s		89.7		0.5	0.0	77.3		
Intersection Summary								
HCM 2010 Ctrl Delay			9.5					
HCM 2010 LOS			A					
Notes								

HCM 2010 Signalized Intersection Summary
 7: SR 535 & LBV Factory Stores Dr

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	9	18	3	51	27	2336	13	45	1008	61
Future Volume (veh/h)	36	5	9	18	3	51	27	2336	13	45	1008	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1570	1900	1900	1792	1766	1900	1827	1863	1759	1827	1827	1792
Adj Flow Rate, veh/h	39	5	10	19	3	55	29	2512	14	48	1084	66
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	21	0	0	6	0	0	4	2	8	4	4	6
Cap, veh/h	133	64	129	186	9	162	39	2469	1043	61	2461	1079
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.93	0.93	0.04	0.71	0.71
Sat Flow, veh/h	1122	564	1127	1330	78	1424	1740	3539	1495	1740	3471	1523
Grp Volume(v), veh/h	39	0	15	19	0	58	29	2512	14	48	1084	66
Grp Sat Flow(s),veh/h/ln	1122	0	1691	1330	0	1501	1740	1770	1495	1740	1736	1523
Q Serve(g_s), s	5.3	0.0	1.3	2.1	0.0	5.7	2.6	111.6	0.1	4.4	21.1	2.1
Cycle Q Clear(g_c), s	11.0	0.0	1.3	3.3	0.0	5.7	2.6	111.6	0.1	4.4	21.1	2.1
Prop In Lane	1.00		0.67	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	0	193	186	0	171	39	2469	1043	61	2461	1079
V/C Ratio(X)	0.29	0.00	0.08	0.10	0.00	0.34	0.74	1.02	0.01	0.78	0.44	0.06
Avail Cap(c_a), veh/h	362	0	538	464	0	485	65	2469	1043	67	2461	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	0.0	63.4	64.8	0.0	65.3	77.1	5.8	1.7	76.6	9.9	7.1
Incr Delay (d2), s/veh	1.2	0.0	0.2	0.2	0.0	1.2	13.4	17.9	0.0	41.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.6	0.8	0.0	2.4	1.4	55.1	0.0	2.8	10.3	0.9
LnGrp Delay(d),s/veh	71.6	0.0	63.5	65.1	0.0	66.5	90.5	23.7	1.8	117.9	10.4	7.2
LnGrp LOS	E		E	E		E	F	F	A	F	B	A
Approach Vol, veh/h		54			77			2555			1198	
Approach Delay, s/veh		69.3			66.1			24.3			14.6	
Approach LOS		E			E			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	119.2		26.4	12.6	121.0		26.4				
Change Period (Y+Rc), s	* 8.8	7.6		* 8.1	9.0	* 7.6		* 8.1				
Max Green Setting (Gmax), s	* 6.2	78.4		* 51	6.0	* 79		* 52				
Max Q Clear Time (g_c+I1), s	6.4	113.6		13.0	4.6	23.1		7.7				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	49.8		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									
Notes												

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	31	45	63	2361	1069	48
Future Vol, veh/h	31	45	63	2361	1069	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	525	-	-	475
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	5	3	2	4	6
Mvmt Flow	33	47	66	2485	1125	51

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2500	563	1125 0
Stage 1	1125	-	- -
Stage 2	1375	-	- -
Critical Hdwy	6.86	7	4.16 -
Critical Hdwy Stg 1	5.86	-	- -
Critical Hdwy Stg 2	5.86	-	- -
Follow-up Hdwy	3.53	3.35	2.23 -
Pot Cap-1 Maneuver	*109	462	611 -
Stage 1	*270	-	- -
Stage 2	*109	-	- -
Platoon blocked, %	1	-	- -
Mov Cap-1 Maneuver	*97	462	611 -
Mov Cap-2 Maneuver	*93	-	- -
Stage 1	*270	-	- -
Stage 2	*98	-	- -

























Approach	EB	NB	SB
HCM Control Delay, s	33.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	611	-	93	462	-	-
HCM Lane V/C Ratio	0.109	-	0.351	0.103	-	-
HCM Control Delay (s)	11.6	-	63.3	13.7	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.4	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 9: SR 535 & World Center Dr

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	317	183	242	902	409	577	1322	493	186	693	293
Future Volume (veh/h)	50	317	183	242	902	409	577	1322	493	186	693	293
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1696	1712	1845	1845	1810	1810	1881	1881	1845	1845	1845	1759
Adj Flow Rate, veh/h	53	334	193	255	949	0	607	1392	0	196	729	0
Adj No. of Lanes	1	2	2	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	11	3	3	5	5	1	1	3	3	3	8
Cap, veh/h	66	3402	2887	490	3933	1760	741	1778	543	237	1146	340
Arrive On Green	0.04	1.00	1.00	0.14	1.00	0.00	0.21	0.35	0.00	0.07	0.23	0.00
Sat Flow, veh/h	1616	3252	2760	3408	3438	1538	3476	5136	1568	3408	5036	1495
Grp Volume(v), veh/h	53	334	193	255	949	0	607	1392	0	196	729	0
Grp Sat Flow(s),veh/h/ln	1616	1626	1380	1704	1719	1538	1738	1712	1568	1704	1679	1495
Q Serve(g_s), s	5.2	0.0	0.0	11.1	0.0	0.0	26.6	38.9	0.0	9.1	20.9	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	11.1	0.0	0.0	26.6	38.9	0.0	9.1	20.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	3402	2887	490	3933	1760	741	1778	543	237	1146	340
V/C Ratio(X)	0.80	0.10	0.07	0.52	0.24	0.00	0.82	0.78	0.00	0.83	0.64	0.00
Avail Cap(c_a), veh/h	83	3402	2887	490	3933	1760	741	1778	543	243	1146	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	76.1	0.0	0.0	63.4	0.0	0.0	60.0	46.9	0.0	73.5	55.8	0.0
Incr Delay (d2), s/veh	35.0	0.1	0.0	3.9	0.1	0.0	7.3	3.5	0.0	20.3	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	5.5	0.1	0.0	13.6	19.0	0.0	4.9	10.0	0.0
LnGrp Delay(d),s/veh	111.1	0.1	0.0	67.3	0.1	0.0	67.3	50.4	0.0	93.8	58.5	0.0
LnGrp LOS	F	A	A	E	A		E	D		F	E	
Approach Vol, veh/h		580			1204			1999			925	
Approach Delay, s/veh		10.2			14.4			55.5			66.0	
Approach LOS		B			B			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	195.0	22.7	67.0	31.0	179.4	45.7	44.0				
Change Period (Y+Rc), s	* 8.8	* 8	* 12	* 12	* 8	* 8	11.6	* 7.6				
Max Green Setting (Gmax), s	* 8.2	* 49	* 11	* 55	* 23	* 35	30.4	* 36				
Max Q Clear Time (g_c+I1), s	7.2	2.0	11.1	40.9	13.1	2.0	28.6	22.9				
Green Ext Time (p_c), s	0.0	9.0	0.0	9.3	0.6	8.6	1.5	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	26	51	24	1816	0	1126	13
Future Vol, veh/h	26	51	24	1816	0	1126	13
Conflicting Peds, #/hr	0	0	2	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	325	-	350	-	350
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	92	97	97
Heavy Vehicles, %	0	6	0	3	2	6	0
Mvmt Flow	27	53	25	1872	0	1161	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1961	582	1163
Stage 1	1163	-	-
Stage 2	798	-	-
Critical Hdwy	5.7	7.22	5.3
Critical Hdwy Stg 1	6.6	-	-
Critical Hdwy Stg 2	6	-	-
Follow-up Hdwy	3.8	3.96	3.1
Pot Cap-1 Maneuver	*223	*664	*848
Stage 1	*692	-	-
Stage 2	*371	-	-
Platoon blocked, %	1	1	1
Mov Cap-1 Maneuver	*216	*663	*848
Mov Cap-2 Maneuver	*297	-	-
Stage 1	*691	-	-
Stage 2	*359	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	* 848	-	468	-	-	-
HCM Lane V/C Ratio	0.029	-	0.17	-	-	-
HCM Control Delay (s)	9.4	-	14.3	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑↑↑	↑↑↑		↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	0	0	140	1	0	39	91	1723	48	54	1026	98
Future Vol, veh/h	0	0	140	1	0	39	91	1723	48	54	1026	98
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	9	9	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	3	10	3	0	0	6	8
Mvmt Flow	0	0	151	1	0	42	98	1853	52	58	1103	105

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	553	2640	-	961	1104	0	0	1913	0	0
Stage 1	-	-	-	2083	-	-	-	-	-	-	-	-
Stage 2	-	-	-	557	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	6.4	-	7.16	5.5	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	7.3	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.8	-	3.93	3.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*688	*47	0	219	*842	-	-	142	-	-
Stage 1	0	0	-	*34	0	-	-	-	-	-	-	-
Stage 2	0	0	-	*709	0	-	-	-	-	-	-	-
Platoon blocked, %			1	1			1	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*688	*23	-	217	*842	-	-	142	-	-
Mov Cap-2 Maneuver	-	-	-	*23	-	-	-	-	-	-	-	-
Stage 1	-	-	-	*30	-	-	-	-	-	-	-	-
Stage 2	-	-	-	*327	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	25.5	0.5	2.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	*842	-	-	688	217	142	-	-
HCM Lane V/C Ratio	0.116	-	-	0.219	0.193	0.409	-	-
HCM Control Delay (s)	9.8	-	-	11.7	25.5	46.9	-	-
HCM Lane LOS	A	-	-	B	D	E	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.8	0.7	1.8	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

12: SR 535 & Meadow Creek Dr

8/2/2016
































Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔		↖	↑↑↑		↖	↑↑↑	↖
Traffic Volume (vph)	113	2	43	21	2	58	41	1710	6	39	1118	63
Future Volume (vph)	113	2	43	21	2	58	41	1710	6	39	1118	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		8.3	7.5		7.8	6.9	6.9
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98			0.99		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.86			0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1579	1410			1672		1770	5031		1805	4940	1404
Flt Permitted	0.65	1.00			0.91		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1085	1410			1542		1770	5031		1805	4940	1404
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	115	2	44	21	2	59	42	1745	6	40	1141	64
RTOR Reduction (vph)	0	38	0	0	51	0	0	0	0	0	0	20
Lane Group Flow (vph)	115	8	0	0	31	0	42	1751	0	40	1141	44
Confl. Peds. (#/hr)	3		6	6		3	6		4	4		6
Heavy Vehicles (%)	14%	0%	14%	0%	0%	0%	2%	3%	17%	0%	5%	11%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								2
Actuated Green, G (s)	20.5	20.5			20.5		8.0	110.5		7.2	109.8	109.8
Effective Green, g (s)	20.5	20.5			20.5		8.0	110.5		7.2	109.8	109.8
Actuated g/C Ratio	0.13	0.13			0.13		0.05	0.69		0.05	0.69	0.69
Clearance Time (s)	6.5	6.5			6.5		8.3	7.5		7.8	6.9	6.9
Vehicle Extension (s)	2.3	2.3			2.3		3.0	1.8		2.3	3.0	3.0
Lane Grp Cap (vph)	139	180			197		88	3474		81	3390	963
v/s Ratio Prot		0.01					c0.02	c0.35		0.02	0.23	
v/s Ratio Perm	c0.11				0.02							0.03
v/c Ratio	0.83	0.04			0.16		0.48	0.50		0.49	0.34	0.05
Uniform Delay, d1	68.0	61.1			62.0		74.0	11.7		74.6	10.2	8.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.37	0.56	0.38
Incremental Delay, d2	30.6	0.1			0.2		4.0	0.5		2.6	0.3	0.1
Delay (s)	98.6	61.2			62.3		78.0	12.3		104.8	6.0	3.2
Level of Service	F	E			E		E	B		F	A	A
Approach Delay (s)		87.9			62.3			13.8			9.0	
Approach LOS		F			E			B			A	

Intersection Summary		
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.55	B
Actuated Cycle Length (s)	160.0	Sum of lost time (s)
Intersection Capacity Utilization	62.8%	21.8
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group






























HCM 2010 Signalized Intersection Summary
 13: SR 535 & I-4 Off Ramps/Vineland Ave

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				  		 	  	
Traffic Volume (veh/h)	313	72	95	84	0	328	5	1838	118	165	1092	0
Future Volume (veh/h)	313	72	95	84	0	328	5	1838	118	165	1092	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1900	1727	1827	0	1845	1900	1863	1712	1863	1810	0
Adj Flow Rate, veh/h	326	75	0	88	0	0	5	1915	123	172	1138	0
Adj No. of Lanes	2	2	1	2	0	1	0	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	10	4	0	3	2	2	11	2	5	0
Cap, veh/h	397	122	50	132	0	0	25	2980	932	456	3879	0
Arrive On Green	0.12	0.03	0.00	0.04	0.00	0.00	1.00	1.00	1.00	0.13	0.79	0.00
Sat Flow, veh/h	3343	3610	1468	3375	88		4	4935	1449	3442	5103	0
Grp Volume(v), veh/h	326	75	0	88	81.5		721	1199	123	172	1138	0
Grp Sat Flow(s),veh/h/ln	1672	1805	1468	1688	F		1853	1543	1449	1721	1647	0
Q Serve(g_s), s	15.2	3.3	0.0	4.1			0.0	0.0	0.0	7.3	10.3	0.0
Cycle Q Clear(g_c), s	15.2	3.3	0.0	4.1			0.0	0.0	0.0	7.3	10.3	0.0
Prop In Lane	1.00		1.00	1.00			0.01		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	397	122	50	132			1142	1863	932	456	3879	0
V/C Ratio(X)	0.82	0.61	0.00	0.67			0.63	0.64	0.13	0.38	0.29	0.00
Avail Cap(c_a), veh/h	761	257	105	373			1142	1863	932	456	3879	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00			0.84	0.84	0.84	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.9	76.3	0.0	75.8			0.0	0.0	0.0	63.4	4.8	0.0
Incr Delay (d2), s/veh	4.3	4.9	0.0	5.6			2.2	1.5	0.2	2.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	1.7	0.0	2.0			0.7	0.4	0.1	3.6	4.7	0.0
LnGrp Delay(d),s/veh	73.2	81.2	0.0	81.5			2.2	1.5	0.2	65.7	5.0	0.0
LnGrp LOS	E	F		F			A	A	A	E	A	
Approach Vol, veh/h		401						2043			1310	
Approach Delay, s/veh		74.7						1.7			13.0	
Approach LOS		E						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7					
Phs Duration (G+Y+Rc), s	29.0	104.4	13.6	13.0		133.4	26.6					
Change Period (Y+Rc), s	7.8	* 7.8	* 7.3	7.6		7.8	7.6					
Max Green Setting (Gmax), s	21.2	* 80	* 18	11.4		108.2	36.4					
Max Q Clear Time (g_c+I1), s	9.3	2.0	6.1	5.3		12.3	17.2					
Green Ext Time (p_c), s	0.4	51.8	0.2	0.1		58.5	1.1					
Intersection Summary												
HCM 2010 Ctrl Delay			15.0									
HCM 2010 LOS			B									
Notes												
























HCM 2010 Signalized Intersection Summary
1: SR 535 & US 192

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							 
Traffic Volume (veh/h)	159	1297	15	49	1007	707	3	1	3	949	0	165
Future Volume (veh/h)	159	1297	15	49	1007	707	3	1	3	949	0	165
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1900	1900	1900	1881	1881	1863
Adj Flow Rate, veh/h	177	1441	17	54	1119	0	3	1	3	1054	0	183
Adj No. of Lanes	2	3	0	1	3	1	1	1	0	2	0	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	1	0	2
Cap, veh/h	214	2527	30	88	2417	752	18	4	12	1112	0	978
Arrive On Green	0.06	0.49	0.49	0.05	0.48	0.00	0.01	0.01	0.01	0.31	0.00	0.31
Sat Flow, veh/h	3510	5181	61	1810	5085	1583	1810	404	1211	3583	0	3151
Grp Volume(v), veh/h	177	943	515	54	1119	0	3	0	4	1054	0	183
Grp Sat Flow(s),veh/h/ln	1755	1695	1851	1810	1695	1583	1810	0	1615	1792	0	1576
Q Serve(g_s), s	9.5	37.5	37.5	5.6	28.1	0.0	0.3	0.0	0.5	54.6	0.0	8.1
Cycle Q Clear(g_c), s	9.5	37.5	37.5	5.6	28.1	0.0	0.3	0.0	0.5	54.6	0.0	8.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	214	1654	903	88	2417	752	18	0	16	1112	0	978
V/C Ratio(X)	0.83	0.57	0.57	0.62	0.46	0.00	0.17	0.00	0.25	0.95	0.00	0.19
Avail Cap(c_a), veh/h	299	1654	903	88	2417	752	115	0	103	1324	0	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	88.2	34.5	34.5	88.7	33.5	0.0	93.3	0.0	93.4	64.0	0.0	48.0
Incr Delay (d2), s/veh	8.9	1.4	2.6	28.3	0.6	0.0	1.7	0.0	3.1	11.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	17.9	19.8	3.5	13.3	0.0	0.2	0.0	0.2	28.8	0.0	3.5
LnGrp Delay(d),s/veh	97.1	36.0	37.1	117.0	34.2	0.0	95.0	0.0	96.5	75.4	0.0	48.0
LnGrp LOS	F	D	D	F	C		F		F	E		D
Approach Vol, veh/h		1635			1173			7				1237
Approach Delay, s/veh		43.0			38.0			95.8				71.3
Approach LOS		D			D			F				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	97.1		65.8	16.0	99.5		8.8				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.9				
Max Green Setting (Gmax), s	16.2	64.2		70.2	9.2	71.2		12.1				
Max Q Clear Time (g_c+I1), s	11.5	30.1		56.6	7.6	39.5		2.5				
Green Ext Time (p_c), s	0.1	23.2		2.4	0.0	22.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				50.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
2: SR 535 & Kyngs Heath Rd

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	18	44	64	14	69	23	806	34	81	1014	67
Future Volume (veh/h)	75	18	44	64	14	69	23	806	34	81	1014	67
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1867	1900	1810	1840	1810	1900	1863	1845	1863	1863	1881
Adj Flow Rate, veh/h	77	19	45	76	0	71	24	831	35	84	1045	69
Adj No. of Lanes	1	1	0	2	0	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	6	6	5	0	5	0	2	3	2	2	1
Cap, veh/h	124	34	81	256	0	113	34	2320	1025	101	2454	1106
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.04	1.00	1.00	0.06	0.69	0.69
Sat Flow, veh/h	1757	488	1157	3447	0	1519	1810	3539	1564	1774	3539	1596
Grp Volume(v), veh/h	77	0	64	76	0	71	24	831	35	84	1045	69
Grp Sat Flow(s),veh/h/ln	1757	0	1645	1723	0	1519	1810	1770	1564	1774	1770	1596
Q Serve(g_s), s	8.1	0.0	7.1	4.0	0.0	8.6	2.5	0.0	0.0	8.9	24.4	2.6
Cycle Q Clear(g_c), s	8.1	0.0	7.1	4.0	0.0	8.6	2.5	0.0	0.0	8.9	24.4	2.6
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	0	116	256	0	113	34	2320	1025	101	2454	1106
V/C Ratio(X)	0.62	0.00	0.55	0.30	0.00	0.63	0.70	0.36	0.03	0.83	0.43	0.06
Avail Cap(c_a), veh/h	438	0	410	925	0	408	107	2320	1025	123	2454	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.9	0.0	85.4	83.3	0.0	85.4	90.9	0.0	0.0	88.7	12.7	9.3
Incr Delay (d2), s/veh	3.8	0.0	3.0	0.5	0.0	4.3	12.1	0.3	0.0	29.7	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	3.4	1.9	0.0	3.8	1.4	0.1	0.0	5.2	12.1	1.2
LnGrp Delay(d),s/veh	89.6	0.0	88.4	83.7	0.0	89.7	103.0	0.3	0.0	118.4	13.2	9.4
LnGrp LOS	F		F	F		F	F	A	A	F	B	A
Approach Vol, veh/h		141			147			890			1198	
Approach Delay, s/veh		89.1			86.6			3.0			20.4	
Approach LOS		F			F			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	138.5		21.1	17.6	131.3		20.0				
Change Period (Y+Rc), s	6.8	6.8		7.0	6.8	6.8		6.6				
Max Green Setting (Gmax), s	11.2	53.2		51.0	13.2	51.2		47.4				
Max Q Clear Time (g_c+I1), s	4.5	26.4		10.6	10.9	2.0		10.1				
Green Ext Time (p_c), s	0.0	14.7		0.4	0.0	19.2		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									
Notes												

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Vol, veh/h	0	0	31	0	0	0	18	862	92	0	1132	23
Future Vol, veh/h	0	0	31	0	0	0	18	862	92	0	1132	23
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Free
Storage Length	-	-	0	-	-	-	300	-	435	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	7	0	0	0	0	2	1	0	1	0
Mvmt Flow	0	0	32	0	0	0	19	898	96	0	1179	24

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	591	1180	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.04	4.1	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.37	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	438	599	-	-	0	-	0
Stage 1	0	0	-	-	-	-	0	-	0
Stage 2	0	0	-	-	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	438	599	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-







Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	599	-	-	438	-
HCM Lane V/C Ratio	0.031	-	-	0.074	-
HCM Control Delay (s)	11.2	-	-	13.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

HCM 2010 Signalized Intersection Summary






















4: SR 535 & Osceola Parkway

8/2/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations			↑↑		↑↑	↑↑↑		
Traffic Volume (veh/h)	0	0	861	1	314	1155		
Future Volume (veh/h)	0	0	861	1	314	1155		
Number			2	12	1	6		
Initial Q (Qb), veh			0	0	0	0		
Ped-Bike Adj(A_pbT)				1.00	1.00			
Parking Bus, Adj			1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln			1863	1900	1845	1881		
Adj Flow Rate, veh/h			879	1	320	1179		
Adj No. of Lanes			2	0	2	3		
Peak Hour Factor			0.98	0.98	0.98	0.98		
Percent Heavy Veh, %			2	2	3	1		
Cap, veh/h			2668	3	388	4768		
Arrive On Green			1.00	1.00	0.23	1.00		
Sat Flow, veh/h			3721	4	3408	5305		
Grp Volume(v), veh/h			429	451	320	1179		
Grp Sat Flow(s),veh/h/ln			1770	1862	1704	1712		
Q Serve(g_s), s			0.0	0.0	8.5	0.0		
Cycle Q Clear(g_c), s			0.0	0.0	8.5	0.0		
Prop In Lane				0.00	1.00			
Lane Grp Cap(c), veh/h			1302	1370	388	4768		
V/C Ratio(X)			0.33	0.33	0.82	0.25		
Avail Cap(c_a), veh/h			1302	1370	628	4973		
HCM Platoon Ratio			2.00	2.00	2.00	2.00		
Upstream Filter(I)			1.00	1.00	0.50	0.50		
Uniform Delay (d), s/veh			0.0	0.0	35.8	0.0		
Incr Delay (d2), s/veh			0.7	0.6	1.0	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.2	0.2	4.0	0.0		
LnGrp Delay(d),s/veh			0.7	0.6	36.8	0.0		
LnGrp LOS			A	A	D	A		
Approach Vol, veh/h			880			1499		
Approach Delay, s/veh			0.7			7.9		
Approach LOS			A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	18.3	76.7				95.0		
Change Period (Y+Rc), s	7.5	6.8				* 6.8		
Max Green Setting (Gmax), s	17.5	63.2				* 92		
Max Q Clear Time (g_c+I1), s	10.5	2.0				2.0		
Green Ext Time (p_c), s	0.3	34.1				40.6		
Intersection Summary								
HCM 2010 Ctrl Delay			5.2					
HCM 2010 LOS			A					
Notes								













HCM 2010 Signalized Intersection Summary
5: SR 535 & N Poinciana Blvd

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	545	0	81	60	60	208	66	795	0	46	1329	720
Future Volume (veh/h)	545	0	81	60	60	208	66	795	0	46	1329	720
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863	1863	1863	1900	1863	1863	1900	1900	1875	1900
Adj Flow Rate, veh/h	580	0	86	64	64	221	70	846	0	49	1414	766
Adj No. of Lanes	2	0	2	1	2	0	2	2	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	2	0	1	1
Cap, veh/h	613	0	0	536	154	138	154	1903	0	81	1835	854
Arrive On Green	0.18	0.00	0.00	0.30	0.09	0.09	0.09	1.00	0.00	0.09	1.00	1.00
Sat Flow, veh/h	3442	580		1774	1770	1583	3442	3632	0	1810	3412	1589
Grp Volume(v), veh/h	580	100.4		64	64	221	70	846	0	49	1414	766
Grp Sat Flow(s),veh/h/ln	1721	F		1774	1770	1583	1721	1770	0	1810	1706	1589
Q Serve(g_s), s	31.7			5.0	6.5	16.5	3.7	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	31.7			5.0	6.5	16.5	3.7	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00			1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	613			536	154	138	154	1903	0	81	1835	854
V/C Ratio(X)	0.95			0.12	0.42	1.61	0.45	0.44	0.00	0.61	0.77	0.90
Avail Cap(c_a), veh/h	625			536	154	138	154	1903	0	81	1835	854
HCM Platoon Ratio	1.00			1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00			1.00	1.00	1.00	0.95	0.95	0.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	77.2			48.0	82.2	86.8	84.3	0.0	0.0	84.9	0.0	0.0
Incr Delay (d2), s/veh	23.2			0.1	0.7	304.4	8.9	0.7	0.0	23.9	2.6	11.6
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0			2.4	3.2	18.8	1.9	0.2	0.0	3.0	0.7	2.8
LnGrp Delay(d),s/veh	100.4			48.0	82.9	391.1	93.2	0.7	0.0	108.8	2.6	11.6
LnGrp LOS	F			D	F	F	F	A		F	A	B
Approach Vol, veh/h					349			916			2229	
Approach Delay, s/veh					271.7			7.8			8.0	
Approach LOS					F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7					
Phs Duration (G+Y+Rc), s	16.0	109.7	40.3	24.0	16.0	109.7	64.3					
Change Period (Y+Rc), s	7.5	7.5	6.5	7.5	7.5	7.5	6.9					
Max Green Setting (Gmax), s	8.5	101.5	34.5	16.5	8.5	101.5	11.1					
Max Q Clear Time (g_c+I1), s	5.7	2.0	33.7	18.5	7.0	2.0	7.0					
Green Ext Time (p_c), s	0.0	57.6	0.2	0.0	0.0	57.6	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			43.7									
HCM 2010 LOS			D									























HCM 2010 Signalized Intersection Summary
6: SR 535 & Polynesian Isle Blvd

8/2/2016

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	323	72	77	1463	2001	288		
Future Volume (veh/h)	323	72	77	1463	2001	288		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1881	1827	1900	1863	1863	1900		
Adj Flow Rate, veh/h	344	77	82	1556	2129	306		
Adj No. of Lanes	2	1	2	2	3	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	1	4	0	2	2	0		
Cap, veh/h	388	173	117	2882	3771	1198		
Arrive On Green	0.11	0.11	0.07	1.00	1.00	1.00		
Sat Flow, veh/h	3476	1553	3510	3632	5253	1615		
Grp Volume(v), veh/h	344	77	82	1556	2129	306		
Grp Sat Flow(s),veh/h/ln	1738	1553	1755	1770	1695	1615		
Q Serve(g_s), s	18.5	8.8	4.3	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	18.5	8.8	4.3	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	388	173	117	2882	3771	1198		
V/C Ratio(X)	0.89	0.44	0.70	0.54	0.56	0.26		
Avail Cap(c_a), veh/h	611	273	305	2882	3771	1198		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	0.71	0.71	0.45	0.45		
Uniform Delay (d), s/veh	83.2	78.9	87.7	0.0	0.0	0.0		
Incr Delay (d2), s/veh	6.4	0.7	2.0	0.5	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.3	7.7	2.1	0.2	0.1	0.1		
LnGrp Delay(d),s/veh	89.6	79.6	89.8	0.5	0.3	0.2		
LnGrp LOS	F	E	F	A	A	A		
Approach Vol, veh/h	421			1638	2435			
Approach Delay, s/veh	87.8			5.0	0.3			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		162.2		27.8	13.8	148.4		
Change Period (Y+Rc), s		7.5		* 6.6	7.5	7.5		
Max Green Setting (Gmax), s		142.5		* 33	16.5	118.5		
Max Q Clear Time (g_c+I1), s		2.0		20.5	6.3	2.0		
Green Ext Time (p_c), s		121.0		0.6	0.1	102.8		
Intersection Summary								
HCM 2010 Ctrl Delay			10.2					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
7: SR 535 & LBV Factory Stores Dr

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	24	86	12	127	41	1697	32	104	2198	111
Future Volume (veh/h)	36	5	24	86	12	127	41	1697	32	104	2198	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1839	1900	1881	1833	1900	1900	1881	1845	1845	1881	1845
Adj Flow Rate, veh/h	37	5	24	88	12	130	42	1732	33	106	2243	113
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	0	0	1	0	0	0	1	3	3	1	3
Cap, veh/h	120	42	200	225	20	217	54	2322	1018	123	2462	1079
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	1.00	1.00	0.07	0.69	0.69
Sat Flow, veh/h	1225	275	1321	1381	133	1437	1810	3574	1567	1757	3574	1567
Grp Volume(v), veh/h	37	0	29	88	0	142	42	1732	33	106	2243	113
Grp Sat Flow(s),veh/h/ln	1225	0	1597	1381	0	1569	1810	1787	1567	1757	1787	1567
Q Serve(g_s), s	5.5	0.0	3.0	11.2	0.0	16.0	4.3	0.0	0.0	11.3	99.6	4.6
Cycle Q Clear(g_c), s	21.6	0.0	3.0	14.2	0.0	16.0	4.3	0.0	0.0	11.3	99.6	4.6
Prop In Lane	1.00		0.83	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	242	225	0	237	54	2322	1018	123	2462	1079
V/C Ratio(X)	0.31	0.00	0.12	0.39	0.00	0.60	0.78	0.75	0.03	0.86	0.91	0.10
Avail Cap(c_a), veh/h	263	0	428	392	0	427	57	2322	1018	168	2462	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	0.0	69.7	75.8	0.0	75.2	88.7	0.0	0.0	87.4	24.7	9.9
Incr Delay (d2), s/veh	1.4	0.0	0.2	1.1	0.0	2.4	34.7	1.7	0.0	21.4	6.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.3	4.3	0.0	7.1	2.7	0.6	0.0	6.2	50.8	2.0
LnGrp Delay(d),s/veh	86.7	0.0	69.9	76.9	0.0	77.6	123.4	1.7	0.0	108.9	31.1	10.1
LnGrp LOS	F		E	E		E	F	A	A	F	C	B
Approach Vol, veh/h		66			230			1807			2462	
Approach Delay, s/veh		79.4			77.4			4.5			33.5	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.1	131.0		36.8	14.7	138.5		36.8				
Change Period (Y+Rc), s	* 8.8	7.6		* 8.1	9.0	* 7.6		* 8.1				
Max Green Setting (Gmax), s	* 18	96.4		* 51	6.0	* 1.1E2		* 52				
Max Q Clear Time (g_c+I1), s	13.3	2.0		23.6	6.3	101.6		18.0				
Green Ext Time (p_c), s	0.0	84.2		1.4	0.0	6.8		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			24.9									
HCM 2010 LOS			C									
Notes												

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	58	144	67	1793	2268	57
Future Vol, veh/h	58	144	67	1793	2268	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	525	-	-	475
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	4	2	1	5
Mvmt Flow	60	148	69	1848	2338	59

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	3400	1169	2338 0
Stage 1	2338	-	- -
Stage 2	1062	-	- -
Critical Hdwy	6.8	6.92	4.18 -
Critical Hdwy Stg 1	5.8	-	- -
Critical Hdwy Stg 2	5.8	-	- -
Follow-up Hdwy	3.5	3.31	2.24 -
Pot Cap-1 Maneuver	*~ 0	188	202 -
Stage 1	*60	-	- -
Stage 2	*316	-	- -
Platoon blocked, %	1	-	- -
Mov Cap-1 Maneuver	*0	188	202 -
Mov Cap-2 Maneuver	*~ 53	-	- -
Stage 1	*60	-	- -
Stage 2	*208	-	- -

























Approach	EB	NB	SB
HCM Control Delay, s	134.4	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	202	-	53	188	-	-
HCM Lane V/C Ratio	0.342	-	1.128	0.79	-	-
HCM Control Delay (s)	31.8	-	289.7	71.9	-	-
HCM Lane LOS	D	-	F	F	-	-
HCM 95th %tile Q(veh)	1.4	-	5.2	5.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 9: SR 535 & World Center Dr

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	709	529	335	639	287	273	1082	496	281	1472	234
Future Volume (veh/h)	107	709	529	335	639	287	273	1082	496	281	1472	234
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1827	1863	1863	1792	1792	1900	1863	1863	1845	1881	1810
Adj Flow Rate, veh/h	110	731	545	345	659	0	281	1115	0	290	1518	0
Adj No. of Lanes	1	2	2	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	4	2	2	6	6	0	2	2	3	1	5
Cap, veh/h	128	1480	1188	543	1727	772	356	1643	512	328	1741	521
Arrive On Green	0.07	0.43	0.43	0.16	0.51	0.00	0.10	0.32	0.00	0.10	0.34	0.00
Sat Flow, veh/h	1757	3471	2787	3442	3406	1524	3510	5085	1583	3408	5136	1538
Grp Volume(v), veh/h	110	731	545	345	659	0	281	1115	0	290	1518	0
Grp Sat Flow(s),veh/h/ln	1757	1736	1393	1721	1703	1524	1755	1695	1583	1704	1712	1538
Q Serve(g_s), s	11.8	29.1	26.7	17.8	22.5	0.0	14.9	36.1	0.0	16.0	52.7	0.0
Cycle Q Clear(g_c), s	11.8	29.1	26.7	17.8	22.5	0.0	14.9	36.1	0.0	16.0	52.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1480	1188	543	1727	772	356	1643	512	328	1741	521
V/C Ratio(X)	0.86	0.49	0.46	0.63	0.38	0.00	0.79	0.68	0.00	0.88	0.87	0.00
Avail Cap(c_a), veh/h	224	1480	1188	543	1727	772	356	1643	512	384	1741	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	87.1	39.6	39.6	74.9	28.6	0.0	83.4	55.7	0.0	84.8	58.9	0.0
Incr Delay (d2), s/veh	14.8	1.2	1.3	5.6	0.6	0.0	10.4	2.3	0.0	18.9	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	14.2	10.5	8.9	10.7	0.0	7.7	17.3	0.0	8.4	25.9	0.0
LnGrp Delay(d),s/veh	101.9	40.8	40.9	80.4	29.3	0.0	93.7	58.0	0.0	103.7	65.3	0.0
LnGrp LOS	F	D	D	F	C		F	E		F	E	
Approach Vol, veh/h		1386			1004			1396			1808	
Approach Delay, s/veh		45.7			46.9			65.2			71.4	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	105.5	29.9	73.0	38.0	90.2	30.9	72.0				
Change Period (Y+Rc), s	* 8.8	* 8	* 12	* 12	* 8	* 8	11.6	* 7.6				
Max Green Setting (Gmax), s	* 24	* 47	* 21	* 61	* 30	* 42	18.4	* 64				
Max Q Clear Time (g_c+I1), s	13.8	24.5	18.0	38.1	19.8	31.1	16.9	54.7				
Green Ext Time (p_c), s	0.2	11.8	0.3	7.7	0.3	7.5	1.1	6.2				
Intersection Summary												
HCM 2010 Ctrl Delay			59.1									
HCM 2010 LOS			E									
Notes												

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	29	30	28	1501	0	1973	15
Future Vol, veh/h	29	30	28	1501	0	1973	15
Conflicting Peds, #/hr	0	0	2	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	325	-	350	-	350
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	92	96	96
Heavy Vehicles, %	0	10	18	2	2	3	0
Mvmt Flow	30	31	29	1564	0	2055	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2741	1030	2057	0	-	-	0
Stage 1	2057	-	-	-	-	-	-
Stage 2	684	-	-	-	-	-	-
Critical Hdwy	5.7	7.3	5.66	-	5.64	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.28	-	2.32	-	-
Pot Cap-1 Maneuver	*142	*441	*538	-	-	-	-
Stage 1	*464	-	-	-	-	-	-
Stage 2	*425	-	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-	-
Mov Cap-1 Maneuver	*134	*440	*538	-	-	-	-
Mov Cap-2 Maneuver	*257	-	-	-	-	-	-
Stage 1	*463	-	-	-	-	-	-
Stage 2	*401	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	* 538	-	326	-	-	-
HCM Lane V/C Ratio	0.054	-	0.189	-	-	-
HCM Control Delay (s)	12.1	-	18.6	0	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑↑↑	↑↑↑		↑↑↑	↑↑↑	↑
Traffic Vol, veh/h	0	0	163	0	0	38	92	1468	32	68	1870	75
Future Vol, veh/h	0	0	163	0	0	38	92	1468	32	68	1870	75
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	9	9	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	375	-	-	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	0	10	2	0	0	2	0
Mvmt Flow	0	0	177	0	0	41	100	1596	35	74	2033	82

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	-	-	1017	-	-	824	2034	0	0	1639	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.18	-	-	7.1	5.5	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.94	-	-	3.9	3.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*475	0	0	275	*585	-	-	194	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1				1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*474	-	-	273	*585	-	-	194	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	20.5	0.7	1.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	*585	-	-	474	273	194	-	-
HCM Lane V/C Ratio	0.171	-	-	0.374	0.151	0.381	-	-
HCM Control Delay (s)	12.4	-	-	17.1	20.5	34.5	-	-
HCM Lane LOS	B	-	-	C	C	D	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.7	0.5	1.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

12: SR 535 & Meadow Creek Dr

8/2/2016
































Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗			↔		↘	↑↑↑		↘	↑↑↑	↗
Traffic Volume (vph)	212	13	73	22	3	39	67	1487	17	101	1947	154
Future Volume (vph)	212	13	73	22	3	39	67	1487	17	101	1947	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5			6.5		8.3	7.5		7.8	6.9	6.9
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98			0.99		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87			0.92		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1730	1577			1693		1805	5076		1805	5085	1495
Flt Permitted	0.70	1.00			0.88		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1282	1577			1515		1805	5076		1805	5085	1495
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	226	14	78	23	3	41	71	1582	18	107	2071	164
RTOR Reduction (vph)	0	63	0	0	31	0	0	0	0	0	0	33
Lane Group Flow (vph)	226	29	0	0	36	0	71	1600	0	107	2071	131
Confl. Peds. (#/hr)	3		6	6		3	6		4	4		6
Heavy Vehicles (%)	4%	0%	4%	0%	0%	0%	0%	2%	0%	0%	2%	4%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								2
Actuated Green, G (s)	36.9	36.9			36.9		12.4	116.7		14.6	119.0	119.0
Effective Green, g (s)	36.9	36.9			36.9		12.4	116.7		14.6	119.0	119.0
Actuated g/C Ratio	0.19	0.19			0.19		0.07	0.61		0.08	0.63	0.63
Clearance Time (s)	6.5	6.5			6.5		8.3	7.5		7.8	6.9	6.9
Vehicle Extension (s)	2.3	2.3			2.3		3.0	1.8		2.3	3.0	3.0
Lane Grp Cap (vph)	248	306			294		117	3117		138	3184	936
v/s Ratio Prot		0.02					0.04	0.32		c0.06	c0.41	
v/s Ratio Perm	c0.18				0.02							0.09
v/c Ratio	0.91	0.10			0.12		0.61	0.51		0.78	0.65	0.14
Uniform Delay, d1	74.9	62.8			63.2		86.4	20.6		86.1	22.4	14.5
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.16	0.51	0.39
Incremental Delay, d2	34.1	0.1			0.1		8.6	0.6		18.1	0.8	0.2
Delay (s)	109.1	62.9			63.3		95.0	21.3		118.0	12.3	5.9
Level of Service	F	E			E		F	C		F	B	A
Approach Delay (s)		95.7			63.3			24.4			16.7	
Approach LOS		F			E			C			B	

Intersection Summary		
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.73	C
Actuated Cycle Length (s)	190.0	Sum of lost time (s)
Intersection Capacity Utilization	81.4%	21.8
Analysis Period (min)	15	ICU Level of Service
		D

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
 13: SR 535 & I-4 Off Ramps/Vineland Ave

8/2/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				  		 	  	
Traffic Volume (veh/h)	681	305	228	208	0	490	0	1493	276	491	1797	0
Future Volume (veh/h)	681	305	228	208	0	490	0	1493	276	491	1797	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1881	0	1881	0	1863	1827	1900	1881	0
Adj Flow Rate, veh/h	724	324	0	221	0	0	0	1588	294	522	1912	0
Adj No. of Lanes	2	2	1	2	0	1	0	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	3	1	0	1	0	2	4	0	1	0
Cap, veh/h	793	408	179	263	0	0	0	2335	827	669	3548	0
Arrive On Green	0.23	0.11	0.00	0.08	0.00	0.00	0.00	0.31	0.31	0.19	0.69	0.00
Sat Flow, veh/h	3476	3574	1568	3476	221		0	5253	1545	3510	5305	0
Grp Volume(v), veh/h	724	324	0	221	91.2		0	1588	294	522	1912	0
Grp Sat Flow(s),veh/h/ln	1738	1787	1568	1738	F		0	1695	1545	1755	1712	0
Q Serve(g_s), s	38.6	16.8	0.0	11.9			0.0	51.9	24.7	26.9	34.8	0.0
Cycle Q Clear(g_c), s	38.6	16.8	0.0	11.9			0.0	51.9	24.7	26.9	34.8	0.0
Prop In Lane	1.00		1.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	793	408	179	263			0	2335	827	669	3548	0
V/C Ratio(X)	0.91	0.79	0.00	0.84			0.00	0.68	0.36	0.78	0.54	0.00
Avail Cap(c_a), veh/h	1196	478	210	598			0	2335	827	669	3548	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00			0.00	0.81	0.81	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.5	82.0	0.0	86.7			0.0	53.6	33.7	73.1	14.5	0.0
Incr Delay (d2), s/veh	7.6	7.0	0.0	4.5			0.0	1.3	1.0	8.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	8.7	0.0	5.9			0.0	24.7	10.8	13.9	16.7	0.0
LnGrp Delay(d),s/veh	79.1	89.0	0.0	91.2			0.0	54.9	34.6	81.9	15.1	0.0
LnGrp LOS	E	F		F				D	C	F	B	
Approach Vol, veh/h		1048						1882			2434	
Approach Delay, s/veh		82.1						51.7			29.4	
Approach LOS		F						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7					
Phs Duration (G+Y+Rc), s	44.0	95.0	21.7	29.3		139.0	51.0					
Change Period (Y+Rc), s	7.8	* 7.8	* 7.3	7.6		7.8	7.6					
Max Green Setting (Gmax), s	36.2	* 66	* 33	25.4		109.2	65.4					
Max Q Clear Time (g_c+I1), s	28.9	53.9	13.9	18.8		36.8	40.6					
Green Ext Time (p_c), s	1.2	11.8	0.4	0.8		60.1	2.8					
Intersection Summary												
HCM 2010 Ctrl Delay			49.3									
HCM 2010 LOS			D									
Notes												

APPENDIX I – CRASH DATA

RAW CARS CRASH DATA

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC           AAA   AAA           RRR   RRR
      CCC           AAA   AAA           RRR   RRR
     CCC           AAAAAAAAAA      RRRRRRRRRR
    CCC           AAAAAAAAAA      RRRRRRRRRR
   CCC           AAA   AAA           RRR   RRR
  CCC           AAA   AAA           RRR   RRR
 CCCCCCCCCC      AAA   AAA           RRR   RRR
CCCCCCCCC      AAA   AAA           RRR   RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CARI113
PROGRAM ID: ..... CARPJ13
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNKAIHT
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... -
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 0
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```

REPORT...CARPJ13-01
DATE...05/10/2016
TIME...09:44:38

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 1
USERID: KNKAIHT
I/O.... CARO213

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2010 TO 12/31/2010 RAMPS INCL
FROM CO/SEC/SUB: 92 040 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 92 040 000 MP: 001.147 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ			
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR				
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#																											
776915640	92040000	00.000	0024	535	027500	10	02	17	00	U-4DR	1	20	4	1	1	05	01	01	L	S	01	01	03	S	01	02	26							00	00	1	0	00	
776957940	92040000	00.000	0024	535	027500	10	05	17	11	U-4DR	0	03	1	2	1	05	01	02	R	2	01	01	01	W	01	02	22	01	01	03	E	05	00	59	2	0	00		
819612900	92040000	00.000	0024	535	027500	10	11	08	00	U-4DR	0		4	1	1	05	01	02	E	E							00									00	1	0	00
776924240	92040000	00.002	0024	535	027500	10	03	09	09	U-4DR	0	01	1	2	1	05	01	02	L	L	09	02	01	S	01	02	47	01	01	02	S	08	00	44	2	0	00		
806359380	92040000	00.181	1497	535	027500	10	09	07	16	U-4DR	0	01	1	1	1	05	01	02	L	1	01	01	02	S	01	02	22	01	01	02	S	08	00	24	3	0	01		
819638230	92040000	00.204	1497	535	027500	10	12	24	14	S-4DR	0	03	1	1	1	01	01	01	R	2	01	01	06	N	04	06	45	01	01	01	N	14	00	42	2	0	00		
776936020	92040000	00.276	1497	535	027500	10	02	24	20	S-4DR	0	01	4	3	2	03	01	01	L	R	02	01	01	S	01	02	44	01	01	02	S	08	00	79	2	0	00		
806411540	92040000	00.422	1518	535	027500	10	11	04	19	S-4DR	0	01	4	2	2	03	01	02	L	R	01	01	01	S	01	02	43	01	01	02	S	08	00	44	2	0	00		
806354540	92040000	00.429	1577	535	027500	10	08	09	09	S-6DR	0	03	1	1	1	05	01	02	R	2	01	01	01	N	14	03	21	03	01	03	E	03	00	44	2	0	00		
806344220	92040000	00.460	1577	535	027500	10	08	15	05	S-6DR	0	16	4	2	1	03	01	08	L	X	01	01	01	W	01	02	00							00	00	1	0	00	
806345170	92040000	00.491	1579	535	027500	10	08	23	17	S-6DR	0	06	1	1	1	05	01	03	L	L	06	01	03	S	00	06	00	01	01	03	S	05	00	27	2	0	00		
819593450	92040000	00.498	1579	535	027500	10	11	16	22	S-6DR	0	03	4	2	1	05	01	02	R	1	01	01	01	N	14	11	36	01	01	03	E	03	00	30	2	0	02		
806345050	92040000	00.510	1579	535	027500	10	07	31	06	S-6DR	0	03	1	1	1	03	01	02	R	1	01	01	01	N	01	77	47	01	01	03	E	05	00	21	2	0	01		
776890310	92040000	00.529	1579	535	027500	10	01	07	01	S-6DR	0	17	4	1	1	05	01	03	M	M	01	01	01	S	14	02	32							00	00	1	0	02	
776994600	92040000	00.543	1579	535	027500	10	05	16	16	S-6DR	0	01	1	1	1	05	01	02	R	2	01	01	01	N	01	02	21	01	01	02	N	08	00	57	2	0	03		
776877320	92040000	00.548	1579	535	027500	10	01	09	12	S-6DR	0	09	1	3	2	05	01	02	R	2	01	01	01	N	02	11	68	03	01	03	S	07	00	49	2	0	00		
776919760	92040000	00.548	1579	535	027500	10	02	24	09	S-6DR	0	03	1	3	2	05	01	02	R	2	01	01	01	N	02	03	76	01	01	01	S	06	00	30	2	0	01		
776968390	92040000	00.570	1580	535	044000	10	05	03	19	S-6DR	0	77	1	1	1	03	01	02	R	2	01	01	03	S	04	77	72	01	01	01	N	01	00	50	2	0	02		
776992540	92040000	00.570	1580	535	044000	10	05	12	11	S-6DR	0	06	1	1	1	05	01	02	R	1	05	03	03	S	21	05	31	01	01	03	S	06	00	53	2	0	00		
806328260	92040000	00.570	1580	535	044000	10	07	28	13	S-6DR	0	06	1	2	1	03	01	03	R	2	01	01	06	E	12	05	26	06	01	01	E	02	00	52	2	0	01		
776971460	92040000	00.590	1580	535	044000	10	06	19	16	S-6DR	0	77	1	1	1	05	01	01	R	S	01	01	06	N	00	05	00	01	01	01	N	01	00	22	2	0	00		
776943820	92040000	00.666	1581	535	044000	10	03	29	17	S-6DR	0	01	1	1	1	05	01	03	L	1	01	01	01	E	00	02	24	01	01	02	E	09	00	44	2	0	01		
806323410	92040000	00.698	1581	535	044000	10	09	23	21	S-6DR	0	03	4	1	1	03	01	02	R	2	01	01	06	N	02	05	83	01	01	01	N	13	00	29	2	0	01		
776915990	92040000	00.704	1519	535	044000	10	04	06	09	S-6DR	0	03	1	1	1	05	01	02	L	2	05	01	03	N	00	77	45	01	01	01	S	14	00	50	2	0	00		
776969050	92040000	00.704	1519	535	044000	10	04	14	12	S-6DR	0	03	1	1	1	05	01	02	R	1	01	01	01	S	03	11	28	01	01	01	W	01	00	35	2	0	00		
776971280	92040000	00.704	1581	535	044000	10	05	05	22	S-6DR	0	16	4	1	1	05	01	02	M	M	01	01	05	S	14	02	19							00	00	1	0	00	
776994260	92040000	00.704	1581	535	044000	10	06	07	10	S-6DR	0	01	1	3	2	03	01	03	T	L	02	04	01	E	01	02	40	01	01	01	E	08	00	16	2	0	00		
806331020	92040000	00.704	1519	535	044000	10	07	01	22	S-6DR	0	03	4	3	2	05	01	02	L	2	01	01	02	S	01	02	45	02	01	03	E	12	00	51	2	0	02		
819635650	92040000	00.704	1519	535	044000	10	12	04	21	S-6DR	0	03	5	1	1	05	01	02	R	2	01	01	03	S	05	03	55	01	01	01	N	12	00	51	2	0	01		
806328550	92040000	00.705	1519	535	044000	10	07	02	00	S-6DR	0	01	4	3	2	06	01	02	L	4	02	01	02	S	00	02	00	01	01	02	S	08	00	34	3	0	00		
776993640	92040000	00.706	1519	535	044000	10	06	09	18	S-6DR	0	01	1	1	1	05	01	02	L	1	01	01	01	S	01	02	52	01	01	02	S	08	00	43	2	0	03		
806346740	92040000	00.709	1519	535	044000	10	08	24	12	S-6DR	0	01	1	3	2	05	01	02	R	1	01	01	01	S	01	02	22	03	01	02	S	08	00	28	2	0	00		
806367760	92040000	00.712	1519	535	044000	10	09	24	20	S-6DR	0	01	4	3	2	05	01	02	L	2	03	01	01	S	01	02	35	01	01	02	S	08	00	20	3	0	01		
806312530	92040000	00.713	1519	535	044000	10	06	05	17	S-6DR	0	31	1	2	2	03	01	01	M	M	01	01	01	N	05	02	20							00	00	1	0	01	
806381940	92040000	00.742	1519	535	044000	10	11	04	14	S-6DR	0	29	1	3	2	05	01	03	R	S	03	01	03	N	01	02	40							00	00	1	0	01	
819638100	92040000	00.742	1519	535	044000	10	12	13	15	S-6DR	0	01	1	1	1	05	01	01	L	1	01	01	01	S	01	02	37	03	01	02	S	08	00	62	2	0	00		
776912420	92040000	00.761	1519	535	044000	10	04	03	15	S-6DR	0	02	1	1	1	03	01	01	L	1	01	01	01	S	01	02	32	01	01	02	S	08	00	64	4	0	07		

REPORT...CARPJ13-01
 DATE...05/10/2016
 TIME...09:44:38

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT
 FROM: 01/01/2010 TO 12/31/2010
 FROM CO/SEC/SUB: 92 040 000
 TO CO/SEC/SUB: 92 040 000
 MP: 000.000
 MP: 001.147

PAGE NO: 3
 USERID: KNKAIHT
 I/O.... CARI113

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	36	61	37	73	0	61	8	8
TOTAL	0	0	0	36	61	37	73	0	61	8	8

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ13-01
 DATE...05/10/2016
 TIME...09:44:38

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 4
 USERID: KNKAIHT
 I/O.... CARI113

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	36	61	37	73	0	61	8	8
TOTAL	0	0	0	36	61	37	73	0	61	8	8

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CARI122
PROGRAM ID: ..... CARPJ122
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNKAIHT
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 06
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 1
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014
FROM CO/SEC/SUB: 92 040 000
TO CO/SEC/SUB: 92 040 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 001.147

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#																	
R	U	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N																	
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M									M	V	K	I													
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N																
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J														
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U														
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R																
	N	N	T					Y				1	GS	S				S	EN	#		E	R	R	R	R	C	/	/R	/1	2	E	S	D	D																	
828342670	92040000	00.000	0024	535	026500	11	10	26	02	U-4DR	0	24	77	04	01	01	01	02	L	S	S	11	01	01	02	32												1	0	01												
831634360	92040000	00.000	0024	535	029500	12	07	15	09	U-4DR	0	14	03	01	01	01	01	02	R	1	N	01	01	01	01	25	W	16	01	01	01								50	2	0	02										
833217560	92040000	00.000	0024	535	031000	13	06	01	23	U-4DR	1	24	77	04	01	01	01	02	R	S	S	01	01	03	02	25														1	0	00										
836584430	92040000	00.000	0024	535	031000	13	09	05	11	U-4DR	0	14	01	01	01	01	01	02	L	R	S	16	01	01	02	53	S	16	01	13	01										33	2	0	01								
836952650	92040000	00.004	0024	535	031000	13	10	30	06	U-4DR	0	14	01	04	02	02	10	02	L	L	S	01	01	01	02	23	S	01	01	14	01											51	4	0	01							
845091020	92040000	00.004	0024	535	029000	14	12	08	12	U-4DR	0	39	77	01	03	02	01	01	M	M	S	01	01	14	01	21																1	0	00								
832831100	92040000	00.005	0024	535	031000	13	03	07	06	U-4DR	0	14	01	01	01	01	01	02	L	L	S	00	01	01																			52	2	0	00						
832342150	92040000	00.008	0024	535	029500	12	12	10	20	U-4DR	0	14	01	04	03	02	10	02	L	1	S	01	01	01	02	20	S	01	01	13	01												55	2	0	02						
822450710	92040000	00.009	0024	535	026500	11	06	24	22	U-4DR	0	14	01	04	03	02	01	02	R	1	S	00	01	01																				56	2	0	00					
831634310	92040000	00.009	0024	535	029500	12	07	11	16	U-4DR	0	36	77	01	01	01	01	02	R	1	S	00	01	00																					24	7	0	02				
837360510	92040000	00.009	0024	535	029000	14	05	22	21	U-4DR	0	14	01	04	01	01	01	02	L	L	S	01	01	01	02	25	S	16	01	13	01															46	2	0	00			
831540500	92040000	00.019	0024	535	029500	12	06	26	19	U-4DR	0	14	01	01	01	01	01	03	L	L	S	01	01	01	02	51	S	01	01	13	01														23	3	0	01				
831906420	92040000	00.019	0024	535	029500	12	10	08	18	U-4DR	0	14	77	04	01	01	01	03	R	S	N	01	01	05	12	38																				1	0	01				
832978320	92040000	00.019	0024	535	031000	13	04	21	06	U-4DR	0	24	77	04	02	02	10	03	I	M	W	16	01	15	02	27																				1	0	02				
837954830	92040000	00.019	0024	535	029000	14	05	26	21	U-4DR	0	14	01	04	01	01	01	03	L	1	S	16	01	01	02	45	S	01	01	13	01															44	2	0	00			
831891250	92040000	00.047	0024	535	029500	12	09	26	21	U-4DR	0	14	01	04	01	01	01	03	L	1	S	03	01	01	02	48	S	16	01	13	01															36	2	0	00			
828199370	92040000	00.057	0024	535	026500	11	10	09	06	U-4DR	1	14	04	06	03	02	01	01	L	1	U	03	01	01	03	31	S	03	01	01	01																64	2	0	00		
833413650	92040000	00.057	0024	535	031000	13	06	15	10	U-4DR	0	14	01	01	02	01	01	01	R	L	S	01	01	13	02	53	S	16	01	13	01																63	2	0	00		
832544810	92040000	00.095	1497	535	031000	13	01	01	22	U-4DR	0	14	01	04	01	01	01	01	L	L	S	01	01	01																							58	2	0	07		
833309560	92040000	00.095	1497	535	031000	13	05	25	06	U-4DR	0	14	01	03	01	01	01	01	L	1	S	01	01	01	02	21	S	01	01	01	01																42	2	0	00		
820942640	92040000	00.100	1497	535	026500	11	05	28	12	U-4DR	0	34	77	01	01	01	01	01	M	M	W	01	03	03	77	44																					1	0	00			
832634690	92040000	00.157	1497	535	029500	12	12	29	09	U-4DR	0	14	04	01	03	02	01	01	R	1	N	88	01	88																							31	2	0	00		
831634580	92040000	00.180	1497	535	029500	12	07	30	15	U-4DR	0	14	01	01	02	02	01	02	R	L	N	01	01	01	02	24	N	01	01	13	01																36	2	0	00		
820583680	92040000	00.185	1497	535	026500	11	02	07	21	U-4DR	0	14	03	04	02	02	01	02	L	2	S	01	01	01	11	24	W	01	01	01	01																31	2	0	02		
833222140	92040000	00.185	1497	535	031000	13	05	20	12	U-4DR	0	14	77	01	01	01	01	02	R	U	E	01	01	77	01	55	E	03	01	13																	00	2	0	00		
833383080	92040000	00.185	1497	535	031000	13	07	09	00	U-4DR	0	14	03	04	01	01	01	02	R	2	S	01	01	03	03	64	N	01	01	01	01																	44	2	0	00	
837698270	92040000	00.185	1497	535	029000	14	04	09	14	U-4DR	0	14	03	01	01	01	01	02	T	1	0	00	01	00																								54	2	0	00	
831856160	92040000	00.187	1497	535	029500	12	08	28	14	S-4DR	0	14	01	01	03	02	10	02	L	1	S	03	01	01	02	77	S	01	01	13	01																	65	2	0	02	
828134560	92040000	00.189	1497	535	026500	11	09	17	10	S-4DR	0	14	01	01	01	01	01	02	L	1	S	16	01	01	02	52	S	01	01	13	01																		28	2	0	01
831886740	92040000	00.189	1497	535	029500	12	10	03	19	S-4DR	0	14	01	05	03	02	10	02	L	1	S	01	01	01	77	56	S	01	01	13	01																	21	3	0	01	
832906430	92040000	00.189	1497	535	031000	13	04	03	19	S-4DR	0	14	01	04	02	02	01	02	L	1	S	01	01	14	02	20	S	00	01	13																			00	2	0	00
833355350	92040000	00.189	1497	535	031000	13	07	10	12	S-4DR	0	14	03	01	01	01	01	01	R	2	S	03	01	01	31	21	N	16	01	01	01																	34	2	0	03	
837408460	92040000	00.1																																																		

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 2
USERID: KNKAIHT
I/O.... CARO123

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMPS INCL
FROM CO/SEC/SUB: 92 040 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 92 040 000 MP: 001.147 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#						
R	U	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N						
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M									M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N					
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J			
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U			
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R					
	N	N	T					Y				1	GS	S				S	EN	#		E	R	R	R	C	/	/R	/1	2	E	S	D	D							
837548980	92040000	00.232	1497	535	029000	14	02	14	04	S-4DR	2	10	77	05	01	01	01	01	R	2	N	02	01	01	01	65	*	01	05	03	05	09	38	1	1	00					
828517630	92040000	00.280	1497	535	026500	11	11	28	18	S-4DR	0	14	01	02	03	02	01	01	L	1	S	01	01	01	02	44	S	03	01	13	01					61	2	0	00		
820725330	92040000	00.383	1518	535	026500	11	02	05	21	S-4DR	3	10	77	05	03	02	01	01	L	2	S	03	01	16	26	51	*	01	07	07	01	01	00					17	2	1	01
822550630	92040000	00.404	1518	535	029500	12	02	07	18	S-4DR	0	14	04	02	02	01	01	01	L	2	S	01	01	06		00	S	01	01	01	01					81	2	0	00		
837527970	92040000	00.415	1518	535	029000	14	02	01	06	S-4DR	0	14	04	03	04	02	01	01	R	2	N	01	01	06	25	56	N	16	01	01	01					43	2	0	00		
828299130	92040000	00.417	1518	535	026500	11	09	19	01	S-4DR	0	14	04	05	01	01	01	03	L	2	S	00	01	06		00	S	01	01	01	01					49	2	0	00		
828720640	92040000	00.417	1518	535	029500	12	03	02	19	S-4DR	0	11	88	05	01	01	01	02	T	C	U	00	01	00		00	*	03	07	04	01	00	00					65	1	0	01
832563680	92040000	00.417	1518	535	029500	12	12	31	14	S-4DR	0	14	03	01	01	01	01	02	L	2	S	01	01	05	03	25	S	20	01	01	01					56	2	0	00		
844836290	92040000	00.417	1518	535	029000	14	07	31	17	S-4DR	0	14	03	01	01	01	01	02	L	2	E	03	01	05	77	35	*	03	02	01	12	00					25	1	0	01	
831788670	92040000	00.420	1518	535	029500	12	07	23	16	S-4DR	0	14	01	01	02	02	01	02	L	L	S	03	01	01	02	61	S	01	01	13	01					63	2	0	03		
828307280	92040000	00.426	1577	535	029000	14	04	08	13	S-4DR	0	14	01	01	03	02	01	02	L	1	S	16	01	01	02	28	S	01	01	13	01					63	2	0	00		
822667030	92040000	00.429	1577	535	026500	11	09	17	02	S-6DR	1	33	77	04	01	01	01	02	R	S	S	01	01	03	06	22												1	0	01	
828466740	92040000	00.429	1577	535	026500	11	11	26	11	S-6DR	0	14	03	01	01	01	01	01	R	S	N	01	01	01	02	45	E	03	01	01	01					40	2	0	00		
831763560	92040000	00.429	1577	535	029500	12	08	01	21	S-6DR	0	14	03	04	01	01	01	02	R	2	N	01	01	01	11	25	E	03	01	03	01					32	2	0	03		
832331440	92040000	00.429	1577	535	029500	12	11	09	20	S-6DR	0	14	03	05	01	01	01	02	L	L	E	20	01	03		00	E	01	01	03	01					38	2	0	00		
832779170	92040000	00.429	1577	535	031000	13	02	13	12	S-6DR	0	13	77	01	01	01	01	02	R	2	N	01	01	01	03	62	S	16	01	03	01					29	2	0	04		
837612290	92040000	00.429	1577	535	029000	14	03	04	00	S-6DR	0	14	03	05	03	02	01	02	R	1	N	01	01	01	02	60	E	01	01	03	01					20	2	0	00		
837523880	92040000	00.454	1577	535	029000	14	02	07	15	S-6DR	0	14	03	01	02	01	01	01	L	1	S	16	01	06	25	64	S	01	01	01	01					34	2	0	00		
837527980	92040000	00.515	0178	535	029000	14	02	01	08	S-6DR	0	14	01	01	02	02	01	01	R	1	N	16	01	01	02	31	N	01	01	13	01					19	2	0	00		
828198780	92040000	00.539	1579	535	026500	11	08	18	17	S-6DR	0	14	01	01	01	01	01	02	R	2	N	02	01	01	02	43	N	03	01	01	01					23	2	0	00		
819965630	92040000	00.539	1579	535	029500	12	08	12	16	S-6DR	0	14	04	01	02	02	01	02	L	L	S	16	01	16	25	32	S	02	01	13	01					33	2	0	00		
832501640	92040000	00.539	1579	535	029500	12	12	16	11	S-6DR	0	14	04	01	01	01	01	01	L	L	S	16	01	06	25	67	S	16	01	01	01					60	2	0	00		
836947470	92040000	00.539	1579	535	031000	13	10	21	10	S-6DR	0	14	88	01	01	01	01	02	L	L	N	00	01	04		00	S	01	01	13	01					35	2	0	00		
831598020	92040000	00.548	1579	535	029500	12	07	14	23	S-6DR	0	14	03	02	01	01	01	02	R	2	S	01	01	03	11	23	N	01	01	01	01					42	3	0	02		
832915700	92040000	00.548	1579	535	031000	13	03	17	11	S-6DR	0	14	03	01	01	01	01	02	R	2	N	16	01	01	11	28	E	16	01	01	01					52	2	0	01		
837568570	92040000	00.548	1579	535	029000	14	04	02	15	S-6DR	0	14	03	01	01	01	01	02	R	2	N	16	01	01	11	71	E	01	01	03	01					45	3	0	02		
844879450	92040000	00.548	1579	535	029000	14	09	07	18	S-6DR	0	14	77	02	03	02	01	02	R	2	N	02	01	01	01	63	S	01	01	03	01					21	2	0	00		
845266990	92040000	00.548	1579	535	029000	14	10	26	12	S-6DR	0	14	03	01	01	01	01	02	R	2	N	01	01	01	11	51	S	01	01	03	01					57	2	0	00		
831858370	92040000	00.553	1579	535	029500	12	08	06	22	S-6DR	0	14	04	05	03	02	10	02	L	2	0	16	01	00		00	S	01	01	01	01					37	2	0	00		
844914070	92040000	00.605	1580	535	047500	14	08	11	14	S-6DR	0	14	02	01	01	01	01	01	R	1	N	01	01	01	01	40	E	02	01	10	01					55	2	0	03		
844734470	92040000	00.609	1580	535	047500	14	06	25	14	S-6DR	0	14	04	01	01	01	01	01	R	R	N	01	01	05	02	20	N	02	01	05	01					44	2	0	00		
828382330	92040000	00.676	1581	535	047000	11	11	11	07	S-6DR	0	14	01	01	01	01	01	03	R	1	E	03	01	01	02	58	E	01	01	13	01					36	4	0	01		
832810810	92040000	00.685	1581	535	046500	13	10	11	10	S-6DR	0	10	03	01	01	01	01	03	R	1	N	01	01	01	01	45	*	03	05	01	03	00					30	1	0	01	
833101770	92040000	00.699	1581	535	046500	13	04	22	13	S-6DR	0	14	04	01	01	01	01	02	L	3	S	20	01	01	02	42	S	01	01	13	01					64	2	0	00		
833039220	92040000	00.700	1581	535	046500	13	03	23	10	S-6DR	0	14	01	01	02	01	01	02	R	1	N	01	01	01	02	45	N	01	01	13	01					24	2	0	00		
820725890	92040000	00.701	1581	535	047000	11	04	22	20	S-6DR	0	14	01	05	01	01	01	01	R	1	N	02	01	01	02	28	N	01	01	01	01										

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 5
USERID: KNKAIHT
I/O.... CARO123

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 92 040 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 92 040 000 MP: 001.147 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M								M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N				
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J		
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U		
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D	Y	P	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
	N	N	T					Y				1	GS	S	S	EN	#	E	R	R	R	C	/	/R	/1	2	E	S	D	D										
838252090	92040000	00.856	0181	535	047500	14	06	01	16	S-6DR	0	14	01	01	03	02	10	01	L	1	S	16	01	01	02	29	S	01	01	13	01					56	2	0	00	
819585820	92040000	00.861	0181	535	045500	12	02	22	17	S-6DR	0	14	01	01	03	02	01	01	L	1	S	01	01	01	01	02	25	S	01	01	01	02					43	3	0	00
832104580	92040000	00.872	0181	535	045500	12	09	22	00	S-6DR	0	14	01	05	02	02	01	01	R	2	N	01	01	01	01	02	22	N	01	01	13	01					22	3	0	00
845315620	92040000	00.872	0181	535	047500	14	12	13	18	S-6DR	0	14	01	05	01	01	01	01	L	1	S	01	01	01	01	02	75	S	01	01	13	01					63	2	0	04
820612990	92040000	00.893	1521	535	047000	11	01	19	08	S-6DR	0	14	01	01	01	02	01	01	R	1	N	01	01	01	01	02	19	N	01	01	13	01					44	2	0	00
820613000	92040000	00.893	1521	535	047000	11	01	19	08	S-6DR	0	14	01	01	01	02	01	01	R	1	N	01	01	01	01	02	23	N	01	01	13	01					44	2	0	00
828859910	92040000	00.893	0181	535	045500	12	02	06	17	S-6DR	0	14	01	03	02	01	01	01	L	1	S	16	01	01	01	02	35	S	01	01	13	01					41	2	0	00
836488260	92040000	00.893	0181	535	046500	13	07	12	15	S-6DR	0	14	03	01	02	02	01	01	L	2	N	16	01	03	03	36	S	01	01	01	01					38	2	0	03	
837523700	92040000	00.893	0181	535	047500	14	01	31	19	S-6DR	0	14	01	04	02	02	01	01	L	1	S	01	01	01	01	02	18	S	01	01	13	01					21	3	0	02
837523760	92040000	00.893	0181	535	047500	14	02	01	18	S-6DR	0	14	01	04	02	02	01	01	L	1	N	01	01	01	01	02	31	S	16	01	13	01					54	3	0	01
845536510	92040000	00.893	0181	535	047500	14	12	20	15	S-6DR	0	14	03	01	01	01	01	02	L	3	N	01	01	01	03	44	S	01	01	01	01					19	2	0	03	
820184320	92040000	00.904	1521	535	045500	12	01	16	17	S-6DR	0	14	01	01	01	01	01	03	L	1	S	03	01	01	01	02	46	S	01	01	13	01					42	2	0	00
845062540	92040000	00.904	0181	535	047500	14	10	19	17	S-6DR	0	14	01	01	01	01	01	01	L	1	S	01	01	01	01	02	51	S	01	01	13	01					44	3	0	02
820584120	92040000	00.917	1521	535	047000	11	02	06	23	S-6DR	0	14	01	05	01	01	01	01	L	1	S	03	01	01	01	02	28	S	01	01	06	01					25	2	0	01
836878590	92040000	00.947	1521	535	046500	13	10	13	12	S-6DR	0	14	01	01	01	01	01	01	R	1	N	01	01	01	01	02	43	N	01	01	13	01					27	2	0	01
820750540	92040000	00.954	1521	535	047000	11	07	07	18	S-6DR	0	14	01	01	03	02	01	01	L	2	S	16	01	01	01	02	22	S	00	01	00					00	2	0	00	
819730050	92040000	00.954	1521	535	047000	11	07	15	17	S-6DR	0	14	01	01	03	02	01	01	L	1	N	01	01	01	01	01	36	N	16	01	01	01					23	2	0	01
828633740	92040000	00.954	1521	535	045500	12	01	30	08	S-6DR	0	14	01	01	01	01	01	01	R	2	N	01	01	01	01	02	39	N	01	01	01	01					48	4	0	04
829003990	92040000	00.954	1521	535	045500	12	03	31	14	S-6DR	0	14	01	01	02	02	10	01	L	1	S	01	01	01	01	02	27	S	16	01	13	01					36	2	0	00
829004010	92040000	00.954	1521	535	045500	12	03	31	16	S-6DR	0	14	01	01	03	02	10	01	L	1	S	01	01	01	01	02	23	S	02	01	13	01					43	2	0	00
831747300	92040000	00.954	1521	535	045500	12	07	16	17	S-6DR	0	14	01	01	02	01	01	01	L	1	S	01	01	01	01	02	23	S	01	01	13	01					41	2	0	02
832404730	92040000	00.954	1521	535	045500	12	12	28	18	S-6DR	0	14	01	05	03	02	01	01	L	1	S	01	01	01	01	02	72	S	03	01	13	01					23	2	0	01
828362150	92040000	00.966	1521	535	047000	11	10	23	01	S-6DR	0	14	03	05	01	01	01	01	L	3	S	02	01	05	03	64	S	01	01	01	01					32	2	0	01	
844757650	92040000	00.985	1521	535	047500	14	06	29	19	S-6DR	0	14	01	01	01	01	01	04	L	D	E	02	01	01	02	43	E	01	01	13	01					39	2	0	01	
831993230	92040000	01.004	1521	535	045500	12	10	03	19	S-6DR	0	14	01	04	01	01	01	01	L	1	S	16	01	01	01	02	54	S	03	01	13	01					22	4	0	03
832681410	92040000	01.004	1521	535	046500	13	03	02	03	S-6DR	0	14	04	04	01	01	01	04	L	3	S	00	01	00		00	S	01	01	14	01					31	2	0	01	
836517800	92040000	01.004	1521	535	046500	13	07	24	08	S-6DR	0	14	01	01	01	01	01	01	R	1	N	01	01	01	01	02	27	N	01	01	13	01					31	2	0	00
820638250	92040000	01.021	1498	535	047000	11	01	17	13	S-6DR	0	14	01	01	03	02	01	03	R	3	N	01	01	01	01	02	21	N	01	01	13	01					55	2	0	02
832831310	92040000	01.023	1498	535	046500	13	03	21	06	S-6DR	0	14	01	03	01	01	01	03	R	1	N	16	01	01	01	02	25	N	01	01	13	01					41	3	0	00
845527500	92040000	01.023	1498	535	047500	14	12	29	11	S-6DR	0	14	01	01	01	01	01	03	R	1	N	01	01	01	01	02	19	N	01	01	13	01					31	2	0	01
828421820	92040000	01.033	1498	535	047000	11	11	24	23	S-6DR	0	14	01	05	01	01	01	02	R	2	N	88	01	01		00	N	01	01	01	01					27	2	0	01	
832437850	92040000	01.033	1498	535	045500	12	12	26	08	S-6DR	0	14	04	01	01	01	01	01	L	3	S	01	01	01	06	03	74	S	16	01	01	01					43	2	0	00
832690360	92040000	01.033	1498	535	046500	13	02	14	19	S-6DR	0	14	01	02	03	02	01	03	L	1	S	01	01	01	01	02	46	S	01	01	13	01					38	4	0	00
819920660	92040000	01.042	1498	535	047000	11	11	21	21	S-6DR	0	14	01	04	01	01	01	04	R	3	S	01	01	01	01	02	17	S	20	01	14	01					47	2	0	00
832650720	92040000	01.042	1498	535	046500	13	01	31	02	S-6DR	0	14	01	04	03	02	01	01	L	3	S	01	01	01	01	02	41	S	01	01	13	01					21	2	0	02
831831170	92040000	01.050	1498	535	045500	12</																																		

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 8
USERID: KNKAIHT
I/O.... CARO123

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014
FROM CO/SEC/SUB: 92 040 000
TO CO/SEC/SUB: 92 040 000

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 001.147

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#								
R	U	C	S	E	TR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N										
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M																
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N							
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J					
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U					
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R							
	N	N	T					Y				1	GS	S		S	EN	#		E		R	R	R	C	/	/R	/1	2	E	S	D	D										
832341860	92040000	01.137	1499	535	045500	12	11	10	12	S-6DR	0	14	01	01	01	01	01	01	L	1	S	01	01	01	01	02	38	S	01	01	13	01					18	2	0	01			
822647250	92040000	01.147	1499	535	047000	11	07	09	17	S-6DR	0	14	01	01	01	01	01	01	L	1	S	03	01	01	01	02	35	S	01	01	13	01					30	3	0	01			
822514220	92040000	01.147	1499	535	047000	11	09	01	19	S-6DR	0	14	01	01	03	02	01	01	L	3	S	00	01	06															22	5	0	00	
831974560	92040000	01.147	1499	535	045500	12	09	28	17	S-6DR	0	14	01	01	03	02	10	01	L	1	S	01	01	01	01	02	19	S	02	01	13	01					50	2	0	00			
832563580	92040000	01.147	1499	535	045500	12	12	16	18	S-6DR	0	14	01	05	01	01	01	01	L	1	S	01	01	01	01	02	22	S	16	01	13	01					32	2	0	01			
833328220	92040000	01.147	1499	535	046500	13	06	27	17	S-6DR	0	14	01	01	01	01	01	01	L	2	S	01	01	01	01	02	19	S	16	01	13	01					35	2	0	00			
837415340	92040000	01.147	1499	535	046500	13	12	29	14	S-6DR	0	14	01	01	03	02	01	01	L	1	S	01	01	01	01	02	24	S	16	01	13	01					44	2	0	00			
832765240	92040000	01.147	1499	535	047500	14	02	26	16	S-6DR	0	14	01	01	03	02	01	01	L	1	S	03	01	01	01	02	48	S	16	01	14	01					31	3	0	01			
820588360Y92090000	09.397	1408	530	034500	11	02	10	16	U-6DR	0	14	01	01	02	01	01	01	01	R	3	E	16	01	01	01	02	37	E	01	01	13	01					32	2	0	00			
833189280Y92090000	09.404	1408	530	035000	13	06	02	19	U-6DR	0	33	77	04	03	02	01	03	R	S	E	01	01	01	01	02	25													1	0	01		
837814730Y92090000	09.404	1408	530	035000	14	04	19	22	U-6DR	0	14	04	04	01	01	01	03	R	1	E	01	01	06	03	32	E	16	01	01	01	01					37	2	0	00				
837149780	92090000	09.410	1408	530	035000	13	12	13	23	U-6DR	0	14	03	04	01	01	01	02	L	1	S	00	01	05																47	2	0	00
832801300Y92090000	09.414	1408	530	035000	13	01	28	22	U-6DR	0	14	01	04	01	01	01	03	L	R	W	01	01	01	01	02	19	W	02	01	13	01					44	2	0	00				
820588370Y92090000	09.416	1408	530	034500	11	02	10	17	U-6DR	0	14	01	01	02	01	01	01	R	2	E	01	01	01	01	02	22	E	01	01	13	01					55	3	0	00				
829088000Y92090000	09.428	1408	530	036000	12	04	08	20	U-6DR	0	14	03	02	01	01	01	03	R	3	E	03	01	06	25	25	E	16	01	01	01					47	2	0	02					
837648560Y92090000	09.428	1408	530	035000	14	03	25	07	U-6DR	0	14	03	01	02	02	01	03	R	1	E	16	01	06	25	22	E	01	01	01	01					35	2	0	02					
829103160	92090000	09.433	0024	530	036000	12	04	27	02	U-6DR	0	14	01	04	01	01	01	02	L	2	W	01	01	01	02	19	W	01	01	13	01					18	3	0	03				
832700530	92090000	09.433	0024	530	035000	13	01	18	14	U-6DR	0	14	01	01	02	02	01	02	L	1	W	16	01	01	02	67	W	01	01	13	01					31	2	0	00				
832906700	92090000	09.433	0024	530	035000	13	04	26	15	U-6DR	0	14	04	01	01	01	01	02	L	3	E	01	01	06	03	19	E	08	13	01	01					52	2	0	00				
828934710	92090000	09.433	0024	530	035000	13	05	23	13	U-6DR	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	56	E	16	01	13	01					30	2	0	01				
837402280	92090000	09.434	0024	530	035000	14	01	17	14	U-6DR	0	14	01	01	01	01	01	02	R	3	E	16	01	01	02	83	E	01	01	13	01					42	3	0	01				
845062420	92090000	09.434	0024	530	035000	14	10	12	15	U-6DR	0	14	01	01	01	01	01	02	R	1	E	17	01	01	02	63	E	01	01	13	01					49	2	0	01				
828668280	92090000	09.437	0024	530	050000	12	01	09	08	U-6DR	0	14	77	01	01	01	01	02	R	3	E	16	01	06	25	31	E	01	01	01	01					26	2	0	01				
833101680	92090000	09.437	0024	530	052000	13	04	19	16	U-6DR	0	14	01	01	02	01	01	02	R	3	W	01	01	01	02	18	W	16	01	13	01					16	2	0	04				
837648570	92090000	09.437	0024	530	052000	14	03	25	07	U-6DR	0	14	03	01	02	02	01	02	R	6	E	01	01	14	30	24	E	01	01	77	01					35	2	0	01				
837641440	92090000	09.437	0024	530	052000	14	04	07	23	U-6DR	0	14	01	04	02	02	01	02	R	2	E	01	01	01															31	2	0	00	
820174100	92090000	09.438	0024	530	052000	13	05	02	09	U-6DR	0	14	01	01	03	02	10	02	R	1	E	01	01	14	77	59	E	01	01	01	77					26	2	0	02				
845294740	92090000	09.440	0024	530	052000	14	11	08	23	U-6DR	0	14	01	04	02	02	01	02	L	1	E	01	01	01	02	17	E	01	01	13	01					28	4	0	00				
820613480	92090000	09.442	0024	530	050000	11	03	07	14	U-6DR	0	14	01	01	01	01	01	02	L	R	W	01	01	01	02	22	0	00	01	00					00	2	0	00					
820665820	92090000	09.442	0024	530	050000	11	03	16	03	U-6DR	0	14	03	04	01	01	01	02	L	1	W	01	01	01	07	35	S	01	01	03	77					19	2	0	01				
828710260	92090000	09.442	0024	530	050000	12	01	14	10	U-6DR	0	14	77	01	01	01	01	02	L	3	E	01	01	01	02	25	N	01	01	01	01					60	2	0	02				
828988760	92090000	09.442	0024	530	050000	12	04	29	17	U-6DR	0	14	03	01	01	01	01	01	02	L	2	W	01	01	01	11	54	N	01	01	01					44	2	0	03				
832974900	92090000	09.442	0024	530	052000	13	03	23	02	U-6DR	0	14	03	05	01	01	01	02	R	2	E	01	01	01	77	26	N	20	01	03	77					65	2	0	00				
832906710	92090000	09.442	0024	530	052000	13	04	26	18	U-6DR	0	14	03	01	01	01	01	04	L	1	W	01	01	05	03	18	N	11	01	01	01					28	2	0	02				
837546030	92090000	09.442	0024	530	052000	14	03	01	18	U-6DR	0	14	01	02	01	01	01	02	L	2	E	01	01	01	02	35	W	01	01	13	01					52	3	0	00				
844878890	92090000	09.442	0024	530	052000	14	08	08	09	U-6DR	0	11	77	01	01	01	01	02																									

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 9
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 92 040 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 92 040 000 MP: 001.147 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#						
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M								M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N					
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J			
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U			
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R					
	N	N	T					Y				1	GS	S		S	EN	#		E		R	R	R		C	/	/R	/1	2	E	S	D	D							
845010570	92090000	09.443	0024	530	052000	14	10	04	18	U-6DR	0	39	77	01	01	01	01	01	02	R	S	E	01	01	01	02	20									1	0	01			
845559170Y	92090000	09.445	0024	530	052000	14	12	19	09	U-6DR	0	11	77	01	01	01	01	01	04	R	D	W	00	01	01	00	*	03	02	01	12	00	00	2	0	00					
845392750	92090000	09.446	0024	530	052000	14	12	10	01	U-6DR	0	32	77	04	01	01	01	01	02	R	S	S	01	01	03	02	25										1	0	00		
820725950Y	92090000	09.447	0024	530	050000	11	04	25	01	U-6DR	0	14	01	01	02	01	01	01	01	L	3	W	88	01	01	00	W	01	01	13	01					42	3	0	00		
833188060	92090000	09.447	0024	530	052000	13	07	24	18	U-6DR	0	14	01	01	01	01	01	01	02	L	3	W	03	01	01	02	21	W	02	01	13	01					42	3	0	01	
832292220	92090000	09.449	0024	530	050000	12	10	26	16	U-6DR	0	14	01	01	01	01	01	01	02	R	R	W	88	88	01	00	W	01	01	14	01					25	2	0	00		
828815750	92090000	09.451	0024	530	050000	12	01	27	09	U-6DR	0	39	77	01	01	01	01	01	02	L	H	W	01	01	88	00												1	0	00	
828837860	92090000	09.451	0024	530	050000	12	03	08	14	U-6DR	0	14	03	01	03	02	10	02	R	1	E	16	01	01	02	59	E	01	01	01	01					48	2	0	01		
832700540	92090000	09.451	0024	530	052000	13	01	18	14	U-6DR	0	14	01	01	02	02	01	02	L	2	W	16	01	01	02	21	E	16	01	13	01					48	2	0	00		
837065560	92090000	09.451	0024	530	052000	13	11	19	10	U-6DR	0	14	01	01	01	01	01	01	02	L	2	W	01	01	01	00	W	16	01	13	01					46	2	0	00		
838205680	92090000	09.451	0024	530	052000	14	06	16	07	U-6DR	0	14	01	01	01	01	01	01	02	R	R	W	03	01	01	02	59	W	01	01	13	01					28	2	0	01	
828775980Y	92090000	09.461	0024	530	050000	12	02	10	16	U-6DR	0	14	01	01	02	02	01	03	R	3	E	01	01	06	02	54	E	01	01	06	01					29	2	0	02		
831550390Y	92090000	09.461	0024	530	050000	12	06	01	15	U-6DR	0	14	01	01	03	02	01	03	R	3	E	02	01	01	02	19	E	02	01	13	01					20	2	0	00		
832751400Y	92090000	09.461	0024	530	052000	13	03	09	16	U-6DR	0	14	04	01	01	01	01	01	03	L	1	W	00	01	06	00	W	01	01	01	01					81	2	0	00		
837079160Y	92090000	09.461	0024	530	052000	13	10	30	07	U-6DR	0	32	77	03	02	02	01	03	R	S	E	01	01	03	02	21												1	0	00	
837420250Y	92090000	09.461	0024	530	052000	14	02	18	08	U-6DR	0	14	01	01	01	01	01	01	03	R	3	E	03	01	01	00	E	01	01	13	01					30	2	0	01		
833101600Y	92090000	09.470	1409	530	052000	13	04	15	13	U-6DR	0	14	04	01	01	01	01	01	*	R	3	E	08	01	06	15	51	E	02	01	13	01					45	2	0	00	
837568430Y	92090000	09.470	1409	530	052000	14	03	17	02	U-6DR	0	14	77	04	02	01	01	03	R	2	E	01	01	01	02	21	E	01	01	01	02					20	2	0	00		
836914150Y	92090000	09.470	1409	530	052000	14	09	11	18	U-6DR	0	14	01	01	01	01	01	01	03	R	3	E	01	01	01	02	55	E	01	01	13	01					26	4	0	00	
831605840Y	92090000	09.480	1409	530	052000	13	01	28	16	U-6DR	0	14	01	01	01	01	01	01	03	R	1	E	16	01	01	02	24	E	01	01	13	01					63	2	0	04	
828934950Y	92090000	09.480	1409	530	052000	13	06	09	16	U-6DR	0	13	03	01	02	01	01	01	04	L	1	W	01	01	06	25	60	W	02	01	01	01					27	2	0	00	
837149960Y	92090000	09.480	1409	530	052000	13	12	31	22	U-6DR	0	14	03	04	01	01	01	01	03	R	3	E	01	01	05	06	20	E	01	01	01	01					44	2	0	02	
837597440Y	92090000	09.480	1409	530	052000	14	03	31	17	U-6DR	0	14	01	02	01	01	01	01	03	L	1	W	01	01	01	03	59	W	03	01	01	01					28	2	0	02	
845295210Y	92090000	09.480	1409	530	052000	14	10	30	07	U-6DR	0	14	01	01	01	01	01	01	03	R	1	E	02	01	01	02	33	E	01	01	13	01					27	2	0	00	
831890940Y	92090000	09.489	1409	530	050000	12	09	07	10	U-6DR	0	33	77	01	01	01	01	01	01	L	S	E	01	01	01	21	24												1	0	00

REPORT...CARPJ122-01
 DATE...05/10/2016
 TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT

PAGE NO: 10
 USERID: KNKAIHT
 I/O.... CARI122

COMMENT:
 FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 92 040 000
 TO CO/SEC/SUB: 92 040 000

MP: 000.000
 MP: 001.147
 RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	1	1	1	29	46	32	62	1	47	3	5
2012	0	0	0	54	97	35	89	0	97	10	6
2013	0	0	0	33	63	50	83	0	63	11	8
2014	2	2	0	35	63	49	86	2	63	14	10
TOTAL	3	3	1	151	269	166	320	3	270	38	29

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ122-01
 DATE...05/10/2016
 TIME...10:04:29

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 11
 USERID: KNKAIHT
 I/O.... CARI122

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	1	1	1	29	46	32	62	1	47	3	5
2012	0	0	0	54	97	35	89	0	97	10	6
2013	0	0	0	33	63	50	83	0	63	11	8
2014	2	2	0	35	63	49	86	2	63	14	10
TOTAL	3	3	1	151	269	166	320	3	270	38	29

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA     AAA      RRR     RRR
      CCC             AAA     AAA      RRR     RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA     AAA      RRR     RRR
  CCC             AAA     AAA      RRR     RRR
 CCCCCCCCCC      AAA     AAA      RRR     RRR
 CCCCCCCCCC      AAA     AAA      RRR     RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CARI113
PROGRAM ID: ..... CARPJ13
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNKAIHT
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... -
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 0
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```


REPORT...CARPJ13-01
DATE...05/10/2016
TIME...09:45:26

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 2
USERID: KNKAIHT
I/O.... CARO213

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2010 TO 12/31/2010 RAMPS INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	I	E	I	BJ		
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR				
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#																											
806377400	75035001	00.642	3482	535	044000	10	11	02	18	S-6DR	0	01	1	2	1	01	01	02	I	M	01	01	01	N	02	02	20	01	01	02	N	09	00	60	2	0	00		
819710220	75035001	00.642	3482	535	044000	10	12	16	12	S-6DR	0	03	1	1	1	06	01	02	L	2	03	01	05	E	12	03	54	03	01	01	S	01	00	48	2	0	04		
819609770	75035001	00.642	3482	535	044000	10	12	26	12	S-6DR	0	03	1	1	1	06	01	02	L	1	03	01	05	E	13	03	43	01	01	S	01	00	38	2	0	01			
820583480	75035001	00.642	3482	535	044000	10	12	29	12	S-6DR	0	03	1	1	1	01	01	02	L	1	01	01	05	E	01	03	59	03	01	01	S	03	00	50	2	0	02		
806377470	75035001	00.644	3482	535	044000	10	11	09	09	S-6DR	0	06	1	2	1	05	01	02	R	L	01	01	01	E	02	03	34	02	01	03	E	10	00	41	2	0	00		
776906330	75035001	00.645	3482	535	044000	10	02	17	00	S-6DR	1	03	5	1	1	03	01	01	L	2	01	01	06	S	02	05	26	01	01	01	S	09	02	58	2	0	01		
776927560	75035001	00.651	3482	535	044000	10	02	12	23	S-6DR	0	01	4	1	1	03	01	02	L	2	01	01	01	S	01	02	21	01	01	02	S	08	00	45	3	0	00		
806322910	75035001	00.680	3482	535	044000	10	08	19	14	S-6DR	0	01	1	2	1	03	01	01	R	3	06	03	01	N	01	02	56	01	01	02	N	08	00	22	2	0	00		
776912320	75035001	00.689	3482	535	044000	10	03	17	20	S-6DR	0	03	5	1	1	77	01	03	L	2	02	01	06	S	05	05	46	03	01	06	S	14	00	25	2	0	03		
806403160	75035001	00.706	3482	535	044000	10	10	27	19	S-6DR	0	03	5	1	1	03	01	01	L	U	01	01	77	S	14	77	34	02	01	77	S	05	00	61	2	0	01		
806348140	75035001	00.800	2588	535	044000	10	08	11	00	S-6DR	0	01	1	1	1	05	01	01	R	3	01	01	01	N	01	02	60	03	01	02	N	08	00	40	2	0	00		
806344330	75035001	00.831	2588	535	044000	10	08	27	22	S-6DR	0	06	5	2	2	03	01	01	L	1	02	01	01	S	13	77	36	01	01	77	S	05	00	24	2	0	00		
776928130	75035001	00.838	2588	535	044000	10	02	19	02	S-6DR	0	01	5	1	1	03	01	01	L	1	01	01	06	S	02	02	00	01	01	01	S	09	00	29	2	0	00		
776966210	75035001	00.857	2588	535	044000	10	04	21	08	S-6DR	0	01	1	2	2	03	01	03	R	2	01	01	01	N	14	02	57	01	01	02	N	07	00	59	2	0	01		
806303720	75035001	00.867	2588	535	044000	10	06	30	22	S-6DR	0	03	5	1	1	03	01	01	L	2	01	01	06	S	02	05	20	01	01	01	S	14	00	22	2	0	00		
806322500	75035001	00.867	2588	535	044000	10	09	27	16	S-6DR	0	01	1	1	1	05	01	03	R	R	01	01	01	N	01	02	00	03	01	02	N	08	00	52	4	0	01		
776961600	75035001	00.876	2588	535	044000	10	04	06	13	S-6DR	0	01	1	1	1	05	01	03	R	3	03	01	01	N	01	02	46	01	01	02	N	08	00	56	2	0	01		
776994870	75035001	00.876	2588	535	044000	10	07	07	11	S-6DR	0	03	1	1	1	05	01	03	R	R	01	01	06	N	03	05	36	01	01	01	N	14	00	32	2	0	00		
806368930	75035001	00.876	2588	535	044000	10	10	12	20	S-6DR	0	03	1	1	1	03	01	01	L	1	01	01	06	S	04	05	38	01	01	01	S	14	00	48	2	0	01		
819594900	75035001	00.876	2588	535	044000	10	11	13	21	S-6DR	0	09	5	1	1	05	01	01	L	1	03	01	06	S	13	03	40	01	01	01	S	03	00	29	2	0	03		
776900310	75035001	00.886	2588	535	044000	10	02	05	13	S-6DR	0	01	1	2	1	05	01	02	R	1	01	01	01	N	08	77	58	01	01	02	N	01	00	28	2	0	01		
806303360	75035001	00.886	2588	535	044000	10	07	05	13	S-6DR	0	01	1	1	1	03	01	02	R	3	01	01	01	N	00	02	00	01	01	02	N	08	00	26	2	0	01		
806328590	75035001	00.890	2588	535	044000	10	07	05	22	S-6DR	0	01	4	3	2	03	01	02	R	U	01	01	01	N	00	02	00	01	01	02	N	08	00	42	2	0	00		
819595060	75035001	00.890	2588	535	044000	10	11	25	23	S-6DR	0	03	5	1	1	05	01	02	R	L	01	01	06	N	13	77	40	03	01	01	N	02	00	57	2	0	01		
776917530	75035001	00.895	2588	535	044000	10	01	24	05	S-6DR	0	02	5	1	1	05	01	02	I	M	04	03	01	W	01	01	48	01	02	03	E	01	00	31	2	0	03		
776911300	75035001	00.895	2588	535	044000	10	01	29	11	S-6DR	0	77	1	1	1	05	01	02	R	2	01	01	01	N	00	77	34	01	01	02	N	00	00	42	2	0	00		
776925220	75035001	00.895	2588	535	044000	10	02	24	19	S-6DR	0	01	5	3	2	03	01	02	T	R	01	01	01	W	00	02	24	02	01	02	W	08	00	44	2	0	00		
776948720	75035001	00.895	2588	535	044000	10	03	19	16	S-6DR	0	01	1	1	1	03	01	02	L	A	01	01	01	S	01	02	60	01	01	02	S	08	00	41	2	0	00		
776939310	75035001	00.895	2588	535	044000	10	04	03	22	S-6DR	0	01	4	1	1	05	01	02	R	3	01	01	01	N	01	02	31	01	01	02	N	08	00	43	2	0	02		
776931440Y	75035001	00.895	2588	535	044000	10	04	09	17	S-6DR	0	03	1	1	1	03	01	04	S	3	01	01	05	S	14	03	46	01	01	01	W	03	00	28	2	0	01		
776964100	75035001	00.895	2588	535	044000	10	04	11	21	S-6DR	0	01	5	1	1	05	01	02	S	R	01	01	01	N	01	02	43	01	01	02	N	08	00	29	3	0	00		
806321690	75035001	00.895	2588	535	044000	10	07	03	22	S-6DR	0	77	5	3	2	05	01	02	L	S	01	01	05	S	00	02	46												
776979000	75035001	00.895	2588	535	044000	10	07	16	12	S-6DR	0	01	1	1	1	05	01	02	S	2	01	01	01	W	01	02	33	01	01	02	W	08	00	28	2	0	00		
806326770	75035001	00.895	2588	535	044000	10	07	24	06	S-6DR	0	02	1	1	1	05	01	02	L	2	01	01	01	S	01	11	35	01	01	03	N	01	00	33	2	0	01		
806354960	75035001	00.895	2588	535	044000	10	09	26	03	S-6DR	0	01	4	1	1	05	01	02	L	1	01	01	01	S	01	02	18	01	01	02	S	08	00	25	2	0	00		
806361810	75035001	00.895	2588	535	044000	10	10	23	00	S-6DR	0	03	5	1	1	05	01	02	L	1	01	01	01	N	05	11	43	01	01	01	W	01	00	19	2	0	02		
806374840	75035001	00.895	2588	535	044000	10	10	28	00	S-6DR	1	01	4	1	1	05	01	02	R	L	01	01	01	N	14	05	34	01	01	02	N	07	02						

REPORT...CARPJ13-01
DATE...05/10/2016
TIME...09:45:26

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 3
USERID: KNKAIHT
I/O.... CARO213

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2010 TO 12/31/2010 RAMPS INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N		
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	I	E	D	RC	OC	IO	O	C	ET	EU	EO	E	OM	OA	RA	ET	EU	EM	E	OM	OA	RA	UI	
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	G	A	AO	AO	TC	A	C	HY	HS	HV	H	IP	NU	IG	HY	HS	HO	H	IP	NU	IG	V	K	MN
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	M	E	H	T	S	FN	DN	EA	D	IP	IE	IM	NA	TS	VE	IP	IE	IV	NA	TS	VE	E	I	BJ			
H	B	N	T	UT	P	EE	ED	AYF	H	H	SG	I	FN	T	H	U	FT	D	T	L	CE	C	CN	D	TC	RE	/	CE	C	C	D	TC	RE	/	H	L	EU		
E	T	I	BI	O	S	G	I	O	N	UT	I	E	R	IR	T	I	S	N	L	L1	LT	I	T	I	P1	L	L2	L2	I	T	I	P2	C	L	RR				
R	Y	O	O	S	T	E	C	R	V	L	N	R	F	CO	N	O	D	E1	E	E	R	O	B1	E	E2	E	E	R	O	B2	E	L	E	E					
	N	N	T			Y	1	G	L	S	N	#																											
819854650	75035001	00.895	2588	535	044000	10	12	31	21	S-6DR	0	03	5	1	1	05	01	02	L	3	02	01	03	W	01	11	38	01	01	01	S	12	00	19	2	0	01		
776946610	75035001	00.897	2588	535	039000	10	03	13	00	S-6DR	0	01	1	2	1	03	01	02	L	R	01	01	01	S	02	02	42	01	01	02	S	09	00	48	2	0	01		
776964240	75035001	00.898	2588	535	039000	10	04	20	22	S-6DR	0	01	4	3	2	05	01	02	L	1	01	00	01	S	00	02	00	02	01	02	S	08	00	73	2	0	02		
776991450	75035001	00.899	2588	535	039000	10	06	23	09	S-6DR	0	01	1	1	1	07	01	01	R	A	01	01	01	N	01	02	57	01	01	02	N	08	00	39	2	0	00		
776818430	75035001	00.914	2588	535	039000	10	05	20	22	S-6DR	0	01	5	1	1	03	01	03	L	1	01	01	01	S	01	02	29	01	01	02	S	00	00	33	2	0	02		
776991800	75035001	00.914	2588	535	039000	10	07	12	14	S-6DR	0	01	1	2	1	03	01	03	L	3	01	01	01	S	01	02	00	01	01	01	S	08	00	18	2	0	03		
806405130	75035001	00.923	2588	535	039000	10	10	31	17	S-6DR	0	01	1	1	1	03	01	03	L	L	03	01	01	S	01	02	58	03	01	02	S	08	00	58	2	0	01		
806337880	75035001	00.990	2588	535	039000	10	09	19	00	S-6DR	0	03	5	1	1	05	01	01	L	L	01	01	06	S	12	05	18	02	01	01	S	03	00	17	2	0	00		
776955300	75035001	01.009	2588	535	039000	10	05	18	16	S-6DR	0	01	1	2	1	05	01	01	L	2	01	01	01	S	14	02	23	01	01	02	S	07	00	55	2	0	00		
776909330	75035001	01.142	2589	535	039000	10	03	06	21	S-6DR	0	06	5	1	1	77	01	01	L	2	01	01	06	S	03	05	71	03	01	01	S	14	03	44	2	0	00		
776939070	75035001	01.395	1269	535	039000	10	02	22	18	U-6DR	0	03	4	3	2	02	01	01	R	2	01	01	01	N	04	02	27	01	01	01	N	14	00	25	2	0	03		
776960010	75035001	01.434	1269	535	039000	10	03	28	00	U-6DR	0	03	5	1	1	03	01	02	L	2	03	01	03	E	10	03	50	01	01	01	S	01	00	18	2	0	01		
819629230	75035001	01.453	1269	535	039000	10	12	10	18	U-6DR	0	01	5	1	1	01	01	01	R	1	01	01	01	N	01	02	29	01	01	02	N	08	00	68	3	0	01		
806322870	75035001	01.518	1269	535	039000	10	08	13	09	U-6DR	0	01	1	1	1	03	01	01	L	1	02	02	02	S	01	02	56	01	01	02	S	08	00	59	3	0	00		
776886250	75035001	01.568	1269	535	039000	10	01	01	11	U-6DR	0	09	1	3	2	01	01	01	R	3	04	01	06	N	04	05	22	01	01	01	N	13	00	33	2	0	00		
806322370	75035001	01.653	1270	535	039000	10	09	12	19	U-6DR	0	06	4	2	1	03	01	01	L	1	01	01	06	S	14	05	32	01	01	01	S	02	00	47	2	0	00		
806351450	75035001	01.714	1270	535	039000	10	09	04	21	U-6DR	0	01	5	1	1	03	01	01	R	3	01	01	01	N	01	02	19	02	01	02	N	08	00	49	2	0	05		
776898550	75035001	01.721	1270	535	039000	10	01	05	14	U-6DR	0	01	1	1	1	03	01	01	L	3	01	01	01	S	02	02	27	02	01	01	S	09	00	33	2	0	02		
776975800	75035001	01.730	1270	535	039000	10	06	16	19	U-6DR	0	03	1	1	1	01	01	04	R	1	01	01	06	N	14	05	17	01	01	01	N	02	00	44	2	0	00		
776783930	75035001	01.740	1270	535	039000	10	07	23	18	U-6DR	0	01	1	2	2	03	03	01	L	3	01	01	01	S	01	02	48	01	01	02	S	08	00	75	2	0	00		
776955240	75035001	01.749	1270	535	039000	10	05	11	19	U-6DR	0	06	1	2	1	01	01	01	L	1	01	01	06	S	10	03	80	01	01	01	S	02	00	18	2	0	00		
776939660	75035001	01.777	1270	535	039000	10	03	10	19	U-6DR	0	03	5	1	1	03	01	04	R	2	01	01	05	N	09	06	18	01	01	01	N	14	00	62	2	0	00		
776988860	75035001	01.777	1270	535	039000	10	05	28	17	U-6DR	0	01	1	3	2	03	01	02	R	1	01	01	01	N	01	02	19	01	01	02	N	08	00	31	3	0	01		
776988870	75035001	01.787	1270	535	039000	10	05	28	19	U-6DR	0	01	1	3	2	03	01	01	R	3	01	01	01	N	01	02	26	01	01	02	N	07	00	27	2	0	00		
819602430	75035001	01.808	1270	535	039000	10	11	13	17	U-6DR	0	01	5	1	1	01	01	01	R	3	01	01	01	N	14	01	24	01	01	02	N	08	00	18	3	0	00		
806359020	75035001	01.819	1270	535	039000	10	08	13	19	U-6DR	0	04	4	2	2	01	01	01	R	2	01	01	10	S	02	03	30	01	01	01	N	14	00	22	2	0	02		
819709790	75035001	01.819	1270	535	039000	10	11	12	15	U-6DR	0	01	1	1	1	01	01	01	R	1	01	01	10	N	08	03	49	03	01	01	N	01	00	22	2	0	00		
776969360	75035001	01.844	1271	535	039000	10	05	06	15	U-6DR	0	03	1	1	1	03	01	01	L	1	01	01	06	S	10	05	43	01	01	01	S	02	00	19	2	0	00		
819602410	75035001	01.865	1271	535	039000	10	11	13	13	U-6DR	0	09	1	1	1	05	01	01	R	1	01	01	06	N	13	01	36	03	01	01	N	03	00	51	2	0	00		
776968450	75035001	01.884	1271	535	039000	10	05	08	13	U-6DR	0	01	1	1	1	03	01	03	R	3	03	01	01	N	01	02	48	03	01	02	N	08	00	40	2	0	06		
776962050	75035001	01.895	1271	535	039000	10	06	15	06	U-6DR	0	05	1	1	1	03	01	04	L	3	01	01	05	S	14	03	26	01	01	01	S	02	00	52	2	0	01		
806325990	75035001	01.895	1271	535	039000	10	07	28	10	U-6DR	0	06	1	1	1	05	01	01	R	2	01	01	06	N	14	02	21	01	01	01	N	06	00	39	2	0	00		
776961570	75035001	01.903	1271	535	039000	10	04	05	13	U-6DR	0	05	1	1	1	06	01	02	R	3	03	01	05	W	14	03	27	03	01	01	N	06	00	56	2	0	00		
806405170	75035001	01.903	1271	535	039000	10	11	01	17	U-6DR	0	01	4	1	1	05	01	02	R	L	03	01	02	N	01	02	36	02	01	02	N	08	00	40	2	0	00		
776888290	75035001	01.922	1271	535	047500	10	01	12	17	U-6DR	0	03	4	1	1	03	01	04	R	3	03	01	06	N	06	05	32	09	01	01	N	01	00	69	2	0	00		
806329800	75035001	01.922	1271	535	047500	10	08	17	06	U-6DR	0	77	1	2	1	01	01	04	R	S	88	88	88	U	00	03	00	01	01	05	N	13	00	25	1	0	00		
819628750	75035001	01.922	1271	535	047500	10	11	11	18	U-6DR	0	01	4	1	1	05	01	01	R	3	01	01	01	N	0														

REPORT...CARPJ13-01
DATE...05/10/2016
TIME...09:45:26

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 5
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT
RAMPS INCL
INFL INCL
CR/OS INCL

FROM: 01/01/2010 TO 12/31/2010
FROM CO/SEC/SUB: 75 035 001
TO CO/SEC/SUB: 75 035 001

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	L	W	R	T	R	SL	R	A	V	V	VM	V	PI	CC	D	V	V	V	V	PI	CC	D	#	#	N
---	----------	---	---	---	-----	---	---	---	---	------	---	---	---	---	---	---	---	----	---	---	---	---	----	---	----	----	---	---	---	---	---	----	----	---	---	---	---

776910900	75035001	02.145	3268	535	047500	10	05	24	08	U-6DR	0	01	1	2	1	03	01	02	T	R	01	01	01	S	01	02	24	02	01	02	S	08	00	42	2	0	01
776990380	75035001	02.145	3268	535	047500	10	06	16	19	U-6DR	0	01	2	2	2	05	01	02	S	R	01	01	01	S	01	02	00	01	01	02	S	08	00	00	2	0	00
776980970Y	75035001	02.145	3268	535	047500	10	07	04	13	U-6DR	0	01	1	2	1	03	01	03	S	2	03	01	01	W	02	02	43	03	01	02	W	07	00	52	3	0	00
806325700	75035001	02.145	3268	535	047500	10	07	09	13	U-6DR	0	01	1	1	1	05	01	02	S	1	01	01	01	W	01	02	40	01	01	02	W	00	00	33	2	0	00
806325710	75035001	02.145	3268	535	047500	10	07	09	15	U-6DR	0	01	1	1	1	05	01	02	S	1	01	01	01	W	00	02	65	01	01	02	W	07	00	41	2	0	00
806322340	75035001	02.145	3268	535	047500	10	09	04	12	U-6DR	0	01	1	1	1	05	01	02	T	R	02	01	01	W	02	02	23	03	01	02	W	09	00	52	2	0	00
806363750Y	75035001	02.145	3268	535	047500	10	09	06	20	U-6DR	0	01	4	3	2	03	01	03	S	R	01	01	01	W	01	02	20	01	01	01	W	08	00	41	2	0	00
806388520Y	75035001	02.145	3268	535	047500	10	09	23	23	U-6DR	0	01	4	2	2	03	01	01	T	1	01	01	05	S	02	02	19	01	01	02	W	07	00	31	2	0	01
806356920Y	75035001	02.145	3268	535	047500	10	09	25	13	U-6DR	0	01	1	1	1	03	01	03	S	2	01	01	01	W	01	02	24	01	01	02	W	08	00	54	3	0	02
806368970Y	75035001	02.145	3268	535	047500	10	10	17	17	U-6DR	0	01	1	1	1	03	01	03	S	R	01	01	01	W	01	02	36	01	01	02	W	08	00	26	2	0	01
806313930	75035001	02.164	3268	535	047500	10	08	12	18	U-6DR	0	01	1	2	1	05	01	01	R	3	01	01	77	N	08	77	32	03	01	01	N	01	00	42	2	0	00
806319100	75035001	02.168	3268	535	047500	10	07	05	22	U-6DR	0	05	4	3	2	07	01	03	R	3	03	01	05	W	14	77	56	01	01	01	N	05	00	39	2	0	00
806302010	75035001	02.173	4334	535	047500	10	05	15	18	U-6DR	0	03	1	1	1	03	01	01	R	2	03	01	06	N	10	05	00	01	01	01	N	03	00	24	2	0	00

REPORT...CARPJ13-01
 DATE...05/10/2016
 TIME...09:45:26

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT
 FROM: 01/01/2010 TO 12/31/2010
 FROM CO/SEC/SUB: 75 035 001
 TO CO/SEC/SUB: 75 035 001
 MP: 000.000
 MP: 002.193

PAGE NO: 6
 USERID: KNKAIHT
 I/O.... CARI113

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	72	132	83	155	0	132	19	8
TOTAL	0	0	0	72	132	83	155	0	132	19	8

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ13-01
 DATE...05/10/2016
 TIME...09:45:26

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 7
 USERID: KNKAIHT
 I/O.... CARI113

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2010	0	0	0	72	132	83	155	0	132	19	8
TOTAL	0	0	0	72	132	83	155	0	132	19	8

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA   AAA         RRR   RRR
      CCC             AAA   AAA         RRR   RRR
     CCC             AAAAAAAAAA      RRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRR
   CCC             AAA   AAA         RRR   RRR
  CCC             AAA   AAA         RRR   RRR
 CCCCCCCCCC      AAA   AAA         RRR   RRR
CCCCCCCCC      AAA   AAA         RRR   RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```

I/O NAME: ..... CARI122
PROGRAM ID: ..... CARPJ122
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5565945
SUBMIT W/HOLD? ..... N
USERID: ..... KNKAIHT
DETAIL SORT ORDER: ..... 1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ..... N
PRINT INTERSECTIONS? ..... N
SUMMARY FORMAT: ..... 2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
MAX # OF BREAKS: ..... 06
CRASH RATE CATEGORY: ...
AVERAGE DAILY TRAFFIC:...
# OF LEGS: .....

```


REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 3
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014
FROM CO/SEC/SUB: 75 035 001
TO CO/SEC/SUB: 75 035 001

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 002.193

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C		N	N	T	G		M	M						M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D		D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N			
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J		
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U		
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
	N	N	T					Y				1	GS	S				S	EN	#		E		R	R	R	C	/	/R	/1	2	E	S	D	D					
832154210	75035001	00.266	3744	535	045500	12	09	15	16	S-4DR	0	14	01	01	02	02	01	03	L	2	S	01	01	01	01	02	50	S	16	01	13	01				72	3	0	00	
833134140	75035001	00.266	3744	535	046500	13	04	29	07	S-4DR	0	14	01	01	01	01	01	03	L	L	S	02	01	01	02	38	S	16	01	13	01				44	3	0	02		
837247650	75035001	00.266	3744	535	046500	13	12	08	20	S-4DR	0	14	01	04	01	01	01	03	R	2	0	00	01	00				00	N	01	01	13	01				27	2	0	01
845315560	75035001	00.266	3744	535	047500	14	12	08	19	S-4DR	0	14	04	05	02	02	01	03	L	1	S	00	01	06				00	S	01	01	01	01				53	2	0	00
822424460	75035001	00.275	3744	535	047000	11	05	16	20	S-4DR	0	14	01	05	01	01	01	03	L	2	S	01	01	01	02	38	S	02	01	13	01				25	2	0	03		
845075450	75035001	00.275	3744	535	047500	14	09	30	15	S-4DR	0	14	01	01	02	02	01	03	L	2	S	01	01	01	12	22	S	01	01	13	01				61	2	0	01		
837145360	75035001	00.277	3744	535	046500	13	11	27	06	S-4DR	0	14	01	03	01	01	01	03	R	1	N	03	01	01	02	34	N	02	01	13	01				56	2	0	01		
836476000Y75280080	00.291	3268	400	011000	13	10	08	22	RRAMP	1	14	03	04	01	01	01	01	08	R	X	E	01	01	01	02	46	W	16	01	01	01				50	2	0	01		
836502290Y75280080	00.300	3268	400	011000	13	09	16	18	RRAMP	0	33	77	01	03	02	01	08	R	X	E	03	01	15	25	44												1	0	02	
832320390	75035001	00.304	3383	535	045500	12	10	26	21	S-4DR	0	14	01	04	01	01	01	01	L	2	S	00	01	01				00	S	01	01	14	01				58	2	0	00
838323580	75035001	00.304	3383	535	047500	14	06	23	16	S-4DR	0	14	01	01	02	02	01	01	L	1	S	01	01	01	02	47	S	01	01	13	01				18	2	0	00		
819621820Y75280080	00.319	3268	400	012000	11	08	17	15	RRAMP	0	14	01	01	02	02	10	08	R	X	E	01	01	01	02	23	E	01	01	13	01				29	2	0	01			
828231230Y75280080	00.319	3268	400	012000	11	08	28	15	RRAMP	0	14	01	01	01	01	01	08	R	X	E	02	01	01	02	36	E	02	01	13	01				47	2	0	00			
837042520Y75280080	00.319	3268	400	012500	14	03	18	15	RRAMP	0	14	01	01	01	01	01	08	R	X	E	01	01	01	02	21	E	03	01	13	01				47	2	0	00			
837910320	75035001	00.323	3383	535	047500	14	04	26	17	S-4DR	0	14	01	01	01	01	01	01	L	1	S	16	01	01	02	20	S	01	01	13	01				52	3	0	01		
822649770Y75280080	00.324	3268	400	013000	12	07	11	14	RRAMP	0	14	04	01	03	02	01	08	R	X	E	02	01	01	25	35	E	01	01	13	01				19	2	0	00			
822450670	75035001	00.332	3383	535	047000	11	06	23	03	S-4DR	0	14	04	05	01	01	01	01	R	2	N	01	01	01	02	30	N	01	01	01	01				27	2	0	01		
831668400	75035001	00.332	3383	535	045500	12	06	25	17	S-4DR	0	14	01	01	01	01	01	01	L	2	S	01	01	01	02	49	S	02	01	14	01				40	2	0	00		
831634290	75035001	00.332	3383	535	045500	12	07	11	14	S-4DR	0	14	01	01	03	02	01	01	R	1	N	01	01	01	02	27	N	16	01	13	01				40	2	0	00		
831811320Y75280080	00.336	3268	400	013000	12	09	21	05	RRAMP	0	14	01	03	01	01	01	08	R	X	E	08	01	13	02	43	E	01	07	13	01				45	2	0	01			
828740860	75280080	00.338	3268	400	013000	12	01	09	13	RRAMP	0	14	03	01	01	01	08	R	X	E	01	01	05	03	50	S	16	01	06	01				41	2	0	00			
831965600	75280080	00.338	3268	400	013000	12	08	28	17	RRAMP	0	28	77	01	03	02	01	08	R	X	W	16	01	03	02	29											1	0	00	
837566800	75280080	00.338	3268	400	012500	14	02	11	13	RRAMP	0	14	01	01	01	01	08	R	X	E	01	01	01	02	27	E	01	01	13	01				61	2	0	00			
844941470	75280080	00.338	3268	400	012500	14	09	17	09	RRAMP	0	14	01	01	02	01	08	L	X	W	16	01	01	02	43	W	16	01	13	01				42	2	0	01			
822613860	75035001	00.342	3383	535	047000	11	07	18	21	S-4DR	0	14	01	04	01	01	01	01	R	3	S	16	01	01	02	43	S	01	01	14	01				46	2	0	00		
831645900	75035001	00.342	3383	535	045500	12	06	13	19	S-4DR	0	14	01	02	02	02	01	01	L	2	S	16	01	01	02	48	S	01	01	13	01				29	2	0	00		
844774190	75035001	00.342	3383	535	047500	14	07	06	13	S-4DR	0	14	01	01	03	02	01	01	L	2	S	01	01	01	02	35	S	01	01	13	01				26	3	0	02		
828775430	75035001	00.347	3383	535	045500	12	03	22	21	S-4DR	0	14	01	05	01	01	01	01	L	2	S	01	01	01	02	23	S	01	01	13	01				23	2	0	00		
831716010	75035001	00.350	3383	535	045500	12	08	19	14	S-4DR	0	14	01	01	02	01	01	01	L	2	S	01	01	01	02	49	S	01	01	01	01				42	3	0	01		

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 7
USERID: KNKAIHT
I/O.... CARO123

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M								M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N				
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	R	A	H	L	J	
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	A	G	C	L	U	
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D	Y	P	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
	N	N	T					Y				1	GS	S				S	EN	#		E	R	R	R	C	/	/R	/1	2	E	S	D	D						
837402090	75035001	00.886	2588	535	046500	13	12	29	08	S-6DR	0	14	01	01	03	02	10	02	R	L	N	16	01	01	02	42	N	02	01	13	01						38	3	0	00
837522400	75035001	00.887	2588	535	047500	14	02	21	19	S-6DR	0	10	77	05	02	01	01	02	L	2	E	16	01	05	01	47	*	01	05	01	03	00	27	1	0	02				
838031430	75035001	00.887	2588	535	047500	14	05	06	14	S-6DR	0	14	01	01	01	01	01	02	R	2	N	01	01	01	02	26	N	01	01	13	01						50	2	0	00
828458250	75035001	00.889	2588	535	047000	11	11	25	01	S-6DR	0	14	01	05	01	01	01	03	R	3	N	01	01	01	02	18	N	01	01	01	01						26	3	0	00
845304000	75035001	00.890	2588	535	047500	14	12	19	02	S-6DR	1	14	03	05	01	01	01	02	L	3	S	01	01	01	02	45	S	01	01	13	01						19	2	0	00
822768560	75035001	00.891	2588	535	047000	11	09	02	03	S-6DR	0	14	01	04	01	01	01	02	R	3	N	01	01	01	02	30	N	20	01	13	01						49	2	0	01
820232340	75035001	00.891	2588	535	045500	12	01	26	15	S-6DR	0	14	01	01	01	01	01	02	R	N	02	01	05	02	39	N	01	01	05	01						22	2	0	00	
837266270	75035001	00.891	2588	535	046500	13	12	15	12	S-6DR	0	14	01	01	01	01	01	02	L	3	N	01	01	01	02	42	N	02	01	13	01						45	2	0	02
845307280	75035001	00.891	2588	535	047500	14	11	20	23	S-6DR	0	14	03	05	01	01	01	02	R	2	N	16	01	05	06	42	N	01	01	01	01						39	2	0	00
822685490	75035001	00.892	2588	535	047000	11	07	08	15	S-6DR	0	14	01	01	03	02	01	01	L	1	S	01	01	01	02	32	S	01	01	01	01						23	2	0	00
828299200	75035001	00.893	2588	535	047000	11	09	23	02	S-6DR	1	14	01	05	02	02	01	02	R	3	N	01	01	01	02	36	N	01	01	13	01						25	2	0	02
828534580	75035001	00.893	2588	535	047000	11	12	23	00	S-6DR	0	14	01	04	01	01	01	02	R	R	0	00	01	00		00	N	01	01	13	01						19	2	0	00
836514670	75035001	00.893	2588	535	046500	13	07	17	23	S-6DR	0	14	01	04	01	01	01	02	R	R	N	19	01	14	02	30	N	01	01	13	01						25	2	0	00
832996620	75035001	00.894	2588	535	046500	13	04	15	11	S-6DR	0	14	03	01	01	01	01	02	R	R	N	01	01	06	25	21	N	02	01	13	01						39	2	0	00
820670300	75035001	00.895	2588	535	047000	11	01	26	09	S-6DR	0	14	02	01	02	02	01	02	I	M	S	02	01	03	03	50	S	01	01	01	01						42	2	0	07
820670460	75035001	00.895	2588	535	047000	11	02	10	18	S-6DR	0	14	04	05	02	01	88	02	L	U	S	01	01	88	01	25	S	01	01	88	01						21	2	0	00
820610680	75035001	00.895	2588	535	047000	11	03	01	10	S-6DR	0	14	01	01	02	02	01	03	L	1	W	16	01	01	02	39	W	16	01	13	01						29	2	0	00
820758730Y	75035001	00.895	2588	535	047000	11	03	22	10	S-6DR	0	14	04	01	01	01	01	03	S	2	W	02	01	77	01	38	W	01	01	77	01						82	2	0	00
820853700	75035001	00.895	2588	535	047000	11	05	05	22	S-6DR	0	14	02	05	01	01	01	02	R	2	N	01	01	11	23	S	01	01	03	01						19	2	0	02	
820885430	75035001	00.895	2588	535	047000	11	05	18	00	S-6DR	0	14	03	05	01	01	01	02	L	3	N	02	01	03	03	45	S	01	01	01	01						36	2	0	00
822388160	75035001	00.895	2588	535	047000	11	06	06	10	S-6DR	0	14	01	01	01	01	01	02	L	L	S	20	01	13	02	51	S	03	01	13	01						37	2	0	00
820686600	75035001	00.895	2588	535	047000	11	07	02	12	S-6DR	0	14	03	01	01	01	01	02	L	1	N	03	01	03	03	42	S	16	01	01	01						38	2	0	02
822652720Y	75035001	00.895	2588	535	047000	11	07	22	10	S-6DR	0	14	01	01	01	01	01	01	S	2	E	08	01	01	02	59	E	16	01	01	01						53	2	0	01
822625030	75035001	00.895	2588	535	047000	11	08	11	14	S-6DR	0	14	01	01	01	01	01	02	S	R	W	01	01	01	02	53	W	01	01	13	01						25	2	0	01
828128900Y	75035001	00.895	2588	535	047000	11	08	29	19	S-6DR	0	14	04	02	01	01	01	01	S	1	W	01	01	17	25	62	W	02	01	01	01						33	2	0	00
828190450	75035001	00.895	2588	535	047000	11	09	18	01	S-6DR	0	14	01	05	01	01	01	02	L	2	S	01	01	01	02	56	S	01	01	01	01						48	2	0	05
828299570	75035001	00.895	2588	535	047000	11	11	08	15	S-6DR	0	14	01	01	01	01	01	02	S	1	W	01	01	01	02	24	W	02	01	13	01						33	2	0	02
828466650	75035001	00.895	2588	535	047000	11	11	20	05	S-6DR	1	14	03	03	01	01	01	03	R	2	E	01	01	06	02	36	E	20	01	01	01						64	2	0	00
828856110	75035001	00.895	2588	535	045500	12	02	07	16	S-6DR	0	14	01	01	01	01	01	02	S	1	W	01	01	01	02	21	W	01	01	13	01						30	3	0	00
828904710	75035001	00.895	2588	535	045500	12	03	14	16	S-6DR	0	14	04	01	01	01	01	02	S	2	W	16	01	06	02	34	W	20	01	13	01						39	2	0	00
831752350	75035001	00.895	2588	535	045500	12	07	10	17	S-6DR	0	14	01	01	01	01	01	02	R	3	N	02	01	01	02	20	N	01	01	13	01						46	2	0	00
831898510	75035001	00.895	2588	535	045500	12	08	28	20	S-6DR	0	14	04	05	03	02	01	02	R	R	N	01	01	05	25	33	N	16	01	05	01						32	2	0	00
832320500	75035001	00.895	2588	535	045500	12	11	01	04	S-6DR	0	14	03	04	01	01	01	02	L	2	S	01	01	01	11	23	N	01	01	03	01						47	2	0	03
832650600	75035001	00.895	2588	535	046500	13	01	16	23	S-6DR	0	14	01	05	01	01	01	02	L	L	S	01	01	01	02	79	S	01	01	13	01						41	3	0	04
832986670	75035001	00.895	2588	535	046500	13	04	12	17	S-6DR	0	14	01	01	01	01	01	02	R	1	S	01	01	06	25	25	S	20	01	01	01						57	2	0	00
833147340	75035001	00.895	2588	535	046500	13	04	16	20	S-6DR	0	14	01	04																										

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 8
USERID: KNKAIHT
I/O.... CARO123

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M								M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N				
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J		
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U		
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
	N	N	T					Y				1	GS	S				S	EN	#		E	R	R	R	C	/	/R	/1	2	E	S	D	D						
832674800	75035001	00.895	2588	535	046500	13	09	01	23	S-6DR	0	14	03	05	01	01	01	02	L	3	W	01	01	01	01	01	27	E	01	01	03	01					27	2	0	02
836800700Y	75035001	00.895	2588	535	046500	13	11	01	23	S-6DR	0	14	03	04	01	01	01	01	03	T	2	W	01	01	06	25	28	W	16	01	01	01					36	2	0	00
837402170Y	75035001	00.895	2588	535	047500	14	01	03	17	S-6DR	0	14	04	02	01	01	01	03	S	2	W	01	01	06	03	18	W	02	01	01	15					68	2	0	00	
837157240	75035001	00.895	2588	535	047500	14	01	04	03	S-6DR	0	14	03	05	01	01	01	02	R	L	W	16	01	03	11	23	N	01	01	03	01					62	2	0	01	
837209210	75035001	00.895	2588	535	047500	14	01	12	00	S-6DR	0	14	02	04	02	02	01	02	L	1	N	02	01	03	77	55	S	16	01	01	77					73	2	0	00	
837458840	75035001	00.895	2588	535	047500	14	02	07	14	S-6DR	0	14	04	01	02	01	01	03	R	1	W	08	01	06		00	W	01	01	13	01					55	2	0	00	
837442560	75035001	00.895	2588	535	047500	14	02	28	03	S-6DR	0	14	03	05	01	01	01	02	R	1	N	01	01	01	77	26	S	03	01	03	01					57	2	0	00	
837616550Y	75035001	00.895	2588	535	047500	14	03	06	17	S-6DR	0	14	03	01	02	02	01	03	S	3	E	16	01	03	03	39	W	01	01	01	01					22	2	0	00	
837442610	75035001	00.895	2588	535	047500	14	03	07	00	S-6DR	0	14	01	05	01	01	01	02	S	1	W	16	01	01	10	52	W	02	01	13	01					42	2	0	00	
837698010	75035001	00.895	2588	535	047500	14	03	18	16	S-6DR	0	14	03	01	01	01	01	02	I	M	S	01	01	10	06	70	S	16	01	03	01					50	2	0	00	
837669170	75035001	00.895	2588	535	047500	14	03	19	17	S-6DR	0	14	04	01	02	01	01	02	S	L	W	01	01	06	25	56	W	01	01	01	01					23	2	0	00	
837668310	75035001	00.895	2588	535	047500	14	03	22	10	S-6DR	0	14	03	01	01	01	01	03	L	3	W	01	01	03	03	55	E	02	01	01	01					46	2	0	00	
837714910Y	75035001	00.895	2588	535	047500	14	03	26	11	S-6DR	0	14	03	01	01	01	01	03	S	3	E	01	01	03	03	64	W	01	01	01	01					23	2	0	04	
837929570	75035001	00.895	2588	535	047500	14	04	24	11	S-6DR	0	14	01	01	02	01	01	02	R	R	N	03	01	05	02	31	N	01	01	05	01					40	2	0	00	
838294750	75035001	00.895	2588	535	047500	14	06	01	03	S-6DR	0	14	01	01	01	01	01	02	L	L	S	00	01	01		00	S	02	01	13	01					43	2	0	00	
838282970Y	75035001	00.895	2588	535	047500	14	06	08	11	S-6DR	0	14	01	01	01	01	01	03	S	2	W	01	01	01	02	33	W	16	01	13	01					43	2	0	00	
838283020Y	75035001	00.895	2588	535	047500	14	06	12	10	S-6DR	0	14	04	01	02	01	01	03	S	1	W	01	01	06	02	30	W	01	01	13	01					30	2	0	00	
838374840	75035001	00.895	2588	535	047500	14	06	13	12	S-6DR	0	14	01	01	03	02	01	02	S	1	W	17	01	01	02	52	W	02	01	14	01					38	2	0	01	
838312980Y	75035001	00.895	2588	535	047500	14	06	27	20	S-6DR	0	14	04	04	01	01	01	03	S	1	W	08	01	06	02	39	W	01	01	13	01					20	2	0	00	
844751110Y	75035001	00.895	2588	535	047500	14	07	09	16	S-6DR	0	14	03	01	01	01	01	03	S	3	E	01	01	03	03	44	W	03	01	01	01					51	2	0	00	
844838470	75035001	00.895	2588	535	047500	14	08	07	18	S-6DR	0	14	01	01	01	01	01	02	L	3	S	16	01	01	01	54	S	16	01	01	02					31	2	0	01	
844907150Y	75035001	00.895	2588	535	047500	14	08	08	17	S-6DR	0	14	03	01	01	01	01	03	S	3	E	16	01	03	03	44	W	03	01	01	01					37	2	0	00	
844879430Y	75035001	00.895	2588	535	047500	14	09	06	16	S-6DR	0	14	01	01	03	02	01	03	S	1	W	01	01	01	02	27	W	16	01	13	01					54	2	0	00	
845013360	75035001	00.895	2588	535	047500	14	09	14	00	S-6DR	1	14	03	04	01	01	01	02	R	L	N	01	01	03	11	43	W	01	01	01	01					33	2	0	01	
845148830Y	75035001	00.895	2588	535	047500	14	10	12	15	S-6DR	0	14	01	01	01	01	01	03	S	L	W	01	01	01	02	30	W	01	01	13	01					19	2	0	02	
845150110	75035001	00.895	2588	535	047500	14	10	12	23	S-6DR	0	14	03	04	01	01	01	02	R	2	S	01	01	03	11	24	N	16	01	01	01					38	2	0	09	
844737720	75035001	00.895	2588	535	047500	14	11	22	18	S-6DR	0	14	01	04	03	02	01	02	S	1	W	01	01	01	02	18	W	16	01	13	01					30	2	0	00	
845322120	75035001	00.895	2588	535	047500	14	11	30	06	S-6DR	0	14	03	02	01	01	01	02	I	M	S	03	01	01	11	24	N	16	01	03	01					52	2	0	01	
845488170	75035001	00.895	2588	535	047500	14	12	27	12	S-6DR	0	14	01	01	01	01	01	02	S	2	W	01	01	01	02	30	W	01	01	13	01					29	2	0	00	
845441120	75035001	00.895	2588	535	047500	14	12	29	03	S-6DR	0	14	03	05	01	01	01	02	R	2	N	01	01	01	11	52	S	01	01	01	01					19	2	0	01	
831620910	75035001	00.898	2588	535	050500	12	06	02	03	S-6DR	0	14	01	04	01	01	01	02	L	3	S	00	01	01		00	S	01	01	13	01					24	2	0	00	
845049990	75035001	00.898	2588	535	049000	14	10	11	02	S-6DR	0	14	01	05	01	01	01	02	L	2	S	01	01	01	02	23	S	01	01	13	01					54	2	0	00	
836531270	75035001	00.899	2588	535	048000	13	07	29	16	S-6DR	0	14	01	01	01	01	01	02	L	3	S	16	01	01	02	56	S	01	01	13	01					35	3	0	01	
845241290	75035001	00.899	2588	535	049000	14	10	21	17	S-6DR	0	14	01	01	01	01	01	02	R	2	N	01	01	01	02	24	N	16	01	13	01					53	2	0	00	
828919740	75035001	00.900	2588	535	050500	12	03	29	20	S-6DR	0	14	01	04	01	01	01	02	L	3	S	02	01	05	02	44	S	02	01	13	01					32	2	0	00	
832593420	75035001	00.900	2588	535	048000	13	01	24	19	S-6DR	0	14	01	04	01	01	01	02	L	L	S	01	01	01	02	26	S													

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 11
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#									
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N									
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M									M	V	K	I					
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N								
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J						
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U						
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D	Y	P	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R								
	N	N	T					Y				1	GS	S		S	EN	#		E		R	R	R	C	/	/R	/1	2	E	S	D	D											
828424760	75035001	01.768	1270	535	046500	11	11	21	15	U-6DR	0	14	03	01	01	01	01	01	02	L	3	E	16	01	03	77	62	S	01	01	01	01					25	2	0	00				
832154410	75035001	01.768	1270	535	050500	12	09	30	11	U-6DR	0	14	01	01	01	01	01	02	R	3	N	03	01	01	02	55	N	16	01	13	01					51	3	0	00					
832656470	75035001	01.768	1270	535	048000	13	02	13	18	U-6DR	0	14	77	04	02	02	88	02	R	2	S	16	01	10	06	33	U	88	01	88						00	4	0	01					
833327580	75035001	01.768	1270	535	048000	13	06	23	14	U-6DR	0	14	02	01	01	01	01	02	R	1	S	01	01	03	03	15	N	02	01	01	01					56	2	0	02					
837640880	75035001	01.768	1270	535	049000	14	02	20	22	U-6DR	0	34	77	04	01	01	01	02	M	M	N	01	01	77	02	23												1	0	00				
837593270	75035001	01.768	1270	535	049000	14	03	23	16	U-6DR	0	14	04	01	01	01	01	02	T	R	E	01	01	05	15	73	E	08	13	05	77					55	2	0	00					
844804090	75035001	01.768	1270	535	049000	14	09	19	22	U-6DR	0	34	88	05	03	02	01	02	M	M	N	01	01	02	25														1	0	00			
844968550	75035001	01.768	1270	535	049000	14	09	27	02	U-6DR	1	14	03	05	02	02	01	02	L	1	E	16	01	01	77	41	N	01	01	01	01					25	2	0	00					
831715950	75035001	01.787	1270	535	050500	12	08	16	18	U-6DR	0	14	01	02	02	01	01	03	L	3	S	03	01	01	02	41	S	01	01	13	01					30	2	0	01					
836594850	75035001	01.787	1270	535	048000	13	08	24	18	U-6DR	0	14	01	01	03	02	01	03	R	3	N	01	01	02	29	N	01	01	13	01					34	3	0	00						
844782140	75035001	01.803	1270	535	049000	14	07	20	13	U-6DR	0	14	01	01	03	02	01	01	R	3	N	16	01	01	02	19	N	01	01	13	01					65	2	0	00					
820885390	75035001	01.808	1270	535	046500	11	05	14	20	U-6DR	0	14	01	04	03	02	01	01	R	3	N	00	01	13															24	2	0	00		
831836720	75035001	01.808	1270	535	050500	12	08	14	11	U-6DR	0	14	01	01	01	01	01	01	R	3	N	02	01	01	02	62	N	16	01	01	01					69	2	0	00					
822540470	75035001	01.819	1270	535	046500	11	06	30	15	U-6DR	0	14	01	01	02	01	01	01	R	3	N	02	01	01	02	38	N	16	01	13	01					38	4	0	04					
837117160	75035001	01.825	1270	535	048000	13	11	28	22	U-6DR	0	14	01	04	01	01	01	01	L	3	S	01	01	01	02	31	S	01	01	14	01					41	2	0	00					
831845340	75035001	01.846	1271	535	050500	12	08	05	11	U-6DR	0	14	01	01	01	01	01	01	L	1	S	02	01	01	02	43	S	01	01	77	01					26	2	0	00					
831884040	75035001	01.865	1271	535	050500	12	08	12	14	U-6DR	0	14	01	01	01	01	01	01	R	3	N	01	01	01	02	25	N	01	01	13	01					23	3	0	00					
845029850	75035001	01.877	1271	535	049000	14	09	16	03	U-6DR	0	14	01	04	02	01	01	04	L	3	E	02	01	05	03	22	S	20	01	01	01					39	2	0	00					
820571870	75035001	01.880	1271	535	046500	11	01	10	14	U-6DR	0	24	03	01	02	02	10	01	R	S	N	16	01	01	12	40														1	0	01		
822419560	75035001	01.884	1271	535	046500	11	05	24	15	U-6DR	0	14	03	01	01	01	01	04	L	3	S	01	01	06	25	61	S	02	01	01	01					79	3	0	01					
828680380	75035001	01.884	1271	535	050500	12	01	06	18	U-6DR	0	14	03	02	01	01	01	03	R	1	N	01	01	06																45	2	0	00	
832068240	75035001	01.884	1271	535	050500	12	10	18	14	U-6DR	0	14	01	01	01	01	01	03	R	3	N	16	01	01	02	42	N	01	01	13	01					19	5	0	02					
832828990	75035001	01.884	1271	535	048000	13	02	13	09	U-6DR	0	14	01	01	01	01	01	03	R	3	0	00	01	00																	24	2	0	00
820571920	75035001	01.895	1271	535	046500	11	01	14	15	U-6DR	0	14	04	01	01	01	01	01	L	3	S	20	01	06	03	42	S	01	01	01	01					72	2	0	00					
828965250	75035001	01.895	1271	535	050500	12	03	09	15	U-6DR	0	14	01	01	03	02	01	01	R	3	N	00	01	01																	30	2	0	00
832593060	75035001	01.895	1271	535	050500	12	12	27	10	U-6DR	0	14	01	01	01	01	01	01	R	3	N	02	01	01	02	38	N	02	01	13	01					35	2	0	00					
832951380	75035001	01.895	1271	535	048000	13	04	26	14	U-6DR	0	14	01	01	01	01	01	02	R	3	N	01	01	01	02	20	N	02	01	13	01					37	2	0	00					
845488840	75035001	01.895	1271	535	049000	14	12	29	19	U-6DR	0	14	01	05	01	01	01	01	R	3	N	01	01	01	02	21	N	01	01	13	01					36	2	0	00					
831734340	75035001	01.898	1271	535	050500	12	07	19	10	U-6DR	0	14	01	01	01	01	01	02	R	3	N	01	01	01	02	35	N	01	01	13	01					70	2	0	00					
831734350	75035001	01.898	1271	535	050500	12	07	19	10	U-6DR	0	14	01	01	01	01	01	02	R	3	N	01	01	01	02	30	N	01	01	13	02					35	3	0	00					
836473140	75035001	01.898	1271	535	048000	13	07	13	20	U-6DR	0	14	04	04	01	01	01	01	R	1	S	01	01	06	25	26	S	02	01	01	01					31	2	0	00					
822427660	75035001	01.899	1271	535	046500	11	04	29	23	U-6DR	0	11	03	05	01	01	01	01	L	3	S	01	01	01	31	20	*	03	03	01	01	00					21	1	1	02				
828469850	75035001	01.899	1271	535	046500	11	12	11	17	U-6DR	0	14	01	04	03	02	01	02	R	3	N	01	01	01	02	27	N	16	01	14	01					22	3	0	02					
836691210	75035001	01.899	1271	535	048000	13	08	14	11	U-6DR	0	14	01	01	01	01	01	02	R	3	N	01	01	01	02	19	N	02	01	13	01					69	2	0	01					
837616480	75035001	01.899	1271	535	049000	14	03	05	09	U-6DR	0	14	03	01	01	01	01	02	L	2	W	02	01	03	03	34	S	17	01	01	01					37	2	0	00					
838212100	75035001	01.899	1271	535	049000	14	06	11	17	U-6DR	0	11	04	01	02	02	01	02	L	S	S	02	01	01	25	19	*	03	07	03	12													

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 13
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014
FROM CO/SEC/SUB: 75 035 001
TO CO/SEC/SUB: 75 035 001

RAMPS INCL
INFL INCL
CR/OS INCL
MP: 000.000
MP: 002.193

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#			
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N			
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C		N	N	T	G		M	M						M	V	K	I
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D		D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N	
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R		
	N	N	T					Y				1	GS	S				S	EN	#		E		R	R	R	C	/	/R	/1	2	E	S	D	D			
831752840	75035001	01.912	1271	535	059500	12	08	18	12	U-6DR	0	14	01	01	02	02	01	02	R	1	N	00	01	01			00	W	01	01	13	01			57	2	0	00
832489340	75035001	01.912	1271	535	059500	12	12	19	13	U-6DR	0	14	01	01	01	01	01	02	L	2	S	00	01	00			00	S	01	01	13	01			28	5	0	00
832684210	75035001	01.912	1271	535	048500	13	01	28	08	U-6DR	0	14	77	01	01	01	01	01	04	R	1	W	03	01	05	02	48	N	03	01	01	01			20	2	0	01
833265260	75035001	01.912	1271	535	048500	13	07	09	12	U-6DR	0	14	01	01	01	01	01	01	02	R	3	N	01	01	01	02	32	N	02	01	13	01			37	3	0	02
837117300	75035001	01.917	1271	535	048500	13	12	07	20	U-6DR	0	14	01	04	01	01	01	01	03	L	1	S	01	01	06	15	27	S	01	01	01	01			30	2	0	00
831617650	75035001	01.922	1271	535	059500	12	06	19	15	U-6DR	0	14	01	01	01	01	01	01	03	L	2	S	01	01	01	02	48	S	16	01	13	01			54	2	0	00
836448610	75035001	01.922	1271	535	048500	13	06	25	18	U-6DR	0	14	03	01	01	01	01	01	03	L	3	S	16	01	05	03	36	S	03	01	01	01			18	2	0	00
844777370	75035001	01.922	1271	535	058000	14	07	06	17	U-6DR	0	14	01	01	02	02	01	03	L	3	S	01	01	01	02	25	S	16	01	13	01			35	2	0	00	
844838340	75035001	01.922	1271	535	058000	14	08	01	08	U-6DR	0	14	01	01	01	01	01	01	03	R	2	N	00	01	01		00	N	01	01	05	01			27	2	0	00
822692560	75035001	01.931	1271	535	046500	11	07	12	16	U-6DR	0	14	01	01	01	01	01	01	01	R	3	N	03	01	01	02	43	N	01	07	13	01			55	2	0	01
845429720	75035001	01.931	1271	535	058000	14	12	20	22	U-6DR	1	14	01	04	01	01	01	01	03	L	3	S	16	01	01	02	51	S	16	01	13	01			59	4	0	01
833105020	75035001	01.936	1271	535	048500	13	06	08	22	U-6DR	0	14	01	04	02	02	01	01	L	2	S	02	01	01	02	27	S	16	01	14	01			45	2	0	01	
820823130	75035001	01.941	1271	535	046500	11	04	18	11	U-6DR	0	14	03	01	01	01	01	01	R	1	N	00	01	06		00	N	16	01	01	01			23	2	0	00	
822538410	75035001	01.941	1271	535	046500	11	06	12	12	U-6DR	0	14	01	01	01	01	01	01	R	3	N	20	01	01	02	39	N	01	01	01	01			40	3	0	02	
828198570	75035001	01.956	1271	535	046500	11	09	18	14	U-6DR	0	14	01	01	03	02	01	01	R	3	N	01	01	01	02	19	N	01	01	13	01			36	2	0	03	
844745840	75035001	01.956	1271	535	058000	14	07	07	15	U-6DR	0	14	01	01	01	01	01	01	R	3	N	03	01	01	02	39	N	01	01	01	01			38	3	0	00	
828134170	75035001	01.960	1271	535	046500	11	08	06	17	U-6DR	0	14	01	01	01	01	01	01	R	3	N	16	01	06	15	38	N	02	01	13	01			73	2	0	00	
836584180	75035001	01.960	1271	535	048500	13	08	09	22	U-6DR	0	14	01	04	01	01	01	01	L	1	S	01	01	01	02	26	S	01	01	13	01			32	3	0	00	
838370900	75035001	01.960	1271	535	058000	14	06	15	17	U-6DR	0	14	01	01	02	02	10	01	L	1	S	01	01	01	02	39	S	16	01	13	01			30	2	0	00	
831788650	75035001	01.963	1271	535	059500	12	07	22	18	U-6DR	0	14	88	01	02	01	01	01	R	1	U	88	01	88		00	N	01	01	13	01			36	2	0	04	
837815930	75035001	01.974	1271	535	058000	14	05	03	08	U-6DR	0	14	01	01	03	02	01	01	L	3	S	01	01	01	02	20	S	03	01	14	01			30	2	0	00	
820588050Y75039000		01.996	2603	536	031000	11	01	10	21	S-6DR	0	24	03	04	02	02	01	01	M	M	W	16	01	03	12	50									1	0	00	
832477550Y75039000		01.996	2603	536	034500	12	12	10	17	S-6DR	0	14	03	04	01	01	01	03	L	3	E	16	01	03	03	37	W	01	01	01	01			20	2	0	01	
837668710Y75039000		01.996	2603	536	040500	14	04	05	18	S-6DR	0	36	77	01	01	01	01	03	L	S	W	01	01	01	77	27									1	0	00	
836768450	75035001	01.998	3267	535	048500	13	10	15	01	U-6DR	0	14	01	05	01	01	01	01	L	2	S	01	01	01	02	21	S	02	01	14	01			38	2	0	00	
845149860Y75039000		02.006	2588	536	040500	14	10	01	17	S-6DR	0	14	01	01	01	01	01	03	R	2	E	01	01	01	02	26	E	01	01	13	01			39	2	0	00	
820334620Y75039000		02.010	2588	536	031000	11	01	21	12	S-6DR	0	14	01	01	02	02	01	03	R	R	W	01	01	01	02	23	W	01	01	13	01			35	2	0	00	
828885400	75035001	02.011	3267	535	059500	12	03	15	17	U-6DR	0	14	03	01	01	01	01	04	R	3	S	16	01	03	03	54	N	11	01	01	25			22	2	0	01	
832751350	75035001	02.012	3267	535	048500	13	03	08	13	U-6DR	0	14	01	01	01	01	01	01	R	2	N	11	01	01	02	38	N	01	01	13	01			69	2	0	01	
820608250Y75039000		02.015	2588	536	031000	11	01	25	16	S-6DR	0	14	01	01	03	02	01	03	R	2	E	16	01	01	02	72	E	01	01	14	01			22	3	0	01	
828884950Y75039000		02.015	2588	536	034500	12	02	21	23	S-6DR	0	14	01	05	01	01	01	03	R	L	E	01	01	01	02	51	E	02	01	13	01			44	2	0	05	
831794980Y75039000		02.015	2588	536	034500	12	07	24	16	S-6DR	0	14	04	01	03	02	01	01	R	1	E	00	01	01		00	E	02	01	13	01			45	2	0	00	

REPORT...CARPJ122-01
 DATE...05/10/2016
 TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 14
 USERID: KNKAIHT
 I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
 FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
 TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N					
A	U	O	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C	N	N	T	G	M	M													
S	M	U	C	SC	E	RD	TA	RLF	R	T	R	SESE	ME	NC	HN	TN	S	DN	A	D	D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N				
H	B	N	T	UT	P	EE	ED	AYF	H			H	SG	I	FN	EO	TD	HD	U	D	ST	L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J		
E	T	I	BI	O	S			G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U		
R	Y	O	O	S	T			E	C			R	V	L	L	NN	RN	F	N	TO	D	Y	P	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
	N	N	T					Y				Y	1	GS	S			S	EN	#		E	R	R	R	R	C	/	/R	/1	2	E	S	D	D					
836659420Y75039000	02.015	2588	536	040000	13	08	07	17	S-6DR	0	05	77	01	01	01	01	01	03	L	1	W	16	01	11	03	47	W	01	01	13	01					46	2	0	01	
838365480Y75039000	02.015	2588	536	040500	14	07	04	01	S-6DR	0	14	01	05	02	01	01	01	03	R	R	E	01	01	01			00	E	01	01	13	01					52	2	0	00
844968420Y75039000	02.015	2588	536	040500	14	09	20	23	S-6DR	0	14	01	05	01	01	01	01	03	R	2	E	00	01	01			00	E	01	01	13	01					35	2	0	00
828882360	75035001	02.018	3267	535	059500	12	03	15	02	U-6DR	0	14	01	05	01	01	01	01	L	3	S	16	01	01	02	27	S	01	01	01	01					34	2	0	01	
844772090Y75039000	02.019	2588	536	040500	14	07	29	20	S-6DR	0	14	01	05	02	02	10	03	R	1	E	01	01	01	02	22	E	01	01	13	01					36	2	0	01		
822576230Y75039000	02.025	2588	536	031000	11	07	23	10	S-6DR	0	14	77	01	01	01	01	01	01	L	2	W	02	01	04	04	31	E	01	01	13	01					37	2	0	00	
831626680	75039000	02.025	2588	536	034500	12	07	30	18	S-6DR	0	14	01	01	02	02	01	02	R	R	E	01	01	01	02	41	E	01	01	13	01					25	2	0	00	
837859590	75039000	02.025	2588	536	040500	14	04	08	13	S-6DR	0	14	01	01	03	02	01	02	R	R	E	02	01	01	02	50	E	01	01	13	01					34	2	0	01	
828885390	75039000	02.027	2588	536	034500	12	03	15	16	S-6DR	0	14	04	01	01	01	01	02	R	1	E	00	01	10			00	E	16	01	13	01					44	2	0	00
822540400	75039000	02.028	2588	536	031000	11	06	29	13	S-6DR	0	14	01	01	02	02	01	02	R	R	E	01	01	05	02	21	E	01	01	13	01					40	2	0	01	
820812740	75039000	02.029	2588	536	031000	11	04	19	22	S-6DR	0	14	01	05	02	01	01	02	R	2	E	01	01	01	02	23	E	01	01	13	01					57	2	0	00	
833189290Y75039000	02.029	2588	536	040000	13	06	03	00	S-6DR	1	14	01	05	01	01	01	01	03	R	2	E	01	01	01	02	20	E	01	01	13	01					30	2	2	01	
844957850	75039000	02.029	2588	536	040500	14	08	17	12	S-6DR	0	14	01	01	01	01	01	01	02	R	L	E	01	01	01	02	35	E	16	01	14	01					45	2	0	00
844957860	75039000	02.029	2588	536	040500	14	08	17	12	S-6DR	0	14	01	01	01	01	01	02	R	L	E	16	01	01	02	45	E	03	01	14	01					56	2	0	00	
845251520	75039000	02.029	2588	536	040500	14	11	26	14	S-6DR	0	14	01	01	01	01	01	02	R	R	E	01	01	05	02	28	W	16	01	13	01					25	2	0	01	
832196330	75035001	02.031	3267	535	059500	12	10	12	14	U-6DR	0	14	01	01	01	01	01	03	R	3	N	01	01	01	02	25	N	01	01	13	01					17	2	0	00	
845049970	75039000	02.031	2588	536	040500	14	10	10	22	S-6DR	0	14	01	05	01	01	01	02	R	1	E	01	01	01	02	21	E	16	01	13	01					58	2	0	01	
820853320	75039000	02.032	2588	536	031000	11	03	25	22	S-6DR	0	14	01	04	01	01	01	02	L	2	W	01	01	01			00	W	16	01	13	01					55	2	0	00
831872520	75039000	02.032	2588	536	034500	12	09	04	14	S-6DR	0	14	01	01	01	01	01	02	R	R	E	16	01	01	02	52	E	02	01	13	01					54	2	0	00	
832953770	75039000	02.032	2588	536	040000	13	03	25	08	S-6DR	0	14	01	01	01	01	01	02	L	R	W	03	01	01	02	40	W	01	01	13	01					25	2	0	00	
820613880	75039000	02.034	2588	536	031000	11	01	17	20	S-6DR	0	14	01	04	04	02	01	02	S	2	E	01	01	01	02	53	W	16	01	13	01					39	2	0	01	
819817880	75039000	02.034	2588	536	031000	11	02	10	08	S-6DR	0	15	01	01	02	02	01	01	R	2	W	00	01	01			00	W	01	01	13	01					25	3	0	00
820716940	75039000	02.034	2588	536	031000	11	02	10	18	S-6DR	0	14	03	04	01	01	01	02	I	M	E	01	01	03	11	28	W	16	01	01	01					49	2	0	02	
819981520	75039000	02.034	2588	536	031000	11	11	21	18	S-6DR	0	14	03	02	02	01	01	02	L	2	W	01	01	01	03	23	E	02	01	03	01					59	2	0	03	
828877470	75039000	02.034	2588	536	034500	12	02	17	03	S-6DR	0	14	03	05	01	01	01	02	I	M	S	16	01	01			00	N	01	01	03	01					71	2	0	00
829030860	75039000	02.034	2588	536	034500	12	05	30	11	S-6DR	0	14	01	01	02	01	01	02	R	R	W	01	01	01	02	47	W	01	01	13	01					23	2	0	00	
831836570	75039000	02.034	2588	536	034500	12	07	31	13	S-6DR	0	14	04	01	01	01	01	04	S	1	N	00	01	05			00	E	16	01	06	25					49	3	0	00
831884060	75039000	02.034	2588	536	034500	12	08	14	17	S-6DR	0	14	03	01	03	02	10	02	R	1	E	02	01	01	11	42	N	01	01	01	01					61	2	0	00	
832828960	75039000	02.034	2588	536	040000	13	02	12	08	S-6DR	0	14	04	01	01	01	01	01	L	R	W	01	01	17	25	56	W	01	01	01	01					34	2	0	00	
836469230	75039000	02.034	2588	536	040000	13	07	21	17	S-6DR	0	14	03	01	03	02	01	01	L	3	E	01	01	03	53	W	01	01	01	01					22	2	0	00		
8366633																																								

REPORT...CARPJ122-01
DATE...05/10/2016
TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

PAGE NO: 17
USERID: KNKAIHT
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2011 TO 12/31/2014 RAMP INCL
FROM CO/SEC/SUB: 75 035 001 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 75 035 001 MP: 002.193 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#				
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N			
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C			N	N	T	G		M	M					M	V	K	I
S	M	U	C	SC	E	RD	TA	RLF	R	T		R	SESE	ME	NC	HN	TN	S	DN	A	D		D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N	
H	B	N	T	UT	P	EE	ED	AYF		H		H	SG	I	FN	EO	TD	HD	U	D	ST		L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J
E		T	I	BI	O	S		G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U	
R		Y	O	O	S	T		E	C			R	V	L	L	NN	RN	F	N	TO	D		Y	P	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R		
		N	N	T				Y				1	GS	S		S	EN	#		E			R	R	R		C	/	/R	/1	2	E	S	D	D				

838141670	75035001	02.145	3268	535	058000	14	06	08	14	U-6DR	0	14	03	01	02	01	01	02	S	2	S	01	01	06		00	S	01	01	01	01			40	2	0	00		
838212070Y	75035001	02.145	3268	535	058000	14	06	09	15	U-6DR	0	14	03	01	01	01	01	01	03	S	2	S	03	01	05		00	W	02	01	01	01			35	2	0	00	
844751300	75035001	02.145	3268	535	058000	14	07	21	11	U-6DR	0	14	03	01	01	01	01	02	L	1	S	01	01	03	14	32	S	01	01	01	01			63	2	0	00		
845307290	75035001	02.145	3268	535	058000	14	11	21	03	U-6DR	0	24	77	05	01	01	01	02	L	H	S	02	01	05	02	34										1	0	00	
845221680	75035001	02.145	3268	535	058000	14	11	24	02	U-6DR	0	14	03	04	01	01	01	02	R	3	N	01	01	01	01	41	W	01	01	03	01			19	2	0	00		
845353000	75035001	02.145	3268	535	058000	14	12	01	10	U-6DR	0	14	01	01	01	01	01	02	S	R	W	01	01	01	02	22	W	01	01	13	01			21	2	0	01		
845320040	75035001	02.145	3268	535	058000	14	12	12	15	U-6DR	0	14	01	01	01	01	01	01	R	1	N	01	01	06	15	16	N	16	01	13	01			71	2	0	00		
845226440	75035001	02.145	3268	535	058000	14	12	30	14	U-6DR	0	14	77	01	02	02	01	02	R	3	N	01	01	01	03	58	W	01	01	03	01			45	3	0	02		
829058730	75035001	02.148	3268	535	059500	12	05	06	14	U-6DR	0	14	04	01	01	01	01	02	T	L	S	11	88	11		00	S	01	01	13	01			64	2	0	00		
832501240	75035001	02.148	3268	535	059500	12	12	24	20	U-6DR	0	14	01	04	01	01	01	02	R	1	N	01	01	01	02	22	N	01	01	14	01			20	3	0	04		
828775440	75035001	02.149	3268	535	059500	12	03	23	21	U-6DR	0	14	01	04	01	01	01	02	L	L	S	88	01	01		00	S	01	01	13	01			22	2	0	00		
832130270	75035001	02.149	3268	535	059500	12	10	25	09	U-6DR	0	14	01	01	02	01	01	02	R	3	N	01	01	01	02	23	N	02	01	13	01			44	2	0	00		
820804610	75035001	02.150	3268	535	046500	11	03	23	12	U-6DR	0	14	01	01	01	01	01	02	R	A	N	01	01	01	02	27	N	01	01	13	01			79	2	0	01		
845392860	75035001	02.151	3268	535	058000	14	11	26	02	U-6DR	0	14	01	04	03	02	01	02	L	L	S	00	01	00		00	S	16	01	13	01			50	2	0	00		
822505040	75035001	02.154	3268	535	046500	11	07	26	17	U-6DR	0	14	01	01	02	01	01	02	L	2	S	00	01	01		00	S	03	01	01	01			15	2	0	01		
831636060	75035001	02.154	3268	535	059500	12	07	04	14	U-6DR	0	14	01	01	03	02	10	02	L	L	N	01	01	01	02	20	N	01	01	13	01			28	2	0	04		
832912210	75035001	02.154	3268	535	048500	13	03	14	21	U-6DR	0	14	01	04	01	01	01	02	R	3	N	16	01	01	02	37	N	01	01	13	01			21	2	0	01		
837389310	75035001	02.154	3268	535	058000	14	01	10	12	U-6DR	0	14	01	01	01	01	01	02	R	3	N	02	01	01	02	50	N	01	01	13	01			37	2	0	01		
822649860	75035001	02.159	3268	535	059500	12	08	17	18	U-6DR	0	14	04	01	02	02	01	03	L	1	S	01	01	06	77	41	S	03	01	01	01			42	2	0	00		
832376980	75035001	02.164	3268	535	048500	13	02	02	19	U-6DR	0	14	01	02	01	01	01	03	L	2	S	02	01	01	10	47	S	03	01	14	01			48	2	0	01		
837145430	75035001	02.169	3268	535	048500	13	12	03	10	U-6DR	0	14	01	01	01	01	01	03	R	3	N	16	01	01	02	50	N	01	01	13	01			34	3	0	00		
833352490	75035001	02.173	4334	535	048500	13	07	07	21	U-6DR	0	14	03	04	01	01	01	03	R	2	W	16	01	05	03	48	S	01	01	10	01			37	2	0	01		

REPORT...CARPJ122-01
 DATE...05/10/2016
 TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 1 - SORT BY ROADWAY, MILE POINT
 MP: 000.000
 MP: 002.193

PAGE NO: 18
 USERID: KNKAIHT
 I/O.... CARI122

COMMENT:
 FROM: 01/01/2011 TO 12/31/2014
 FROM CO/SEC/SUB: 75 035 001
 TO CO/SEC/SUB: 75 035 001

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	2	2	2	62	112	52	116	2	114	12	11
2012	1	1	0	61	110	86	148	1	110	21	7
2013	1	2	1	70	115	78	149	2	116	10	5
2014	0	0	0	70	111	113	183	0	111	20	17
TOTAL	4	5	3	263	448	329	596	5	451	63	40

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ122-01
 DATE...05/10/2016
 TIME...10:03:47

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 19
 USERID: KNKAIHT
 I/O.... CARI122

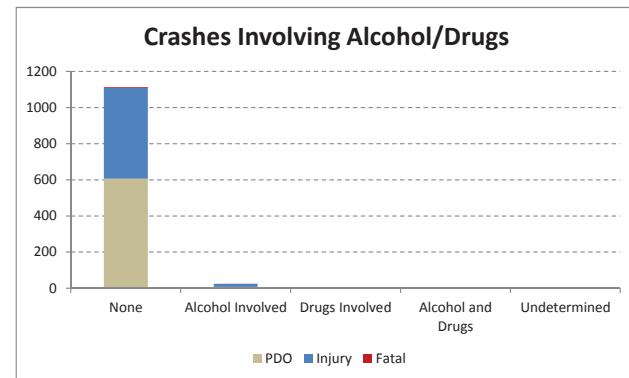
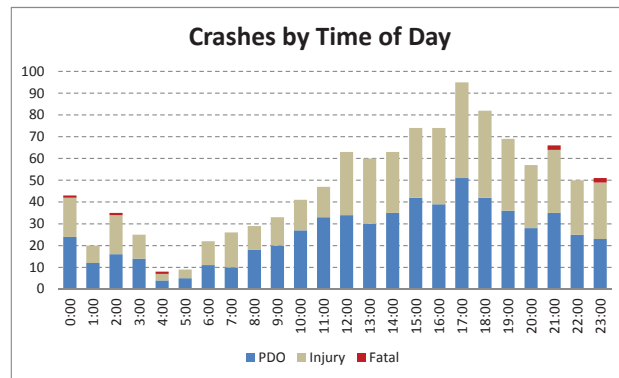
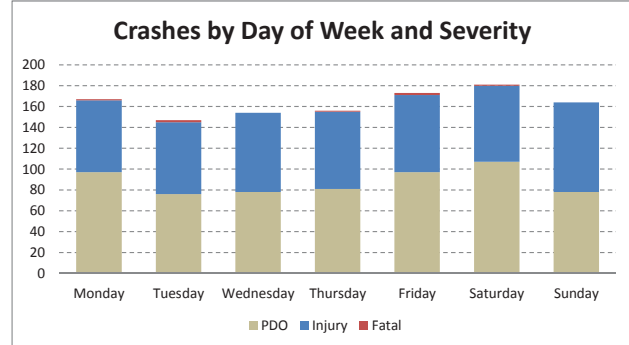
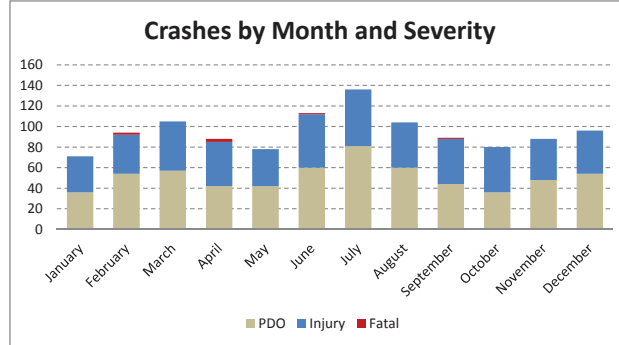
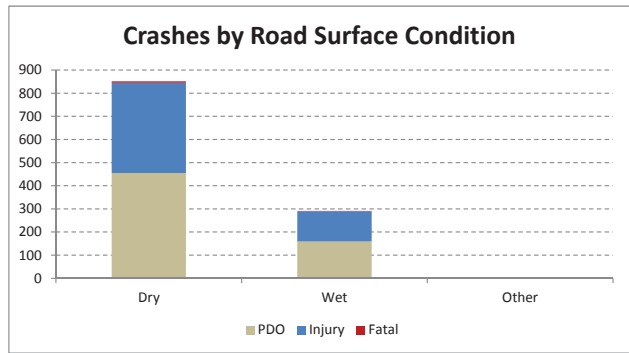
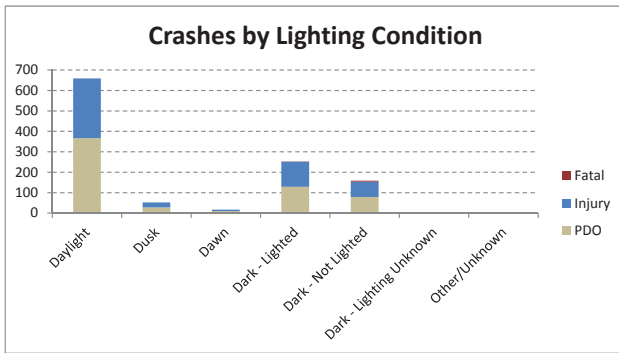
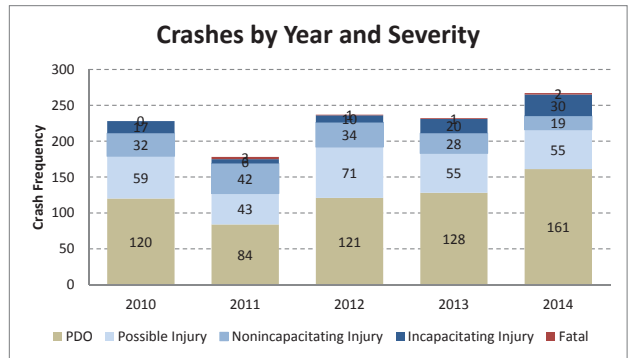
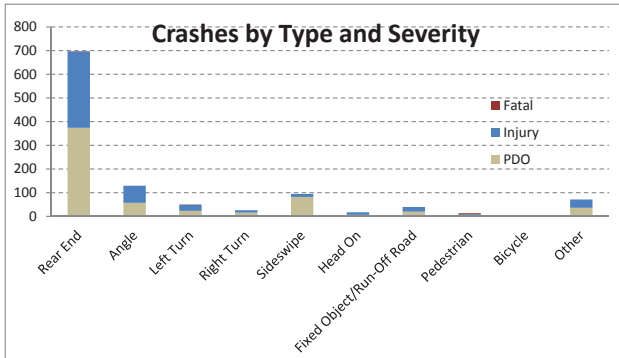
CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	2	2	2	62	112	52	116	2	114	12	11
2012	1	1	0	61	110	86	148	1	110	21	7
2013	1	2	1	70	115	78	149	2	116	10	5
2014	0	0	0	70	111	113	183	0	111	20	17
TOTAL	4	5	3	263	448	329	596	5	451	63	40

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

SR 535 CORRIDOR WIDE SUMMARY TABLE AND CHARTS

CRASH ANALYSIS - SR 535 from US 192 to Vineland Avenue



CRASH ANALYSIS - SR 535 from US 192 to Vineland Avenue

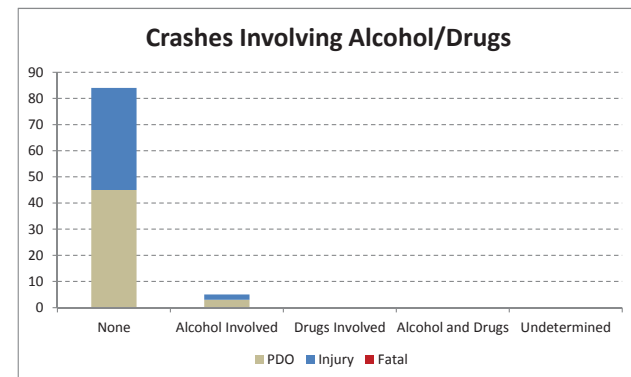
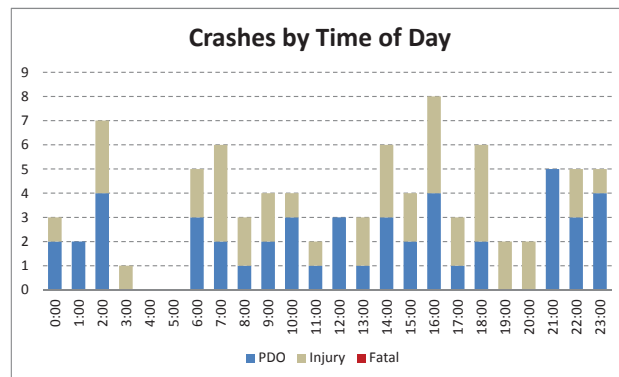
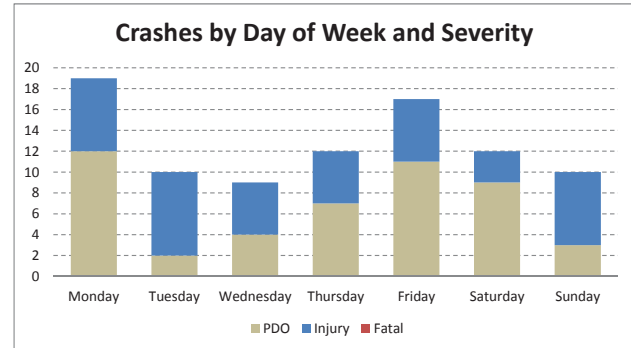
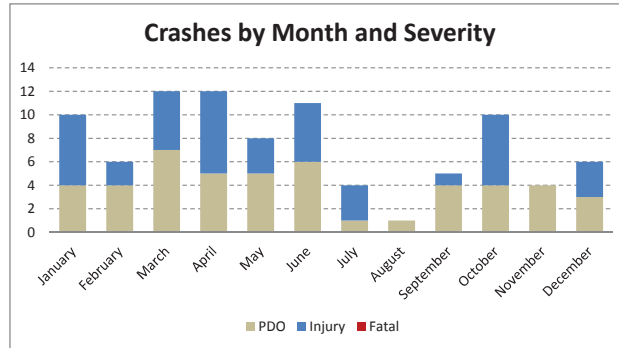
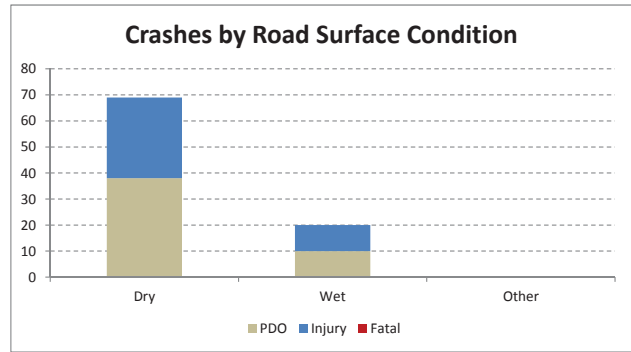
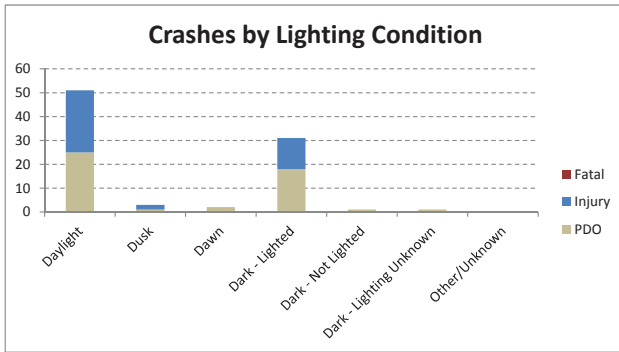
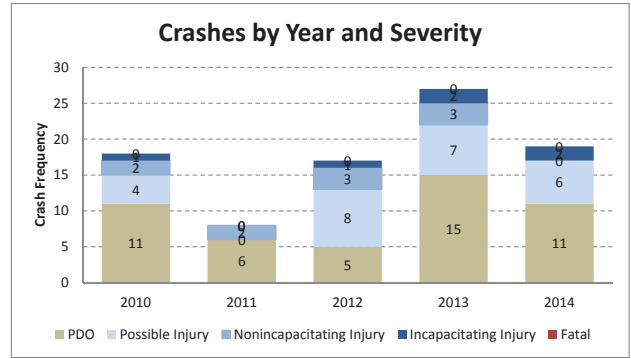
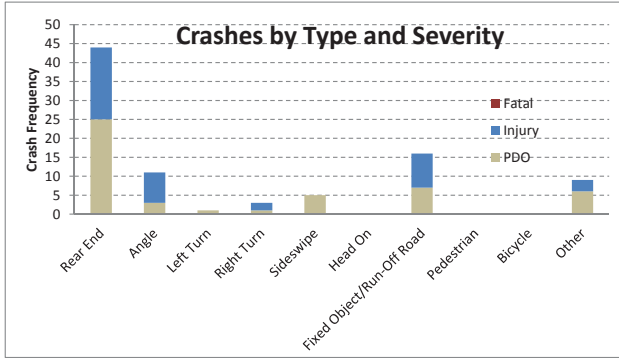
		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	125	116	153	137	166	374	322	1	697	178.50	61.0%
	Angle	45	18	22	20	24	57	72	0	129	31.00	11.3%
	Left Turn	3	8	11	11	17	23	26	1	50	12.17	4.4%
	Right Turn	4	2	5	9	6	16	10	0	26	7.00	2.3%
	Sideswipe	13	13	22	25	22	82	13	0	95	29.50	8.3%
	Head On	5	4	2	3	3	6	11	0	17	3.83	1.5%
	Fixed Object/Run-Off Road	12	6	6	7	8	20	19	0	39	9.83	3.4%
	Pedestrian	1	2	3	1	6	0	9	4	13	2.17	1.1%
	Bicycle	1	1	2	0	1	0	4	1	5	0.83	0.4%
	Other	19	8	11	19	14	36	35	0	71	17.83	6.2%
	Total Crashes	228	178	237	232	267	614	521	7	1142	228.40	100.0%
Crash Severity	PDO	120	84	121	128	161				614	122.80	53.8%
	Possible Injury	59	43	71	55	55				283	56.60	24.8%
	Nonincapacitating Injury	32	42	34	28	19				155	31.00	13.6%
	Incapacitating Injury	17	6	10	20	30				83	16.60	7.3%
	Fatal	0	3	1	1	2				7	1.40	0.6%
Light Conditions	Daylight	137	91	149	129	153	367	292	0	659	131.80	57.7%
	Dusk	6	6	14	13	13	28	24	0	52	10.40	4.6%
	Dawn	0	2	2	7	6	10	7	0	17	3.40	1.5%
	Dark - Lighted	52	47	40	59	55	129	122	2	253	50.60	22.2%
	Dark - Not Lighted	33	31	32	23	40	79	75	5	159	31.80	13.9%
	Dark - Lighting Unknown	0	1	0	1	0	1	1	0	2	0.40	0.2%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
Road Surface Condition	Dry	172	131	179	181	188	455	390	6	851	170.20	74.5%
	Wet	56	47	58	51	79	159	131	1	291	58.20	25.5%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
		0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	10	14	15	14	18	36	35	0	71	14.20	6.2%
	February	20	16	16	12	30	54	38	2	94	18.80	8.2%
	March	14	19	23	23	26	57	48	0	105	21.00	9.2%
	April	20	14	16	22	16	42	43	3	88	17.60	7.7%
	May	23	15	12	14	14	42	36	0	78	15.60	6.8%
	June	18	11	24	26	34	60	52	1	113	22.60	9.9%
	July	27	25	27	32	25	81	55	0	136	27.20	11.9%
	August	24	12	30	15	23	60	44	0	104	20.80	9.1%
	September	21	19	19	11	19	44	44	1	89	17.80	7.8%
	October	14	5	21	21	19	36	44	0	80	16.00	7.0%
	November	22	16	13	19	18	48	40	0	88	17.60	7.7%
	December	15	12	21	23	25	54	42	0	96	19.20	8.4%
Day of Week	Monday	37	26	34	30	40	97	69	1	167	33.40	14.6%
	Tuesday	30	21	38	25	33	76	69	2	147	29.40	12.9%
	Wednesday	28	24	35	32	35	78	76	0	154	30.80	13.5%
	Thursday	23	31	34	32	36	81	74	1	156	31.20	13.7%
	Friday	36	28	40	33	36	97	74	2	173	34.60	15.1%
	Saturday	41	27	29	38	46	107	73	1	181	36.20	15.8%
	Sunday	33	21	27	42	41	78	86	0	164	32.80	14.4%
		16	5	5	6	11	24	18	1	43	8.60	3.8%
Hour of Day	1:00	1	7	3	3	6	12	8	0	20	4.00	1.8%
	2:00	6	7	4	7	11	16	18	1	35	7.00	3.1%
	3:00	4	5	3	5	8	14	11	0	25	5.00	2.2%
	4:00	0	1	4	0	3	4	3	1	8	1.60	0.7%
	5:00	2	1	2	1	3	5	4	0	9	1.80	0.8%
	6:00	4	2	3	9	4	11	11	0	22	4.40	1.9%
	7:00	3	3	6	6	8	10	16	0	26	5.20	2.3%
	8:00	4	5	7	6	7	18	11	0	29	5.80	2.5%
	9:00	11	4	8	6	4	20	13	0	33	6.60	2.9%
	10:00	4	9	10	11	7	27	14	0	41	8.20	3.6%
	11:00	9	4	11	11	12	33	14	0	47	9.40	4.1%
	12:00	15	11	11	13	13	34	28	0	63	12.60	5.5%
	13:00	18	4	10	14	14	30	30	0	60	12.00	5.3%
	14:00	11	7	15	12	18	35	28	0	63	12.60	5.5%
	15:00	13	13	17	10	21	42	32	0	74	14.80	6.5%
	16:00	14	8	20	15	17	39	35	0	74	14.80	6.5%
	17:00	19	15	23	14	24	51	44	0	95	19.00	8.3%
	18:00	14	16	17	17	18	42	40	0	82	16.40	7.2%
	19:00	15	6	16	16	16	36	33	0	69	13.80	6.0%
	20:00	9	10	13	16	9	28	28	0	57	11.40	5.0%
	21:00	13	14	14	12	13	35	29	2	66	13.20	5.8%
	22:00	14	11	8	11	6	25	25	0	50	10.00	4.4%
	23:00	9	10	7	11	14	23	26	2	51	10.20	4.5%
	Alcohol & Drugs	None	223	169	234	227	260	606	503	4	1113	222.60
Alcohol Involved		5	6	3	5	6	8	16	1	25	5.00	2.2%
Drugs Involved		0	0	0	0	1	0	0	1	1	0.20	0.1%
Alcohol and Drugs		0	3	0	0	0	0	2	1	3	0.60	0.3%
Undetermined		0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	46	13	22	20	24				125	25.00	10.9%
	20-24	42	35	33	45	42				202	40.40	17.7%
	25-29	22	15	27	36	33				133	26.60	11.6%
	30-34	19	14	14	16	27				90	18.00	7.9%
	35-39	19	24	17	16	16				92	18.40	8.1%
	40-44	18	12	20	18	15				83	16.60	7.3%
	45-49	17	11	16	17	18				79	15.80	6.9%
	50-54	7	11	20	13	20				71	14.20	6.2%
	55-59	15	8	8	9	19				59	11.80	5.2%
	60-64	6	5	7	7	9				34	6.80	3.0%
	65-69	6	1	3	4	4				18	3.60	1.6%
	70-74	5	2	7	0	4				18	3.60	1.6%
	75-79	2	1	2	1	2				8	1.60	0.7%
	80-84	3	0	0	1	2				6	1.20	0.5%
	85 and Over	1	0	0	1	0				2	0.40	0.2%
Unknown	0	0	0	0	0				0	0.00	0.0%	

SR 535 HIGH CRASH INTERSECTIONS SUMMARY TABLES AND CHARTS

CRASH ANALYSIS - SR 535 at US 192

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	5	5	7	15	12	25	19	0	44	11.50	49.4%
	Angle	3	1	4	1	2	3	8	0	11	2.33	12.4%
	Left Turn	1	0	0	0	0	1	0	0	1	0.33	1.1%
	Right Turn	0	0	0	3	0	1	2	0	3	0.67	3.4%
	Sideswipe	0	1	0	3	1	5	0	0	5	1.67	5.6%
	Head On	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Fixed Object/Run-Off Road	5	1	3	4	3	7	9	0	16	3.83	18.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	4	0	3	1	1	6	3	0	9	2.50	10.1%
	Total Crashes	18	8	17	27	19	48	41	0	89	17.80	100.0%
Crash Severity	PDO	11	6	5	15	11				48	9.60	53.9%
	Possible Injury	4	0	8	7	6				25	5.00	28.1%
	Nonincapacitating Injury	2	2	3	3	0				10	2.00	11.2%
	Incapacitating Injury	1	0	1	2	2				6	1.20	6.7%
	Fatal	0	0	0	0	0				0	0.00	0.0%
Light Conditions	Daylight	9	4	12	16	10	25	26	0	51	10.20	57.3%
	Dusk	0	0	1	0	2	1	2	0	3	0.60	3.4%
	Dawn	0	0	0	2	0	2	0	0	2	0.40	2.2%
	Dark - Lighted	9	3	4	8	7	18	13	0	31	6.20	34.8%
	Dark - Not Lighted	0	0	0	1	0	1	0	0	1	0.20	1.1%
	Dark - Lighting Unknown	0	1	0	0	0	1	0	0	1	0.20	1.1%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
Road Surface Condition	Dry	16	6	13	20	14	38	31	0	69	13.80	77.5%
	Wet	2	2	4	7	5	10	10	0	20	4.00	22.5%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	1	0	3	5	1	4	6	0	10	2.00	11.2%
	February	2	2	1	0	1	4	2	0	6	1.20	6.7%
	March	1	2	1	3	5	7	5	0	12	2.40	13.5%
	April	1	1	3	5	2	5	7	0	12	2.40	13.5%
	May	3	0	0	3	2	5	3	0	8	1.60	9.0%
	June	3	1	2	4	1	6	5	0	11	2.20	12.4%
	July	1	0	2	1	0	1	3	0	4	0.80	4.5%
	August	1	0	0	0	0	1	0	0	1	0.20	1.1%
	September	1	0	2	1	1	4	1	0	5	1.00	5.6%
	October	1	2	2	2	3	4	6	0	10	2.00	11.2%
	November	2	0	0	1	1	4	0	0	4	0.80	4.5%
	December	1	0	1	2	2	3	3	0	6	1.20	6.7%
Day of Week	Monday	5	2	3	3	6	12	7	0	19	3.80	21.3%
	Tuesday	3	0	1	3	3	2	8	0	10	2.00	11.2%
	Wednesday	1	2	2	3	1	4	5	0	9	1.80	10.1%
	Thursday	2	2	1	4	3	7	5	0	12	2.40	13.5%
	Friday	3	1	6	6	1	11	6	0	17	3.40	19.1%
	Saturday	2	0	1	5	4	9	3	0	12	2.40	13.5%
	Sunday	2	1	3	3	1	3	7	0	10	2.00	11.2%
Hour of Day	0:00	3	0	0	0	0	2	1	0	3	0.60	3.4%
	1:00	0	1	0	0	1	2	0	0	2	0.40	2.2%
	2:00	3	1	1	1	1	4	3	0	7	1.40	7.9%
	3:00	0	1	0	0	0	0	1	0	1	0.20	1.1%
	4:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	1	0	4	0	3	2	0	5	1.00	5.6%
	7:00	1	0	0	1	4	2	4	0	6	1.20	6.7%
	8:00	1	0	1	0	1	1	2	0	3	0.60	3.4%
	9:00	1	0	2	1	0	2	2	0	4	0.80	4.5%
	10:00	0	0	2	2	0	3	1	0	4	0.80	4.5%
	11:00	1	0	0	1	0	1	1	0	2	0.40	2.2%
	12:00	2	0	0	0	1	3	0	0	3	0.60	3.4%
	13:00	1	0	0	2	0	1	2	0	3	0.60	3.4%
	14:00	1	1	1	2	1	3	3	0	6	1.20	6.7%
	15:00	1	0	1	1	1	2	2	0	4	0.80	4.5%
	16:00	0	1	3	4	0	4	4	0	8	1.60	9.0%
	17:00	0	1	1	0	1	1	2	0	3	0.60	3.4%
	18:00	0	0	1	2	3	2	4	0	6	1.20	6.7%
	19:00	0	0	1	1	0	0	2	0	2	0.40	2.2%
	20:00	0	0	2	0	0	0	2	0	2	0.40	2.2%
	21:00	2	0	1	0	2	5	0	0	5	1.00	5.6%
	22:00	0	1	0	3	1	3	2	0	5	1.00	5.6%
	23:00	1	0	0	2	2	4	1	0	5	1.00	5.6%
Alcohol & Drugs	None	15	7	17	26	19	45	39	0	84	16.80	94.4%
	Alcohol Involved	3	1	0	1	0	3	2	0	5	1.00	5.6%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	9	0	2	4	1				16	3.20	18.0%
	20-24	2	2	2	7	5				18	3.60	20.2%
	25-29	2	0	3	4	2				11	2.20	12.4%
	30-34	1	2	1	0	2				6	1.20	6.7%
	35-39	0	2	1	0	1				4	0.80	4.5%
	40-44	0	0	0	0	0				0	0.00	0.0%
	45-49	1	0	1	0	1				3	0.60	3.4%
	50-54	0	0	3	3	0				6	1.20	6.7%
	55-59	1	0	1	2	3				7	1.40	7.9%
	60-64	1	0	0	1	1				3	0.60	3.4%
	65-69	0	0	0	1	0				1	0.20	1.1%
	70-74	0	0	0	0	0				0	0.00	0.0%
	75-79	1	0	0	0	0				1	0.20	1.1%
	80-84	0	0	0	0	1				1	0.20	1.1%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

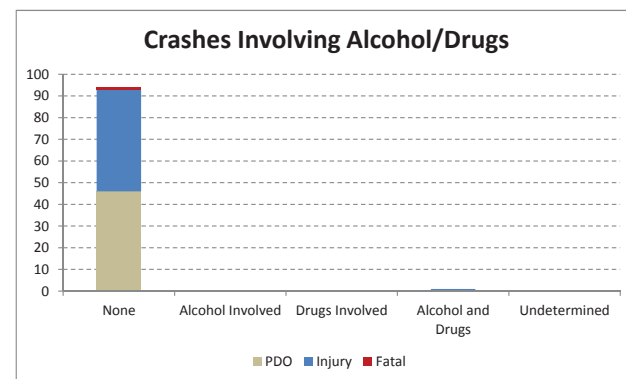
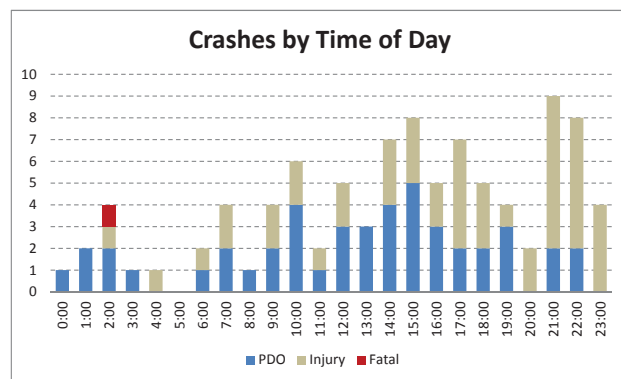
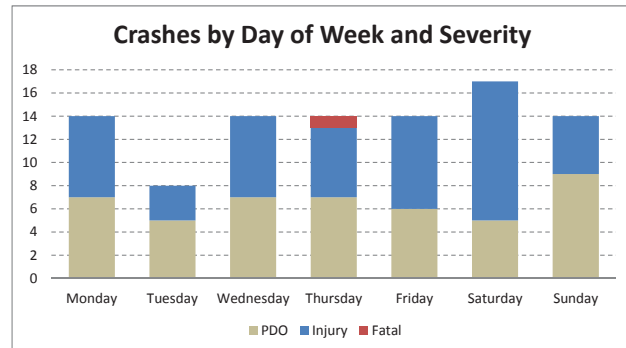
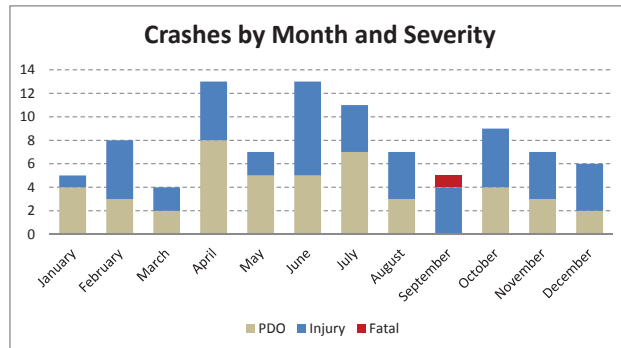
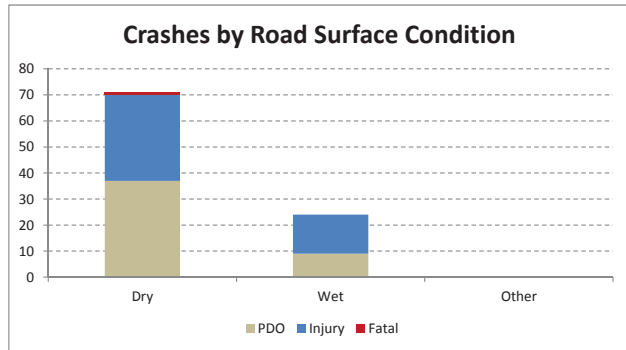
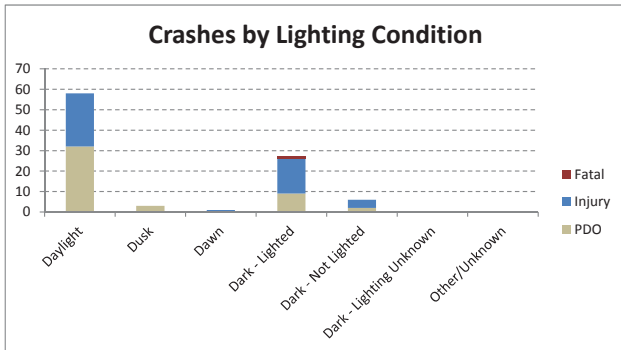
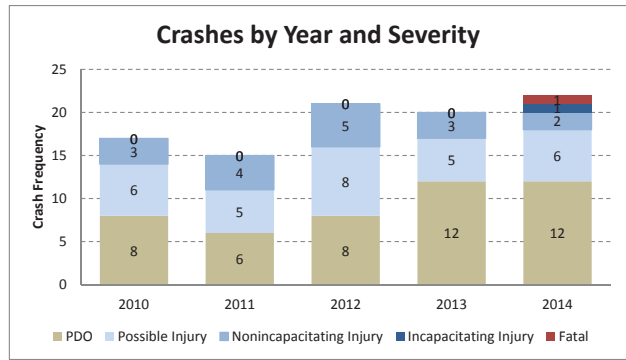
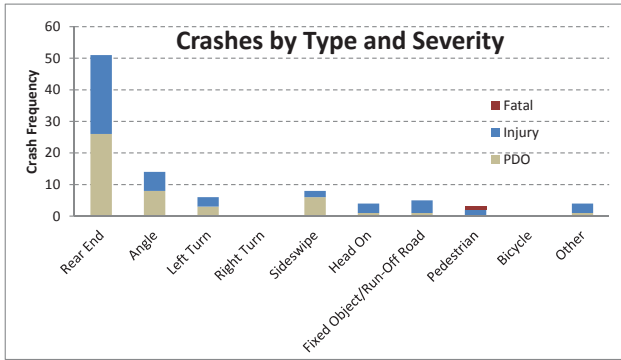
CRASH ANALYSIS - SR 535 at US 192



CRASH ANALYSIS - SR 535 at Poinciana Boulevard

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	7	11	10	8	15	26	25	0	51	12.83	53.7%
	Angle	5	1	5	2	1	8	5	0	14	3.67	14.7%
	Left Turn	0	1	2	3	0	3	3	0	6	1.50	6.3%
	Right Turn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	1	1	4	2	6	2	0	8	2.33	8.4%
	Head On	2	0	0	1	1	1	3	0	4	0.83	4.2%
	Fixed Object/Run-Off Road	3	1	1	0	0	1	4	0	5	1.00	5.3%
	Pedestrian	0	0	0	1	2	0	2	1	3	0.50	3.2%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	2	1	1	1	3	0	4	0.83	4.2%
	Total Crashes	17	15	21	20	22	46	48	1	95	19.00	100.0%
Crash Severity	PDO	8	6	8	12	12				46	9.20	48.4%
	Possible Injury	6	5	8	5	6				30	6.00	31.6%
	Nonincapacitating Injury	3	4	5	3	2				17	3.40	17.9%
	Incapacitating Injury	0	0	0	0	1				1	0.20	1.1%
	Fatal	0	0	0	0	1				1	0.20	1.1%
Light Conditions	Daylight	11	6	14	13	14	32	26	0	58	11.60	61.1%
	Dusk	0	1	0	2	0	3	0	0	3	0.60	3.2%
	Dawn	0	0	0	0	1	0	0	0	1	0.20	1.1%
	Dark - Lighted	5	7	6	4	5	9	14	1	27	5.40	28.4%
	Dark - Not Lighted	1	1	1	1	2	2	4	0	6	1.20	6.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	10	9	17	18	17	37	33	1	71	14.20	74.7%
Road Surface Condition	Dry	7	6	4	2	5	9	15	0	24	4.80	25.3%
	Wet	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	0	2	1	0	2	4	1	0	5	1.00	5.3%
	February	0	4	1	0	3	3	5	0	8	1.60	8.4%
	March	1	0	0	2	1	2	2	0	4	0.80	4.2%
	April	4	1	3	4	1	8	5	0	13	2.60	13.7%
	May	1	2	3	1	0	5	2	0	7	1.40	7.4%
	June	3	0	2	2	6	5	8	0	13	2.60	13.7%
	July	2	3	2	3	1	7	4	0	11	2.20	11.6%
	August	1	0	2	1	3	3	4	0	7	1.40	7.4%
	September	2	1	1	0	1	0	4	1	5	1.00	5.3%
	October	0	0	1	6	2	4	5	0	9	1.80	9.5%
	November	1	2	2	1	1	3	4	0	7	1.40	7.4%
	December	2	0	3	0	1	2	4	0	6	1.20	6.3%
Day of Week	Monday	4	2	2	4	2	7	7	0	14	2.80	14.7%
	Tuesday	2	0	3	0	3	5	3	0	8	1.60	8.4%
	Wednesday	3	2	3	3	3	7	7	0	14	2.80	14.7%
	Thursday	3	1	4	3	3	7	6	1	14	2.80	14.7%
	Friday	2	4	2	4	2	6	8	0	14	2.80	14.7%
	Saturday	3	3	3	3	5	5	12	0	17	3.40	17.9%
	Sunday	0	3	4	3	4	9	5	0	14	2.80	14.7%
	Total	1	0	0	0	0	1	0	0	1	0.20	1.1%
Hour of Day	0:00	0	0	1	0	1	2	0	0	2	0.40	2.1%
	1:00	0	0	1	0	1	2	1	1	4	0.80	4.2%
	2:00	0	0	0	1	0	1	0	0	1	0.20	1.1%
	3:00	0	0	0	0	1	0	1	0	1	0.20	1.1%
	4:00	0	0	0	0	1	0	1	0	1	0.20	1.1%
	5:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	0	2	0	0	1	1	0	2	0.40	2.1%
	7:00	0	2	1	1	0	2	2	0	4	0.80	4.2%
	8:00	0	1	0	0	0	1	0	0	1	0.20	1.1%
	9:00	1	0	1	2	0	2	2	0	4	0.80	4.2%
	10:00	1	0	1	2	2	4	2	0	6	1.20	6.3%
	11:00	0	0	1	0	1	1	1	0	2	0.40	2.1%
	12:00	2	0	1	1	1	3	2	0	5	1.00	5.3%
	13:00	0	0	1	1	1	3	0	0	3	0.60	3.2%
	14:00	1	0	1	1	4	4	3	0	7	1.40	7.4%
	15:00	2	2	1	1	2	5	3	0	8	1.60	8.4%
	16:00	1	0	1	2	1	3	2	0	5	1.00	5.3%
	17:00	2	2	2	1	0	2	5	0	7	1.40	7.4%
	18:00	1	0	1	1	2	2	3	0	5	1.00	5.3%
	19:00	0	0	1	2	1	3	1	0	4	0.80	4.2%
	20:00	1	1	0	0	0	0	2	0	2	0.40	2.1%
	21:00	2	1	2	2	2	2	7	0	9	1.80	9.5%
	22:00	2	4	1	1	0	2	6	0	8	1.60	8.4%
	23:00	0	0	1	1	2	0	4	0	4	0.80	4.2%
Alcohol & Drugs	None	17	14	21	20	22	46	47	1	94	18.80	98.9%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	1	0	0	0	0	1	0	1	0.20	1.1%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	2	1	3	4	1				11	2.20	11.6%
	20-24	3	3	3	5	4				18	3.60	18.9%
	25-29	1	2	2	0	5				10	2.00	10.5%
	30-34	1	0	0	2	2				5	1.00	5.3%
	35-39	2	1	2	1	1				7	1.40	7.4%
	40-44	2	0	1	3	1				7	1.40	7.4%
	45-49	2	3	2	2	0				9	1.80	9.5%
	50-54	1	2	2	1	0				6	1.20	6.3%
	55-59	1	1	0	1	1				4	0.80	4.2%
	60-64	1	0	3	0	0				4	0.80	4.2%
	65-69	0	0	0	0	0				0	0.00	0.0%
	70-74	0	0	0	0	0				0	0.00	0.0%
	75-79	0	0	1	0	0				1	0.20	1.1%
	80-84	1	0	0	0	0				1	0.20	1.1%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

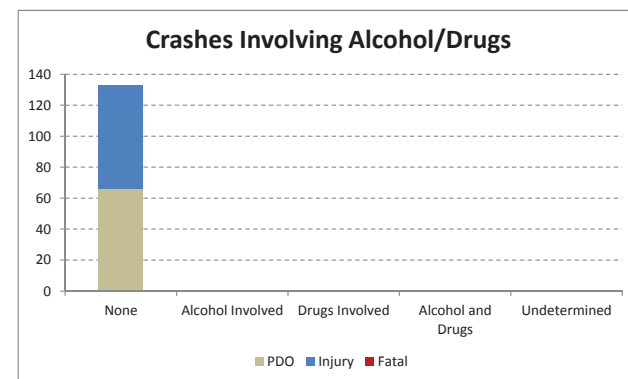
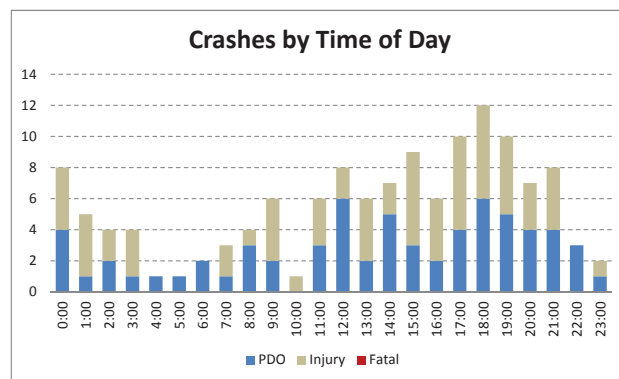
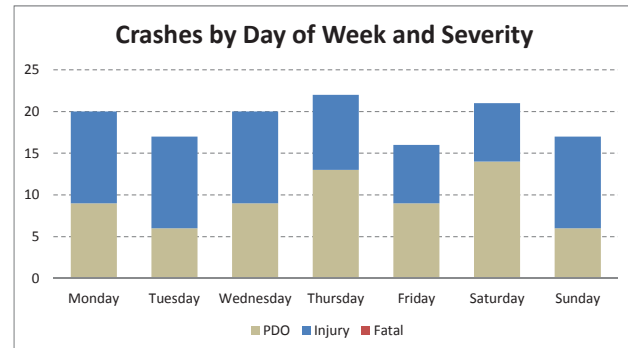
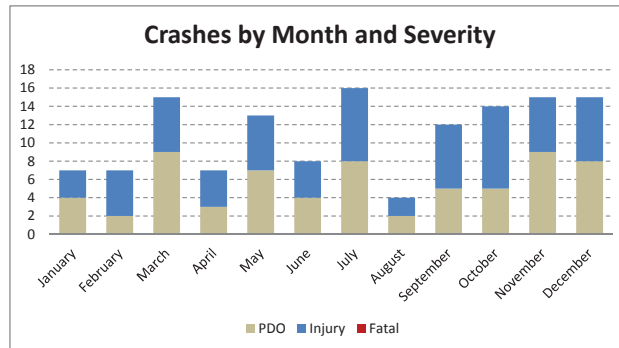
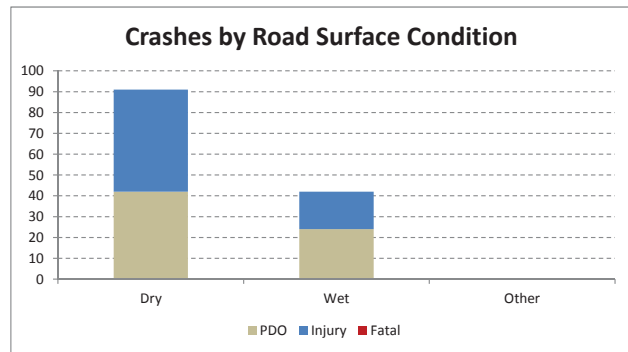
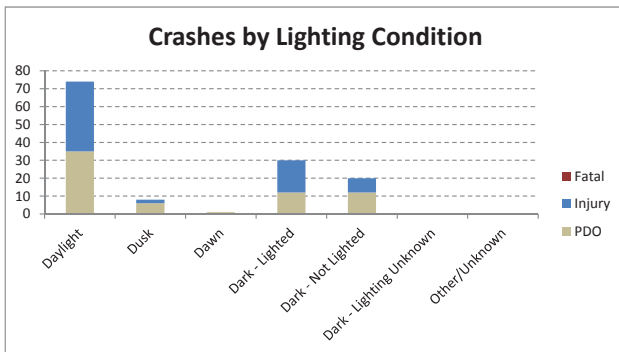
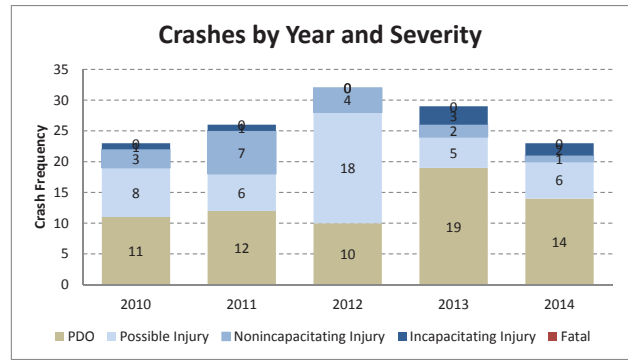
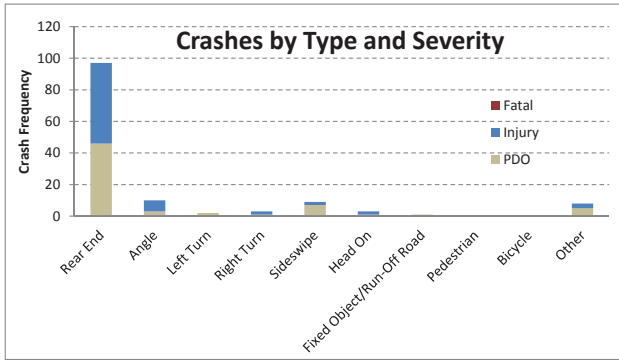
CRASH ANALYSIS - SR 535 at Poinciana Boulevard



CRASH ANALYSIS - SR 535 at Polynesian Isle Boulevard

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	13	20	27	21	16	46	51	0	97	23.83	72.9%
	Angle	3	3	1	3	0	3	7	0	10	2.17	7.5%
	Left Turn	0	0	0	0	2	2	0	0	2	0.67	1.5%
	Right Turn	0	1	0	1	1	1	2	0	3	0.67	2.3%
	Sideswipe	2	0	2	3	2	7	2	0	9	2.67	6.8%
	Head On	1	1	1	0	0	1	2	0	3	0.67	2.3%
	Fixed Object/Run-Off Road	1	0	0	0	0	1	0	0	1	0.33	0.8%
	Pedestrian	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	3	1	1	1	2	5	3	0	8	2.17	6.0%
	Total Crashes	23	26	32	29	23	66	67	0	133	26.60	100.0%
Crash Severity	PDO	11	12	10	19	14				66	13.20	49.6%
	Possible Injury	8	6	18	5	6				43	8.60	32.3%
	Nonincapacitating Injury	3	7	4	2	1				17	3.40	12.8%
	Incapacitating Injury	1	1	0	3	2				7	1.40	5.3%
Fatal	0	0	0	0	0				0	0.00	0.0%	
Light Conditions	Daylight	12	11	18	18	15	35	39	0	74	14.80	55.6%
	Dusk	2	0	2	3	1	6	2	0	8	1.60	6.0%
	Dawn	0	0	0	1	0	1	0	0	1	0.20	0.8%
	Dark - Lighted	5	9	7	4	5	12	15	0	30	6.00	22.6%
	Dark - Not Lighted	4	6	5	3	2	12	8	0	20	4.00	15.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
Road Surface Condition	Dry	17	18	23	17	16	42	49	0	91	18.20	68.4%
	Wet	6	8	9	12	7	24	18	0	42	8.40	31.6%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	2	1	1	3	0	4	3	0	7	1.40	5.3%
	February	0	2	2	1	2	2	5	0	7	1.40	5.3%
	March	2	0	3	8	2	9	6	0	15	3.00	11.3%
	April	1	0	2	2	2	3	4	0	7	1.40	5.3%
	May	3	1	2	3	4	7	6	0	13	2.60	9.8%
	June	1	0	2	3	2	4	4	0	8	1.60	6.0%
	July	1	9	1	2	3	8	8	0	16	3.20	12.0%
	August	0	0	3	0	1	2	2	0	4	0.80	3.0%
	September	3	2	5	1	1	5	7	0	12	2.40	9.0%
	October	4	2	5	1	2	5	9	0	14	2.80	10.5%
	November	5	3	3	2	2	9	6	0	15	3.00	11.3%
	December	1	6	3	3	2	8	7	0	15	3.00	11.3%
Day of Week	Monday	5	3	5	4	3	9	11	0	20	4.00	15.0%
	Tuesday	4	4	5	1	3	6	11	0	17	3.40	12.8%
	Wednesday	3	1	8	4	4	9	11	0	20	4.00	15.0%
	Thursday	0	7	4	8	3	13	9	0	22	4.40	16.5%
	Friday	5	4	5	0	2	9	7	0	16	3.20	12.0%
	Saturday	4	3	3	7	4	14	7	0	21	4.20	15.8%
	Sunday	2	4	2	5	4	6	11	0	17	3.40	12.8%
Hour of Day	0:00	4	0	1	1	2	4	4	0	8	1.60	6.0%
	1:00	0	2	1	0	2	1	4	0	5	1.00	3.8%
	2:00	1	0	0	2	1	2	2	0	4	0.80	3.0%
	3:00	1	1	1	1	0	1	3	0	4	0.80	3.0%
	4:00	0	0	1	0	0	1	0	0	1	0.20	0.8%
	5:00	0	0	0	1	0	1	0	0	1	0.20	0.8%
	6:00	0	0	0	1	1	2	0	0	2	0.40	1.5%
	7:00	0	0	2	0	1	1	2	0	3	0.60	2.3%
	8:00	0	0	2	1	1	3	1	0	4	0.80	3.0%
	9:00	2	2	1	1	0	2	4	0	6	1.20	4.5%
	10:00	1	0	0	0	0	0	1	0	1	0.20	0.8%
	11:00	0	1	1	3	1	3	3	0	6	1.20	4.5%
	12:00	1	0	1	4	2	6	2	0	8	1.60	6.0%
	13:00	2	1	1	2	0	2	2	0	6	1.20	4.5%
	14:00	0	1	1	1	4	5	2	0	7	1.40	5.3%
	15:00	2	1	3	1	2	3	6	0	9	1.80	6.8%
	16:00	1	2	1	1	1	2	4	0	6	1.20	4.5%
	17:00	1	2	4	2	1	4	6	0	10	2.00	7.5%
	18:00	2	2	4	3	1	6	6	0	12	2.40	9.0%
	19:00	3	1	2	3	1	5	5	0	10	2.00	7.5%
	20:00	1	3	1	1	1	4	3	0	7	1.40	5.3%
	21:00	1	4	2	0	1	4	4	0	8	1.60	6.0%
	22:00	0	1	2	0	0	3	0	0	3	0.60	2.3%
23:00	0	2	0	0	0	1	1	0	2	0.40	1.5%	
Alcohol & Drugs	None	23	26	32	29	23	66	67	0	133	26.60	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	6	4	4	3	7				24	4.80	18.0%
	20-24	7	3	6	8	1				25	5.00	18.8%
	25-29	4	2	7	5	2				20	4.00	15.0%
	30-34	2	2	0	2	3				9	1.80	6.8%
	35-39	1	4	2	1	1				9	1.80	6.8%
	40-44	0	3	2	3	3				11	2.20	8.3%
	45-49	0	0	4	1	3				8	1.60	6.0%
	50-54	0	0	4	1	0				5	1.00	3.8%
	55-59	1	1	0	0	0				2	0.40	1.5%
	60-64	1	1	1	1	1				5	1.00	3.8%
	65-69	0	0	0	1	0				1	0.20	0.8%
	70-74	1	1	2	0	0				4	0.80	3.0%
	75-79	0	0	0	0	0				0	0.00	0.0%
	80-84	0	0	0	0	1				1	0.20	0.8%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
	Unknown	0	0	0	0	0				0	0.00	0.0%

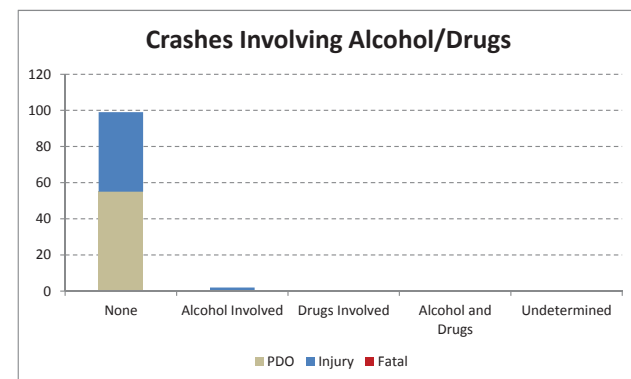
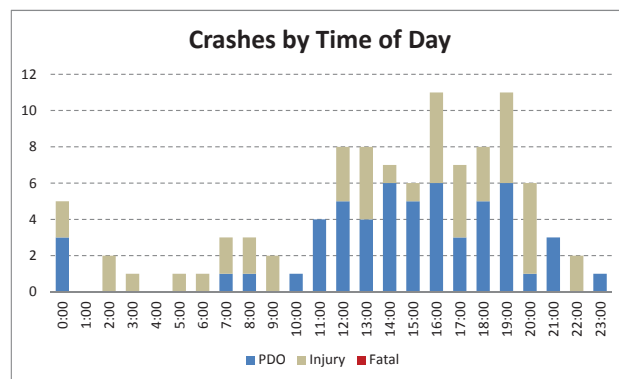
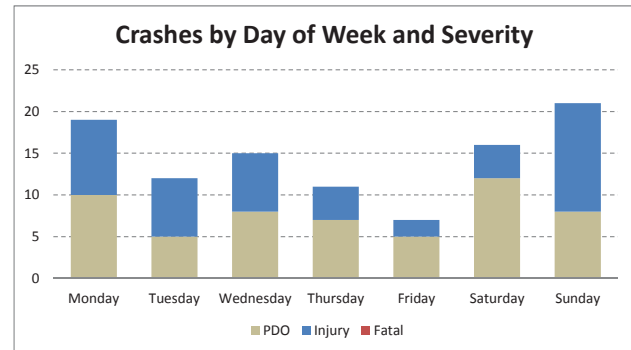
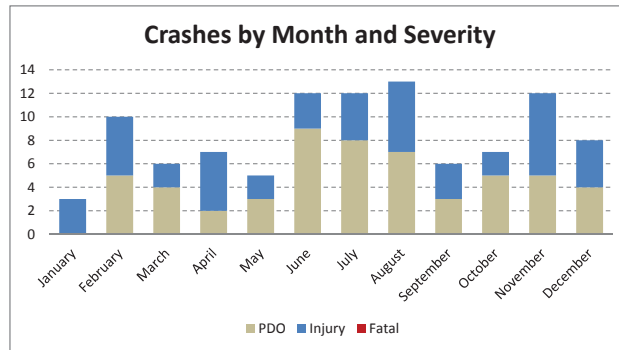
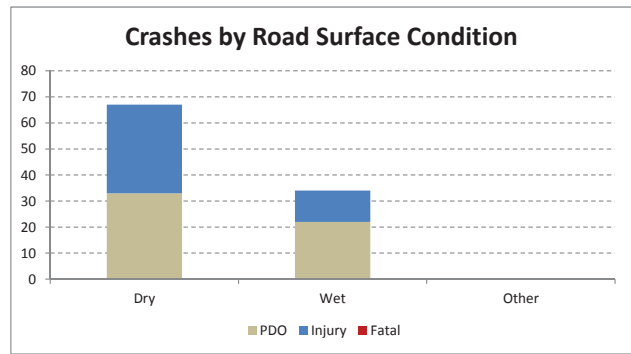
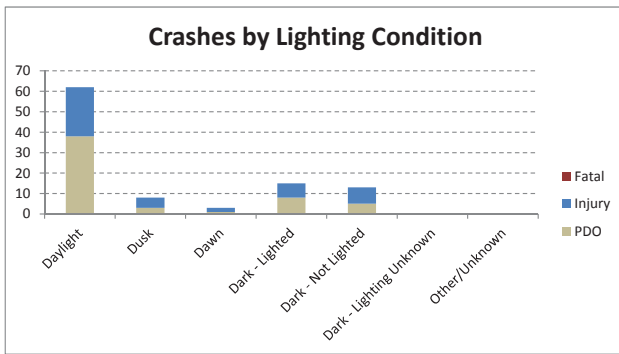
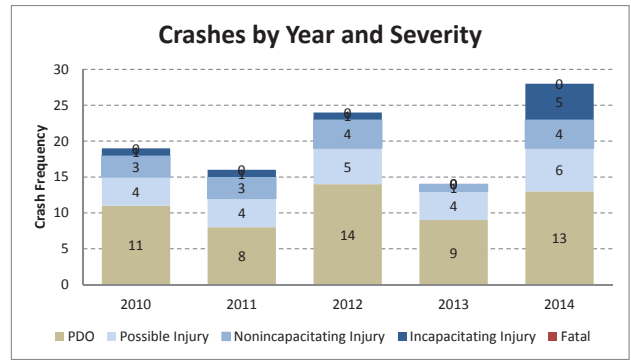
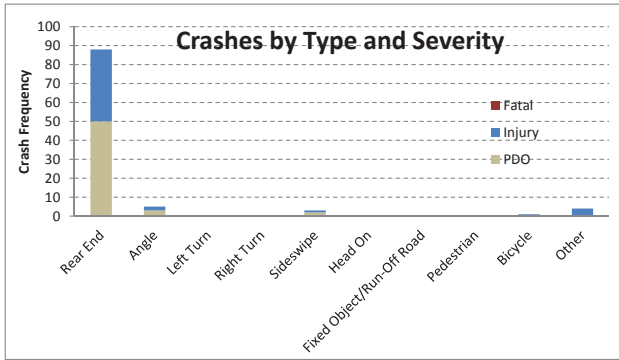
CRASH ANALYSIS - SR 535 at Polynesian Isle Boulevard



CRASH ANALYSIS - SR 535 at LBV Factory Stores Drive

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	18	13	21	13	23	50	38	0	88	23.00	87.1%
	Angle	0	1	2	0	2	3	2	0	5	1.33	5.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	1	0	1	1	2	1	0	3	0.83	3.0%
	Head On	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Fixed Object/Run-Off Road	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	1	0	0	0	2	0	1	0.17	1.0%
	Other	1	1	0	0	2	0	4	0	4	0.67	4.0%
	Total Crashes	19	16	24	14	28	55	46	0	101	20.20	100.0%
Crash Severity	PDO	11	8	14	9	13				55	11.00	54.5%
	Possible Injury	4	4	5	4	6				23	4.60	22.8%
	Nonincapacitating Injury	3	3	4	1	4				15	3.00	14.9%
	Incapacitating Injury	1	1	1	0	5				8	1.60	7.9%
Fatal	0	0	0	0	0				0	0.00	0.0%	
Light Conditions	Daylight	15	8	16	10	13	38	24	0	62	12.40	61.4%
	Dusk	2	1	3	1	1	3	5	0	8	1.60	7.9%
	Dawn	0	0	0	1	2	1	2	0	3	0.60	3.0%
	Dark - Lighted	2	3	3	1	6	8	7	0	15	3.00	14.9%
	Dark - Not Lighted	0	4	2	1	6	5	8	0	13	2.60	12.9%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	13	13	15	10	16	33	34	0	67	13.40	66.3%
Road Surface Condition	Dry	13	13	15	10	16	33	34	0	67	13.40	66.3%
	Wet	6	3	9	4	12	22	12	0	34	6.80	33.7%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	0	0	2	0	1	0	3	0	3	0.60	3.0%
	February	5	0	1	1	3	5	5	0	10	2.00	9.9%
	March	1	1	1	1	2	4	2	0	6	1.20	5.9%
	April	0	2	2	2	1	2	5	0	7	1.40	6.9%
	May	1	1	0	1	2	3	2	0	5	1.00	5.0%
	June	2	5	2	1	2	9	3	0	12	2.40	11.9%
	July	1	2	4	1	4	8	4	0	12	2.40	11.9%
	August	4	1	5	0	3	7	6	0	13	2.60	12.9%
	September	1	2	1	1	1	3	3	0	6	1.20	5.9%
	October	3	0	2	1	1	5	2	0	7	1.40	6.9%
	November	0	2	3	3	4	5	7	0	12	2.40	11.9%
	December	1	0	1	2	4	4	4	0	8	1.60	7.9%
Day of Week	Monday	3	3	3	3	7	10	9	0	19	3.80	18.8%
	Tuesday	1	2	4	0	5	5	7	0	12	2.40	11.9%
	Wednesday	1	4	4	2	4	8	7	0	15	3.00	14.9%
	Thursday	1	5	3	1	1	7	4	0	11	2.20	10.9%
	Friday	1	0	4	0	2	5	2	0	7	1.40	6.9%
	Saturday	4	1	3	3	5	12	4	0	16	3.20	15.8%
	Sunday	8	1	3	5	4	8	13	0	21	4.20	20.8%
	Total	0	1	1	0	3	3	2	0	5	1.00	5.0%
Hour of Day	1:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	2:00	1	0	0	0	1	0	2	0	2	0.40	2.0%
	3:00	0	1	0	0	0	0	1	0	1	0.20	1.0%
	4:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	5:00	0	0	0	0	1	0	1	0	1	0.20	1.0%
	6:00	0	0	0	1	0	0	1	0	1	0.20	1.0%
	7:00	0	0	1	1	1	1	2	0	3	0.60	3.0%
	8:00	0	0	1	1	1	1	2	0	3	0.60	3.0%
	9:00	0	1	1	0	0	0	2	0	2	0.40	2.0%
	10:00	0	0	0	1	0	1	0	0	1	0.20	1.0%
	11:00	1	1	0	2	0	4	0	0	4	0.80	4.0%
	12:00	3	2	2	0	1	5	3	0	8	1.60	7.9%
	13:00	2	0	2	1	3	4	4	0	8	1.60	7.9%
	14:00	2	1	1	2	1	6	1	0	7	1.40	6.9%
	15:00	2	0	2	0	2	5	1	0	6	1.20	5.9%
	16:00	3	0	3	1	4	6	5	0	11	2.20	10.9%
	17:00	2	2	1	0	2	3	4	0	7	1.40	6.9%
	18:00	2	2	2	0	2	5	3	0	8	1.60	7.9%
	19:00	0	1	4	3	3	6	5	0	11	2.20	10.9%
	20:00	1	2	1	1	1	1	5	0	6	1.20	5.9%
	21:00	0	1	1	0	1	3	0	0	3	0.60	3.0%
	22:00	0	1	1	0	0	0	2	0	2	0.40	2.0%
	23:00	0	0	0	0	1	1	0	0	1	0.20	1.0%
	Alcohol & Drugs	None	19	16	23	14	27	55	44	0	99	19.80
Alcohol Involved		0	0	1	0	1	0	2	0	2	0.40	2.0%
Drugs Involved		0	0	0	0	0	0	0	0	0	0.00	0.0%
Alcohol and Drugs		0	0	0	0	0	0	0	0	0	0.00	0.0%
Undetermined		0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	1	2	3	1	2				9	1.80	8.9%
	20-24	7	2	3	1	7				20	4.00	19.8%
	25-29	1	2	5	1	5				14	2.80	13.9%
	30-34	0	2	1	2	1				6	1.20	5.9%
	35-39	0	2	2	1	2				7	1.40	6.9%
	40-44	2	1	0	1	1				5	1.00	5.0%
	45-49	1	1	3	1	2				8	1.60	7.9%
	50-54	1	0	1	0	1				3	0.60	3.0%
	55-59	1	2	1	0	2				6	1.20	5.9%
	60-64	0	0	0	2	2				4	0.80	4.0%
	65-69	2	0	0	0	1				3	0.60	3.0%
	70-74	1	0	2	0	0				3	0.60	3.0%
	75-79	0	0	0	0	0				0	0.00	0.0%
	80-84	1	0	0	0	0				1	0.20	1.0%
	85 and Over	1	0	0	0	0				1	0.20	1.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

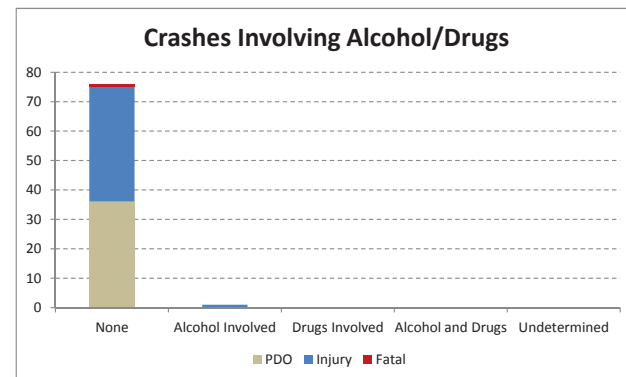
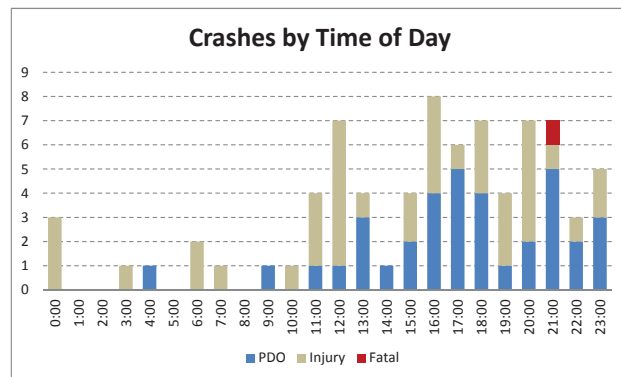
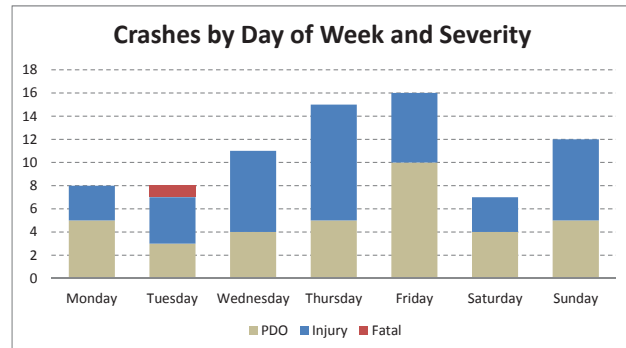
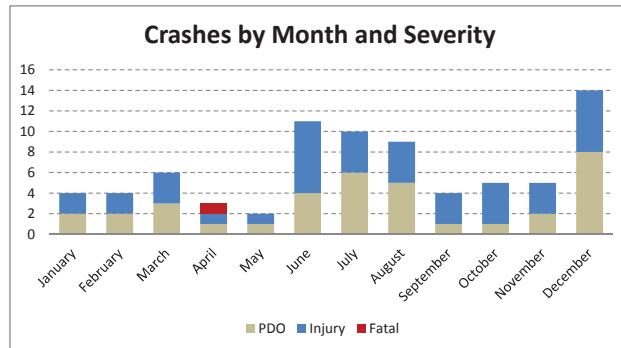
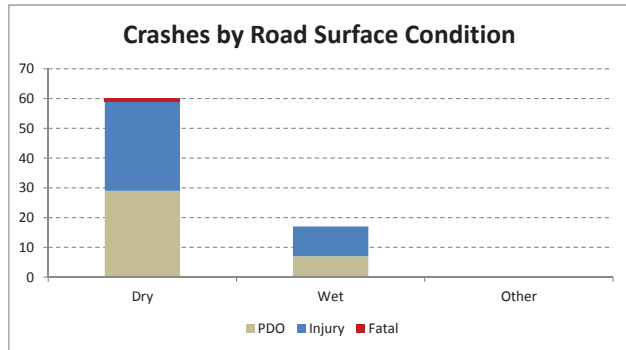
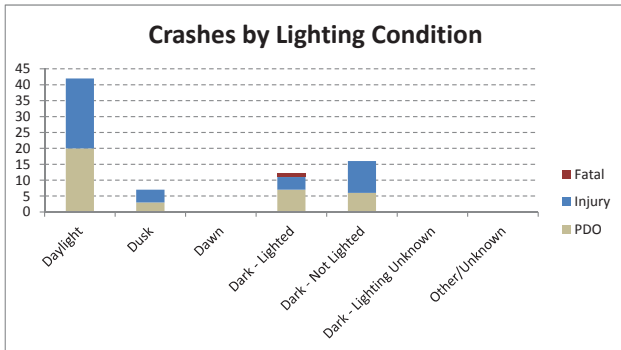
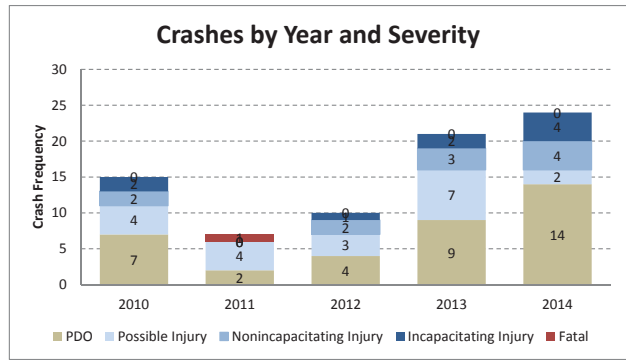
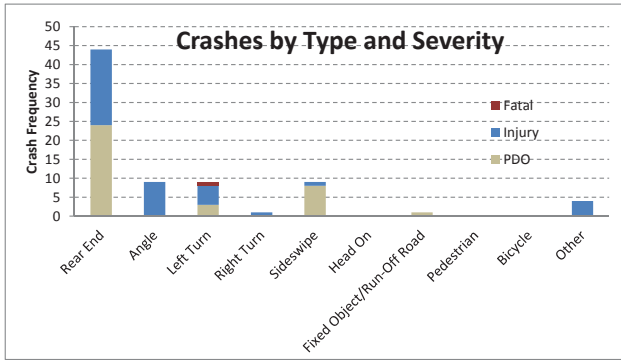
CRASH ANALYSIS - SR 535 at LBV Factory Stores Drive



CRASH ANALYSIS - SR 535 at International Drive

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	7	4	7	10	16	24	20	0	44	11.33	57.1%
	Angle	6	0	1	2	0	0	3	0	9	1.50	11.7%
	Left Turn	1	1	2	4	1	3	5	1	9	2.00	11.7%
	Right Turn	0	0	0	0	1	0	1	0	1	0.17	1.3%
	Sideswipe	1	1	0	3	4	8	1	0	9	2.83	11.7%
	Head On	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Fixed Object/Run-Off Road	0	0	0	1	0	1	0	0	1	0.33	1.3%
	Pedestrian	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	1	0	1	2	0	4	0	4	0.67	5.2%
	Total Crashes	15	7	10	21	24	36	40	1	77	15.40	100.0%
Crash Severity	PDO	7	2	4	9	14				36	7.20	46.8%
	Possible Injury	4	4	3	7	2				20	4.00	26.0%
	Nonincapacitating Injury	2	0	2	3	4				11	2.20	14.3%
	Incapacitating Injury	2	0	1	2	4				9	1.80	11.7%
	Fatal	0	1	0	0	0				1	0.20	1.3%
Light Conditions	Daylight	8	1	6	12	15	20	22	0	42	8.40	54.5%
	Dusk	0	0	1	3	3	3	4	0	7	1.40	9.1%
	Dawn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighted	2	2	1	4	3	7	4	1	12	2.40	15.6%
	Dark - Not Lighted	5	4	2	2	3	6	10	0	16	3.20	20.8%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	11	6	9	16	18	29	30	1	60	12.00	77.9%
Road Surface Condition	Dry	4	1	1	5	6	7	10	0	17	3.40	22.1%
	Wet	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	1	1	2	2	2	0	4	0.80	5.2%
Month	January	2	0	0	0	2	2	2	0	4	0.80	5.2%
	February	1	0	2	2	1	3	3	0	6	1.20	7.8%
	March	0	1	0	1	1	1	1	1	3	0.60	3.9%
	April	1	0	0	1	0	1	1	0	2	0.40	2.6%
	May	0	0	3	4	4	4	7	0	11	2.20	14.3%
	June	1	2	0	5	2	6	4	0	10	2.00	13.0%
	July	3	2	0	0	4	5	4	0	9	1.80	11.7%
	August	1	1	0	0	2	1	3	0	4	0.80	5.2%
	September	1	0	1	1	2	1	4	0	5	1.00	6.5%
	October	2	0	2	0	1	2	3	0	5	1.00	6.5%
	November	3	1	1	6	3	8	6	0	14	2.80	18.2%
	December	0	0	0	2	6	5	3	0	8	1.60	10.4%
Day of Week	Monday	3	1	1	1	2	3	4	1	8	1.60	10.4%
	Tuesday	4	0	1	2	4	4	7	0	11	2.20	14.3%
	Wednesday	2	2	0	6	5	5	10	0	15	3.00	19.5%
	Thursday	1	3	3	6	3	10	6	0	16	3.20	20.8%
	Friday	1	1	3	1	1	4	3	0	7	1.40	9.1%
	Saturday	4	0	2	3	3	5	7	0	12	2.40	15.6%
	Sunday	1	1	1	0	0	0	3	0	3	0.60	3.9%
	Total	0	0	0	0	0	0	0	0	0	0.00	0.0%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	3:00	0	0	0	1	0	0	1	0	1	0.20	1.3%
	4:00	0	0	1	0	0	1	0	0	1	0.20	1.3%
	5:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	6:00	0	0	0	1	1	0	2	0	2	0.40	2.6%
	7:00	0	0	0	1	0	0	1	0	1	0.20	1.3%
	8:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	9:00	1	0	0	0	0	1	0	0	1	0.20	1.3%
	10:00	0	0	1	0	0	0	1	0	1	0.20	1.3%
	11:00	0	0	0	0	4	1	3	0	4	0.80	5.2%
	12:00	3	0	3	1	0	1	6	0	7	1.40	9.1%
	13:00	0	0	0	2	2	3	2	0	4	0.80	5.2%
	14:00	1	0	0	0	0	1	0	0	1	0.20	1.3%
	15:00	0	0	0	2	2	2	2	0	4	0.80	5.2%
	16:00	0	0	1	4	3	4	4	0	8	1.60	10.4%
	17:00	2	0	0	1	3	5	1	0	6	1.20	7.8%
	18:00	1	2	0	2	2	4	3	0	7	1.40	9.1%
	19:00	1	0	0	1	2	1	3	0	4	0.80	5.2%
	20:00	1	1	2	1	2	2	5	0	7	1.40	9.1%
	21:00	2	1	1	3	0	5	1	1	7	1.40	9.1%
	22:00	1	0	0	1	1	2	1	0	3	0.60	3.9%
	23:00	1	2	0	0	2	3	2	0	5	1.00	6.5%
Alcohol & Drugs	None	14	7	10	21	24	36	39	1	76	15.20	98.7%
	Alcohol Involved	1	0	0	0	0	0	1	0	1	0.20	1.3%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	1	1	0	1	1				4	0.80	5.2%
	20-24	3	2	1	5	3				14	2.80	18.2%
	25-29	3	0	1	5	2				11	2.20	14.3%
	30-34	2	1	2	2	4				11	2.20	14.3%
	35-39	1	0	0	0	3				4	0.80	5.2%
	40-44	1	0	0	1	0				2	0.40	2.6%
	45-49	1	1	0	1	2				5	1.00	6.5%
	50-54	1	1	2	2	2				8	1.60	10.4%
	55-59	2	1	0	1	2				6	1.20	7.8%
	60-64	0	0	0	0	1				1	0.20	1.3%
	65-69	0	0	1	1	1				3	0.60	3.9%
	70-74	0	0	2	0	0				2	0.40	2.6%
	75-79	0	0	0	0	1				1	0.20	1.3%
	80-84	0	0	0	0	0				0	0.00	0.0%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

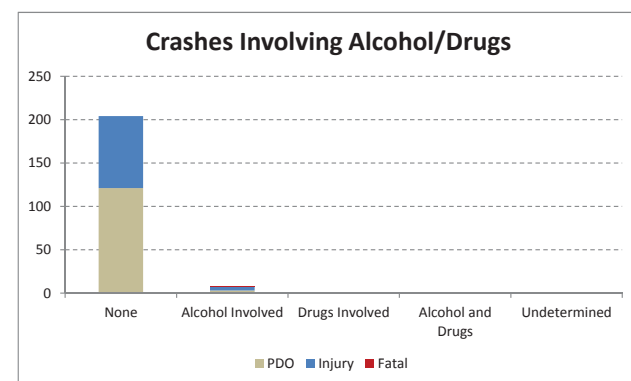
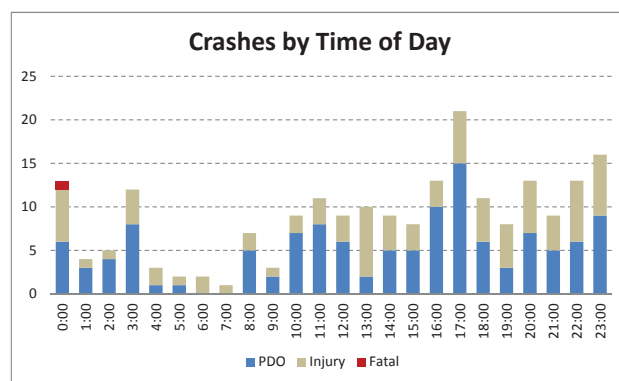
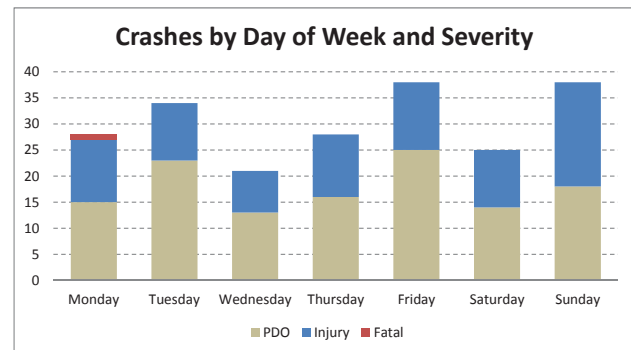
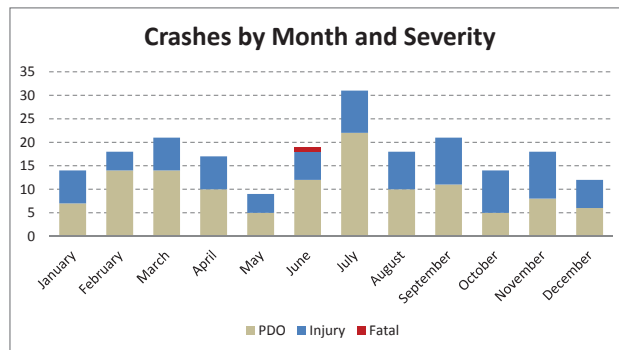
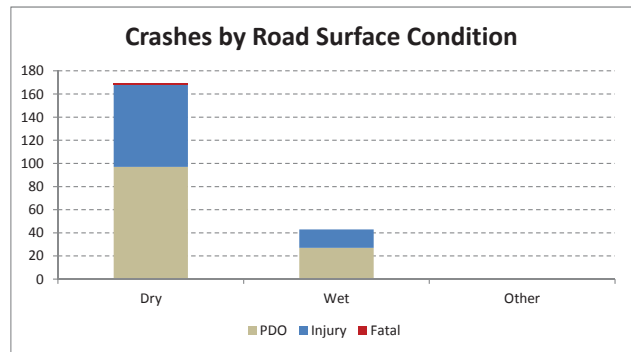
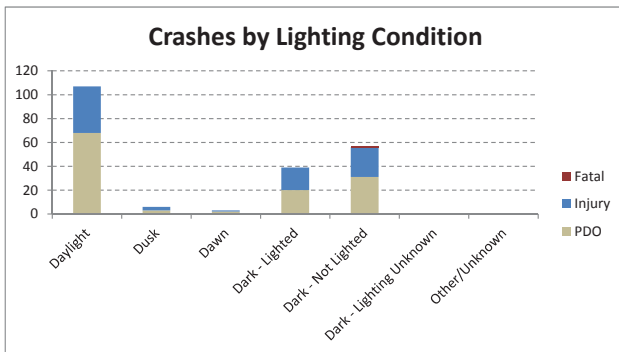
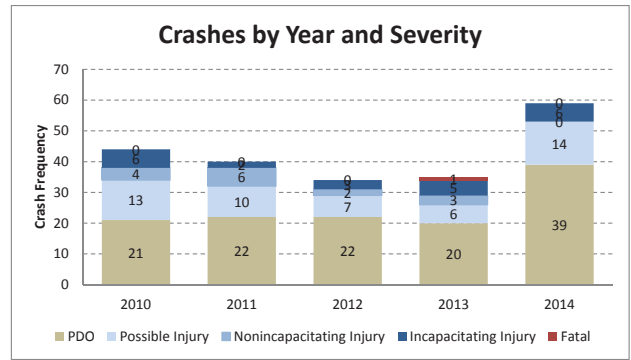
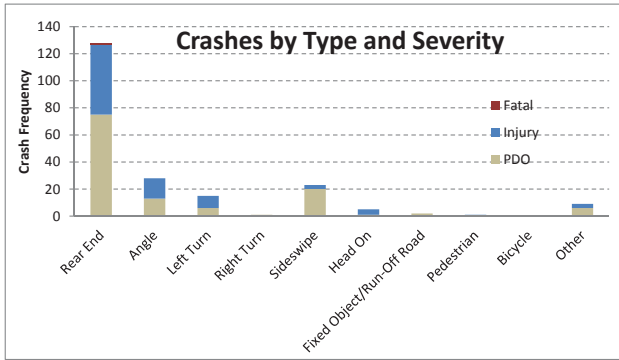
CRASH ANALYSIS - SR 535 at International Drive



CRASH ANALYSIS - SR 535 at SR 536/World Center Drive

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	28	26	19	23	32	75	52	1	128	33.83	60.4%
	Angle	9	2	5	3	9	13	15	0	28	6.83	13.2%
	Left Turn	0	4	1	2	8	5	2	0	15	3.50	7.1%
	Right Turn	0	0	0	0	1	1	0	0	1	0.33	0.5%
	Sideswipe	2	3	9	4	5	20	3	0	23	7.17	10.8%
	Head On	2	2	0	0	1	1	4	0	5	1.00	2.4%
	Fixed Object/Run-Off Road	0	1	0	0	1	2	0	0	2	0.67	0.9%
	Pedestrian	0	0	0	0	1	0	1	0	1	0.17	0.5%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	3	2	0	3	1	6	3	0	9	2.50	4.2%
	Total Crashes	44	40	34	35	59	124	87	1	212	42.40	100.0%
Crash Severity	PDO	21	22	22	20	39				124	24.80	58.5%
	Possible Injury	13	10	7	6	14				50	10.00	23.6%
	Nonincapacitating Injury	4	6	2	3	0				15	3.00	7.1%
	Incapacitating Injury	6	2	3	5	6				22	4.40	10.4%
Fatal	0	0	0	1	0				1	0.20	0.5%	
Light Conditions	Daylight	22	19	20	16	30	68	39	0	107	21.40	50.5%
	Dusk	1	2	1	0	2	3	3	0	6	1.20	2.8%
	Dawn	0	2	0	1	0	2	0	0	3	0.60	1.4%
	Dark - Lighted	7	7	5	10	10	20	10	0	39	7.50	18.4%
	Dark - Not Lighted	14	10	8	8	17	31	25	1	57	11.40	26.9%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	35	28	28	29	49	97	71	1	169	33.80	79.7%
Road Surface Condition	Dry	9	12	6	6	10	27	16	0	43	8.60	20.3%
	Wet	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	2	5	1	3	3	7	7	0	14	2.80	6.6%
	February	4	3	4	3	4	14	4	0	18	3.60	8.5%
	March	2	5	6	2	6	14	7	0	21	4.20	9.9%
	April	8	2	0	3	4	10	7	0	17	3.40	8.0%
	May	2	2	3	0	2	5	4	0	9	1.80	4.2%
	June	3	3	4	2	7	12	6	1	19	3.80	9.0%
	July	8	5	7	6	5	22	9	0	31	6.20	14.6%
	August	3	3	2	3	7	10	8	0	18	3.60	8.5%
	September	4	4	4	3	6	11	10	0	21	4.20	9.9%
	October	4	0	0	4	6	5	9	0	14	2.80	6.6%
	November	2	6	2	3	5	8	10	0	18	3.60	8.5%
	December	2	2	1	3	4	6	6	0	12	2.40	5.7%
Day of Week	Monday	6	6	6	7	3	15	12	1	28	5.60	13.2%
	Tuesday	4	8	11	4	7	23	11	0	34	6.80	16.0%
	Wednesday	6	4	2	3	6	13	8	0	21	4.20	9.9%
	Thursday	6	6	5	3	8	16	12	0	28	5.60	13.2%
	Friday	8	9	3	6	12	25	13	0	38	7.60	17.9%
	Saturday	6	2	4	1	12	14	11	0	25	5.00	11.8%
	Sunday	8	5	3	11	11	18	20	0	38	7.60	17.9%
	Total	5	2	0	2	4	6	6	1	13	2.60	6.1%
Hour of Day	0:00	0	2	0	1	1	3	1	0	4	0.80	1.9%
	1:00	1	1	0	0	3	4	1	0	5	1.00	2.4%
	2:00	2	1	2	2	5	8	4	0	12	2.40	5.7%
	3:00	0	1	2	0	0	1	2	0	3	0.60	1.4%
	4:00	1	1	0	0	0	1	1	0	2	0.40	0.9%
	5:00	1	0	0	0	1	0	2	0	2	0.40	0.9%
	6:00	0	0	0	0	1	0	1	0	1	0.20	0.5%
	7:00	1	1	2	3	0	5	2	0	7	1.40	3.3%
	8:00	1	1	0	0	1	2	1	0	3	0.60	1.4%
	9:00	0	6	1	0	2	7	2	0	9	1.80	4.2%
	10:00	3	0	3	1	4	8	3	0	11	2.20	5.2%
	11:00	1	3	0	1	4	6	3	0	9	1.80	4.2%
	12:00	4	2	2	1	1	2	8	0	10	2.00	4.7%
	13:00	1	1	2	2	3	5	4	0	9	1.80	4.2%
	14:00	0	2	3	1	2	5	3	0	8	1.60	3.8%
	15:00	3	1	4	2	3	10	3	0	13	2.60	6.1%
	16:00	4	1	4	5	7	15	6	0	21	4.20	9.9%
	17:00	0	5	1	2	3	6	5	0	11	2.20	5.2%
	18:00	1	3	0	2	2	3	5	0	8	1.60	3.8%
	19:00	1	1	4	4	3	7	6	0	13	2.60	6.1%
	20:00	3	1	2	1	2	5	4	0	9	1.80	4.2%
	21:00	8	3	1	0	1	6	7	0	13	2.60	6.1%
	22:00	3	1	1	5	6	9	7	0	16	3.20	7.5%
23:00	43	38	34	33	56	121	83	0	204	40.80	96.2%	
Alcohol & Drugs	None	1	2	0	2	3	3	4	1	8	1.60	3.8%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%	
Age of Driver 1 (Typically Driver at Fault)	19 and Under	9	2	1	1	4				17	3.40	8.0%
	20-24	4	8	6	5	10				33	6.60	15.6%
	25-29	1	3	0	8	8				20	4.00	9.4%
	30-34	4	4	5	2	7				22	4.40	10.4%
	35-39	6	6	4	2	4				22	4.40	10.4%
	40-44	7	1	5	6	4				23	4.60	10.8%
	45-49	4	1	1	3	5				14	2.80	6.6%
	50-54	1	5	3	1	5				15	3.00	7.1%
	55-59	5	2	1	2	4				14	2.80	6.6%
	60-64	3	2	0	1	1				7	1.40	3.3%
	65-69	0	1	1	0	0				2	0.40	0.9%
	70-74	0	1	0	0	1				2	0.40	0.9%
	75-79	0	0	0	1	0				1	0.20	0.5%
	80-84	0	0	0	0	0				0	0.00	0.0%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

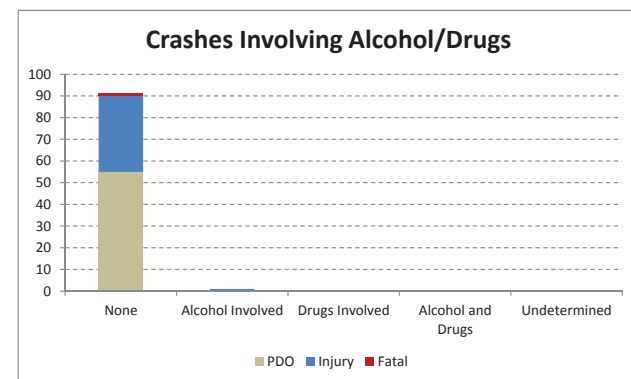
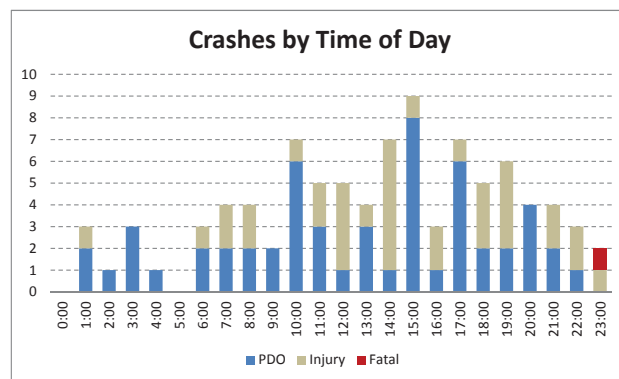
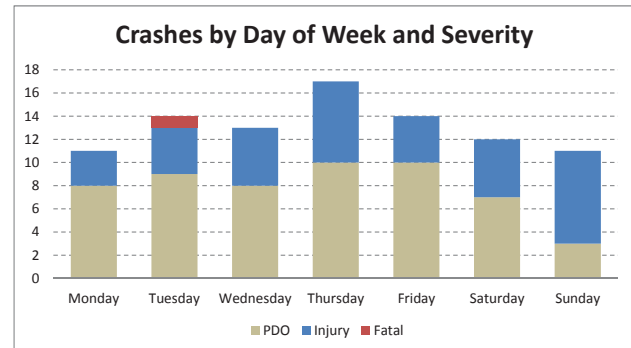
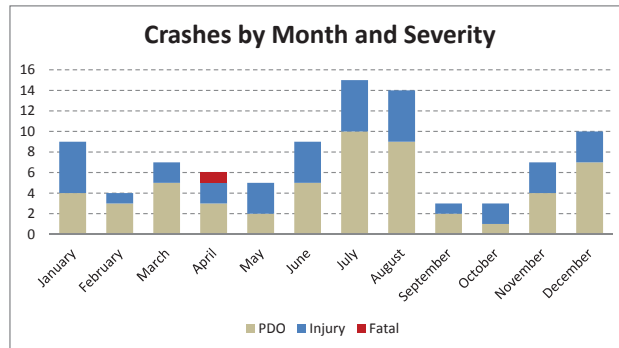
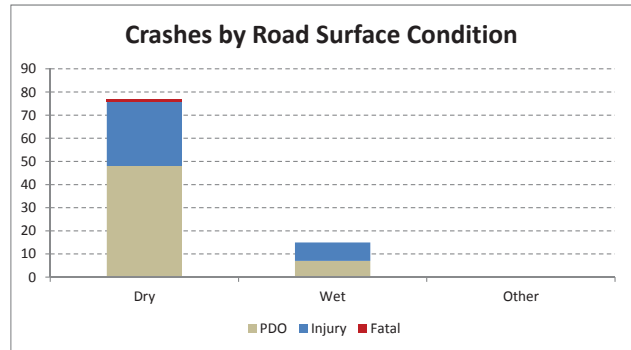
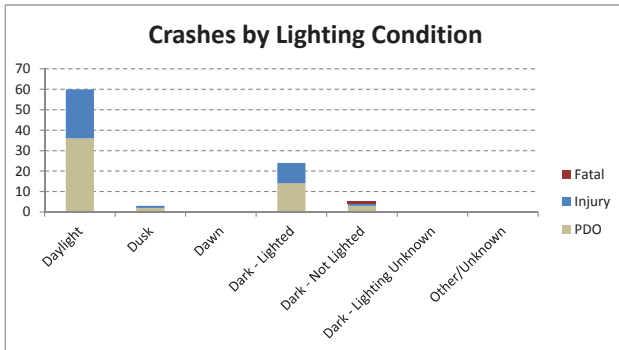
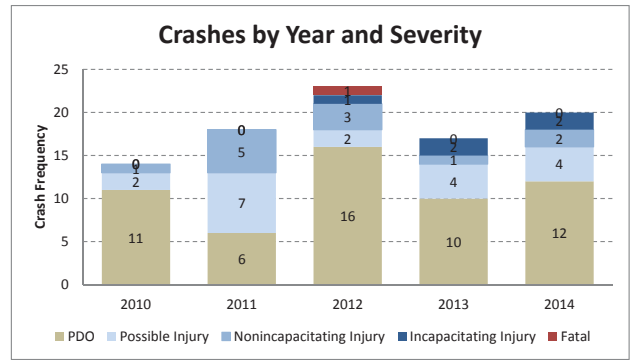
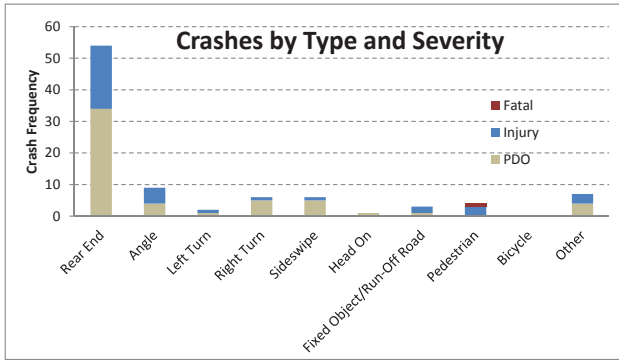
CRASH ANALYSIS - SR 535 at SR 536/World Center Drive



CRASH ANALYSIS - SR 535 at Meadow Creek Drive

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	6	9	17	10	12	34	20	0	54	14.67	58.7%
	Angle	2	3	1	1	2	4	5	0	9	2.17	9.8%
	Left Turn	0	0	1	0	1	1	0	0	2	0.50	2.2%
	Right Turn	2	1	0	2	1	5	1	0	6	1.83	6.5%
	Sideswipe	1	2	0	2	1	5	1	0	6	1.83	6.5%
	Head On	0	0	0	0	1	1	0	0	1	0.33	1.1%
	Fixed Object/Run-Off Road	1	1	0	0	1	1	2	0	3	0.67	3.3%
	Pedestrian	0	1	2	0	1	0	3	1	4	0.67	4.3%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	2	1	2	2	0	4	3	0	7	1.83	7.6%
	Total Crashes	14	18	23	17	20	55	36	1	92	18.40	100.0%
Crash Severity	PDO	11	6	16	10	12				55	11.00	59.8%
	Possible Injury	2	7	2	4	4				19	3.80	20.7%
	Nonincapacitating Injury	1	5	3	1	2				12	2.40	13.0%
	Incapacitating Injury	0	0	1	2	2				5	1.00	5.4%
Fatal	0	0	1	0	0				1	0.20	1.1%	
Light Conditions	Daylight	9	13	18	12	8	36	24	0	60	12.00	65.2%
	Dusk	0	0	1	0	2	2	1	0	3	0.60	3.3%
	Dawn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Dark - Lighted	5	5	1	5	8	14	10	0	24	4.80	26.1%
	Dark - Not Lighted	0	0	3	0	2	3	1	1	5	1.00	5.4%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	13	14	20	16	14	48	28	1	77	15.40	83.7%
Road Surface Condition	Dry	13	14	20	16	14	48	28	1	77	15.40	83.7%
	Wet	1	4	3	1	6	7	8	0	15	3.00	16.3%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	1	2	2	1	3	4	5	0	9	1.80	9.8%
	February	1	0	1	1	1	3	1	0	4	0.80	4.3%
	March	0	4	2	0	1	5	2	0	7	1.40	7.6%
	April	1	3	1	1	0	3	2	1	6	1.20	6.5%
	May	2	2	0	0	1	2	3	0	5	1.00	5.4%
	June	1	1	2	2	3	5	4	0	9	1.80	9.8%
	July	2	2	4	3	4	10	5	0	15	3.00	16.3%
	August	1	1	6	5	1	9	5	0	14	2.80	15.2%
	September	0	2	0	0	1	2	1	0	3	0.60	3.3%
	October	0	0	3	0	0	1	2	0	3	0.60	3.3%
	November	4	0	0	2	1	4	3	0	7	1.40	7.6%
	December	1	1	2	2	4	7	3	0	10	2.00	10.9%
Day of Week	Monday	3	2	1	2	3	8	3	0	11	2.20	12.0%
	Tuesday	3	2	3	5	1	9	4	1	14	2.80	15.2%
	Wednesday	2	3	2	3	3	8	5	0	13	2.60	14.1%
	Thursday	3	3	9	0	2	10	7	0	17	3.40	18.5%
	Friday	0	3	4	2	5	10	4	0	14	2.80	15.2%
	Saturday	3	2	1	3	3	7	5	0	12	2.40	13.0%
	Sunday	0	3	3	2	3	3	8	0	11	2.20	12.0%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	1	1	0	1	2	1	0	3	0.60	3.3%
	2:00	0	0	0	0	1	1	0	0	1	0.20	1.1%
	3:00	0	1	0	0	2	3	0	0	3	0.60	3.3%
	4:00	0	0	0	0	1	1	0	0	1	0.20	1.1%
	5:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	6:00	2	0	1	0	0	2	1	0	3	0.60	3.3%
	7:00	1	0	0	2	1	2	2	0	4	0.80	4.3%
	8:00	0	1	0	1	2	2	2	0	4	0.80	4.3%
	9:00	0	0	0	1	1	2	0	0	2	0.40	2.2%
	10:00	1	1	4	1	0	6	1	0	7	1.40	7.6%
	11:00	0	1	3	1	0	3	2	0	5	1.00	5.4%
	12:00	0	2	1	2	0	1	4	0	5	1.00	5.4%
	13:00	3	0	1	0	0	3	0	0	4	0.80	4.3%
	14:00	0	3	2	2	0	1	6	0	7	1.40	7.6%
	15:00	3	3	2	0	1	8	1	0	9	1.80	9.8%
	16:00	0	1	2	0	0	1	2	0	3	0.60	3.3%
	17:00	2	2	1	0	2	6	1	0	7	1.40	7.6%
	18:00	1	0	2	1	1	2	3	0	5	1.00	5.4%
	19:00	0	0	1	0	5	2	4	0	6	1.20	6.5%
	20:00	1	0	0	3	0	4	0	0	4	0.80	4.3%
	21:00	0	1	1	1	1	2	2	0	4	0.80	4.3%
	22:00	0	0	0	2	1	1	2	0	3	0.60	3.3%
23:00	0	1	1	0	0	0	1	1	2	0.40	2.2%	
Alcohol & Drugs	None	14	18	23	17	19	55	35	1	91	18.20	98.9%
	Alcohol Involved	0	0	0	0	1	0	1	0	1	0.20	1.1%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	2	1	1	1	0				5	1.00	5.4%
	20-24	3	3	1	3	7				17	3.40	18.5%
	25-29	4	1	2	5	1				13	2.60	14.1%
	30-34	1	1	1	1	1				5	1.00	5.4%
	35-39	2	4	2	2	2				12	2.40	13.0%
	40-44	1	3	5	0	0				9	1.80	9.8%
	45-49	1	0	1	1	1				4	0.80	4.3%
	50-54	0	0	2	1	4				7	1.40	7.6%
	55-59	0	0	1	0	0				1	0.20	1.1%
	60-64	0	1	1	0	0				2	0.40	2.2%
	65-69	0	0	0	0	0				0	0.00	0.0%
	70-74	0	0	0	0	1				1	0.20	1.1%
	75-79	0	0	0	0	0				0	0.00	0.0%
	80-84	0	0	0	1	0				1	0.20	1.1%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
	Unknown	0	0	0	0	0				0	0.00	0.0%

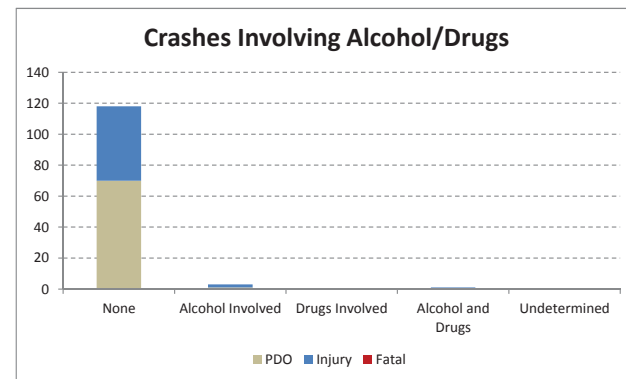
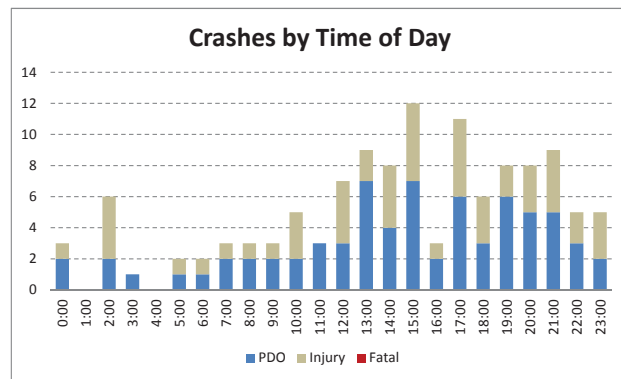
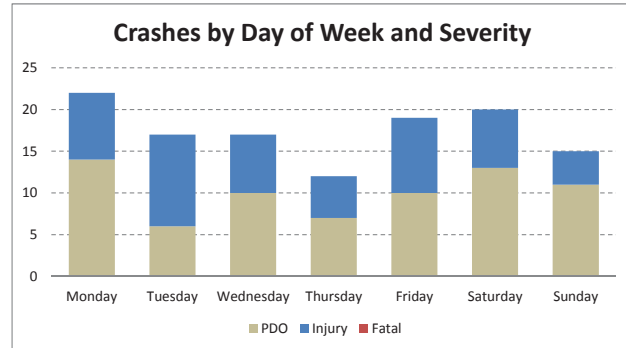
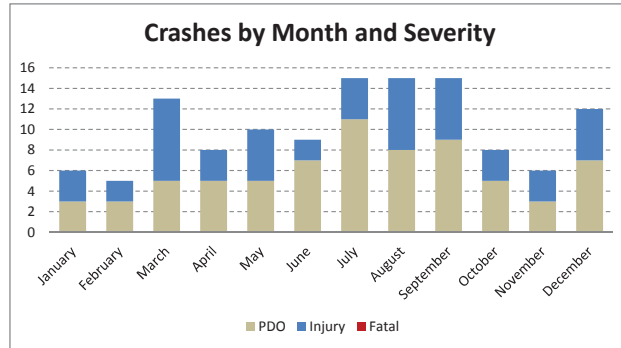
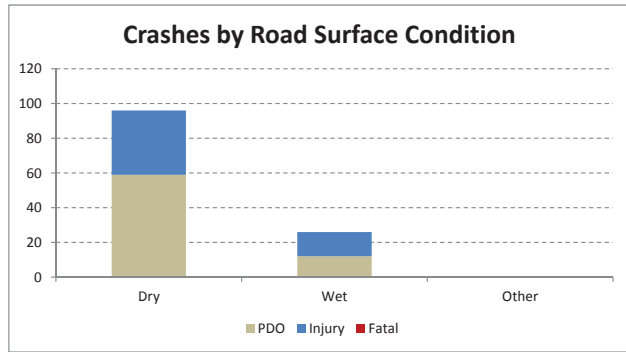
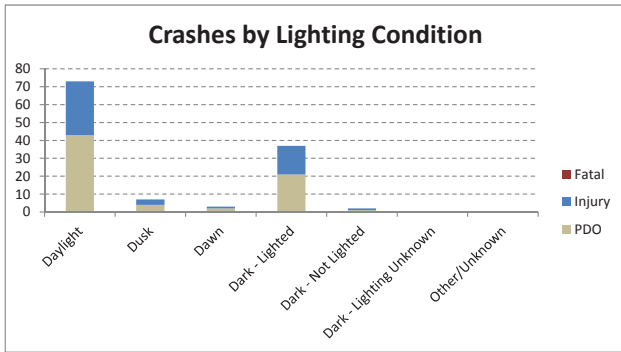
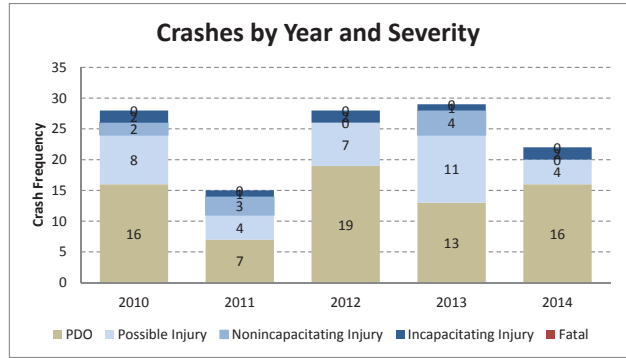
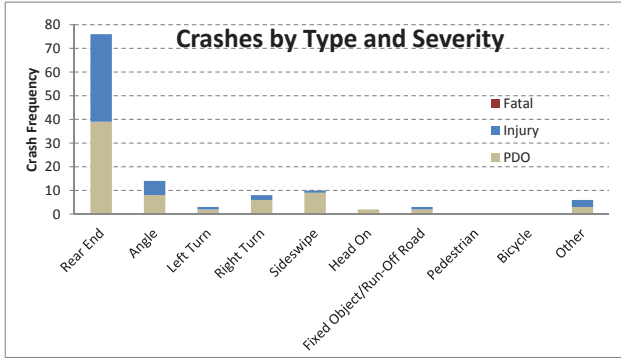
CRASH ANALYSIS - SR 535 at Meadow Creek Drive



CRASH ANALYSIS - SR 535 at Vineland Avenue

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	19	11	17	16	13	39	37	0	76	19.17	62.3%
	Angle	6	1	2	3	2	8	6	0	14	3.67	11.5%
	Left Turn	0	0	0	0	3	2	0	0	3	0.83	2.5%
	Right Turn	2	0	3	2	1	6	2	0	8	2.33	6.6%
	Sideswipe	0	2	3	4	1	9	1	0	10	3.17	8.2%
	Head On	0	0	1	1	0	2	0	0	2	0.67	1.6%
	Fixed Object/Run-Off Road	0	0	1	1	1	2	1	0	3	0.83	2.5%
	Pedestrian	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other	1	1	1	2	1	3	3	0	6	1.50	4.9%
	Total Crashes	28	15	28	29	22	71	51	0	122	24.40	100.0%
Crash Severity	PDO	16	7	19	13	16				71	14.20	58.2%
	Possible Injury	8	4	7	11	4				34	6.80	27.9%
	Nonincapacitating Injury	2	3	0	4	0				9	1.80	7.4%
	Incapacitating Injury	2	1	2	1	2				8	1.60	6.6%
Fatal	0	0	0	0	0				0	0.00	0.0%	
Light Conditions	Daylight	20	11	16	9	17	43	30	0	73	14.60	59.8%
	Dusk	1	1	2	3	0	4	3	0	7	1.40	5.7%
	Dawn	0	0	1	1	1	2	1	0	3	0.60	2.5%
	Dark - Lighted	6	3	9	16	3	21	16	0	37	7.40	30.3%
	Dark - Not Lighted	1	0	0	0	1	1	1	0	2	0.40	1.6%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total	22	13	21	22	18	59	37	0	96	19.20	78.7%
Road Surface Condition	Dry	22	13	21	22	18	59	37	0	96	19.20	78.7%
	Wet	6	2	7	7	4	12	14	0	26	5.20	21.3%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	0	1	3	0	2	3	3	0	6	1.20	4.9%
	February	0	0	0	1	4	3	2	0	5	1.00	4.1%
	March	3	3	2	2	3	5	8	0	13	2.60	10.7%
	April	4	1	0	3	0	5	3	0	8	1.60	6.6%
	May	3	2	3	2	0	5	5	0	10	2.00	8.2%
	June	1	0	3	2	3	7	2	0	9	1.80	7.4%
	July	5	1	4	4	1	11	4	0	15	3.00	12.3%
	August	4	3	4	3	1	8	7	0	15	3.00	12.3%
	September	6	1	3	3	2	9	6	0	15	3.00	12.3%
	October	1	1	3	3	0	5	3	0	8	1.60	6.6%
	November	0	0	0	3	3	3	3	0	6	1.20	4.9%
	December	1	2	3	3	3	7	5	0	12	2.40	9.8%
Day of Week	Monday	5	2	7	3	5	14	8	0	22	4.40	18.0%
	Tuesday	4	3	1	5	4	6	11	0	17	3.40	13.9%
	Wednesday	1	3	7	2	4	10	7	0	17	3.40	13.9%
	Thursday	3	1	2	4	2	7	5	0	12	2.40	9.8%
	Friday	4	0	7	4	4	10	9	0	19	3.80	15.6%
	Saturday	8	4	3	5	0	13	7	0	20	4.00	16.4%
	Sunday	3	2	1	6	3	11	4	0	15	3.00	12.3%
	Total	1	0	1	0	0	2	1	0	3	0.60	2.5%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	2:00	0	1	1	2	2	2	4	0	6	1.20	4.9%
	3:00	0	0	0	0	1	1	0	0	1	0.20	0.8%
	4:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
	5:00	0	0	1	0	1	1	1	0	2	0.40	1.6%
	6:00	0	1	0	1	0	1	1	0	2	0.40	1.6%
	7:00	0	1	2	0	0	2	1	0	3	0.60	2.5%
	8:00	2	0	1	0	0	2	1	0	3	0.60	2.5%
	9:00	1	0	1	0	1	2	1	0	3	0.60	2.5%
	10:00	0	0	0	2	3	2	3	0	5	1.00	4.1%
	11:00	1	0	0	0	2	3	0	0	3	0.60	2.5%
	12:00	2	3	1	0	1	3	4	0	7	1.40	5.7%
	13:00	4	0	3	1	1	7	2	0	9	1.80	7.4%
	14:00	2	0	3	0	3	4	4	0	8	1.60	6.6%
	15:00	1	3	2	2	4	7	5	0	12	2.40	9.8%
	16:00	1	1	0	0	1	2	1	0	3	0.60	2.5%
	17:00	3	2	2	3	1	6	5	0	11	2.20	9.0%
	18:00	3	0	1	2	0	3	3	0	6	1.20	4.9%
	19:00	1	1	5	1	0	6	2	0	8	1.60	6.6%
	20:00	2	0	1	5	0	5	3	0	8	1.60	6.6%
	21:00	0	2	2	4	1	5	4	0	9	1.80	7.4%
	22:00	1	0	1	3	0	3	2	0	5	1.00	4.1%
	23:00	3	0	0	2	0	2	3	0	5	1.00	4.1%
Total	28	14	27	27	22	70	48	0	118	23.60	96.7%	
Alcohol & Drugs	None	0	0	1	2	0	1	2	0	3	0.60	2.5%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Drugs Involved	0	1	0	0	0	0	1	0	1	0.20	0.8%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	7	0	4	2	1				14	2.80	11.5%
	20-24	8	2	5	4	2				21	4.20	17.2%
	25-29	0	2	1	3	1				7	1.40	5.7%
	30-34	2	2	2	2	3				11	2.20	9.0%
	35-39	2	4	3	5	1				15	3.00	12.3%
	40-44	2	0	4	1	2				9	1.80	7.4%
	45-49	2	1	1	5	2				11	2.20	9.0%
	50-54	2	0	1	3	2				8	1.60	6.6%
	55-59	1	0	0	0	2				3	0.60	2.5%
	60-64	0	0	0	0	0				0	0.00	0.0%
	65-69	1	0	0	0	0				1	0.20	0.8%
	70-74	1	0	1	0	0				2	0.40	1.6%
	75-79	0	0	0	0	0				0	0.00	0.0%
	80-84	0	0	0	0	0				0	0.00	0.0%
	85 and Over	0	0	0	0	0				0	0.00	0.0%
Unknown	0	0	0	0	0				0	0.00	0.0%	

CRASH ANALYSIS - SR 535 at Vineland Avenue



SR 535 PEDESTRIAN/BICYCLE CRASH SUMMARY TABLES AND CHARTS

CRASH ANALYSIS - SR 535 from US 192 to Vineland Avenue

		Analysis Year					Severity			Total	Average	Percent
		2010	2011	2012	2013	2014	PDO	Injury	Fatal			
Type of Crash	Rear End	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Head On	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Fixed Object/Run-Off Road	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Pedestrian	1	2	3	1	6	0	9	4	13	2.17	72.2%
	Bicycle	1	1	2	0	1	0	4	1	5	0.83	27.8%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	2	3	5	1	7	0	13	5	18	3.60	100.0%
Crash Severity	PDO	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Possible Injury	1	1	1	1	0	0	0	0	4	0.80	22.2%
	Nonincapacitating Injury	1	0	3	0	3	0	0	0	7	1.40	38.9%
	Incapacitating Injury	0	0	0	0	2	0	0	0	2	0.40	11.1%
	Fatal	0	2	1	0	2	0	0	0	5	1.00	27.8%
Light Conditions	Daylight	1	0	0	1	3	0	5	0	5	1.00	27.8%
	Dusk	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Dawn	0	0	0	0	1	0	1	0	1	0.20	5.6%
	Dark - Lighted	1	1	1	0	1	0	3	1	4	0.80	22.2%
	Dark - Not Lighted	0	2	4	0	2	0	4	4	8	1.60	44.4%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
	Other/Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%
Road Surface Condition	Dry	2	2	4	1	5	0	10	4	14	2.80	77.8%
	Wet	0	1	1	0	2	0	3	1	4	0.80	22.2%
	Other	0	0	0	0	0	0	0	0	0	0.00	0.0%
Month	January	0	0	0	0	0	0	0	0	0	0.00	0.0%
	February	0	1	1	0	2	0	2	2	4	0.80	22.2%
	March	0	0	1	0	1	0	2	0	2	0.40	11.1%
	April	0	2	1	0	0	0	1	2	3	0.60	16.7%
	May	0	0	0	0	0	0	0	0	0	0.00	0.0%
	June	0	0	0	0	2	0	2	0	2	0.40	11.1%
	July	0	0	0	0	0	0	0	0	0	0.00	0.0%
	August	1	0	0	0	0	0	1	0	1	0.20	5.6%
	September	0	0	0	0	1	0	0	1	1	0.20	5.6%
	October	0	0	2	1	0	0	3	0	3	0.60	16.7%
	November	1	0	0	0	0	0	1	0	1	0.20	5.6%
	December	0	0	0	0	1	0	1	0	1	0.20	5.6%
Day of Week	Monday	0	0	1	0	2	0	3	0	3	0.60	16.7%
	Tuesday	1	0	1	0	0	0	1	1	2	0.40	11.1%
	Wednesday	0	0	0	0	1	0	1	0	1	0.20	5.6%
	Thursday	0	0	1	0	2	0	2	1	3	0.60	16.7%
	Friday	0	2	1	1	2	0	4	2	6	1.20	33.3%
	Saturday	1	1	0	0	0	0	1	1	2	0.40	11.1%
	Sunday	0	0	1	0	0	0	1	0	1	0.20	5.6%
	0:00	0	0	0	0	0	0	0	0	0	0.00	0.0%
1:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
2:00	0	0	0	0	1	0	0	1	1	0.20	5.6%	
3:00	1	0	0	0	0	0	1	0	1	0.20	5.6%	
4:00	0	0	0	0	2	0	1	1	2	0.40	11.1%	
5:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
6:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
7:00	1	0	0	0	1	0	2	0	2	0.40	11.1%	
8:00	0	0	0	0	1	0	1	0	1	0.20	5.6%	
9:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
10:00	0	0	0	1	0	0	1	0	1	0.20	5.6%	
11:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
12:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
13:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
14:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
15:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
16:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
17:00	0	0	0	0	1	0	1	0	1	0.20	5.6%	
18:00	0	0	0	0	0	0	0	0	0	0.00	0.0%	
19:00	0	0	2	0	1	0	3	0	3	0.60	16.7%	
20:00	0	0	1	0	0	0	1	0	1	0.20	5.6%	
21:00	0	2	0	0	0	0	1	1	2	0.40	11.1%	
22:00	0	0	1	0	0	0	1	0	1	0.20	5.6%	
23:00	0	1	1	0	0	0	2	2	2	0.40	11.1%	
Alcohol & Drugs	None	2	2	4	1	6	0	12	3	15	3.00	83.3%
	Alcohol Involved	0	0	1	0	0	0	1	0	1	0.20	5.6%
	Drugs Involved	0	0	0	0	1	0	0	1	1	0.20	5.6%
	Alcohol and Drugs	0	1	0	0	0	0	0	1	1	0.20	5.6%
	Undetermined	0	0	0	0	0	0	0	0	0	0.00	0.0%
Age of Driver 1 (Typically Driver at Fault)	19 and Under	1	0	0	0	1	0	0	0	2	0.40	11.1%
	20-24	0	1	0	0	0	0	0	0	1	0.20	5.6%
	25-29	0	0	0	0	0	0	0	0	0	0.00	0.0%
	30-34	0	0	1	0	0	0	0	0	1	0.20	5.6%
	35-39	0	0	0	0	0	0	0	0	0	0.00	0.0%
	40-44	1	0	1	0	0	0	0	0	2	0.40	11.1%
	45-49	0	0	0	1	1	0	0	0	2	0.40	11.1%
	50-54	0	1	1	0	2	0	0	0	4	0.80	22.2%
	55-59	0	0	0	0	0	0	0	0	0	0.00	0.0%
	60-64	0	0	0	0	0	0	0	0	0	0.00	0.0%
	65-69	0	0	0	0	1	0	0	0	1	0.20	5.6%
	70-74	0	0	0	0	0	0	0	0	0	0.00	0.0%
	75-79	0	0	0	0	0	0	0	0	0	0.00	0.0%
	80-84	0	0	0	0	0	0	0	0	0	0.00	0.0%
	85 and Over	0	0	0	0	0	0	0	0	0	0.00	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0.00	0.0%	

CRASH ANALYSIS - SR 535 from US 192 to Vineland Avenue

