

# Project Traffic Analysis Report (PTAR)

## Neptune Road PD&E

**FPID: 445415-1**

**PS-18-9905-DG**

**ETDM: 14402**

**Federal Aid Project Number: N/A**

Prepared for:



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Appendix A: Traffic Analysis Methodology

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## 1.0 EXECUTIVE SUMMARY

This Project Traffic Analysis Report (PTAR) has been prepared to provide design traffic volumes and traffic analysis in support of the Project Development and Environment (PD&E) study for Neptune Road, from Partin Settlement Road to US 192 (PS-18-9905-DG).

Traffic data were collected and analyzed to document arterial speed and arterial Level-of-Service performance measures for study area roadways and volume to capacity ratio information for study area intersections. Under existing conditions, study area roadway segments have average travel speeds of approximately 30 mph.

A No Build alternative was developed to identify future traffic conditions that are anticipated to occur if Neptune Road is not improved. The No Build geometry for Neptune Road is the same as the existing geometry for study area roadway segments, consisting of a 2-lane undivided road with occasional turn lanes at intersections. There are some changes to side streets that were included in the No Build analysis since the changes will occur separate from improvements to Neptune Road. Several study area roadway segments under the No Build scenario are anticipated to operate at LOS E during Design Year (2045) conditions, as shown in **Table ES-1**.

**Table ES-1: No-Build Roadway Segment Performance**

Year / Time Period	No-Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
AM Peak Hour				
2018	31	33	C	C
2025	26	24	D	D
2045	23	22	D	D
PM Peak Hour				
2018	28	32	C	C
2025	27	30	D	C
2045	17	19	E	E

The Build alternative consists of widening Neptune Road to a 4-lane divided roadway with premium bicycle and pedestrian facilities (i.e., bike lanes, shared use path(s), and/or sidewalks). Alternative improvements (i.e., two eastbound lanes, a center turn lane, and one westbound lane) were evaluated between Canoe Creek Road and US 192.

Under the Build alternative, the roadway is anticipated to operate acceptable and the conditions are significantly better than the No Build alternative. Build conditions are shown in **Table ES-2**.

**Table ES-2: Build Roadway Segment Performance**

Year / Time Period	Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
<b>AM Peak Hour</b>				
2018	--	--	--	--
2025	27	27	C	C
2045	26	21	C	C
<b>PM Peak Hour</b>				
2018	--	--	--	--
2025	25	28	C	C
2045	21	22	D	C



## 2.0 TRAFFIC ANALYSIS ASSUMPTIONS

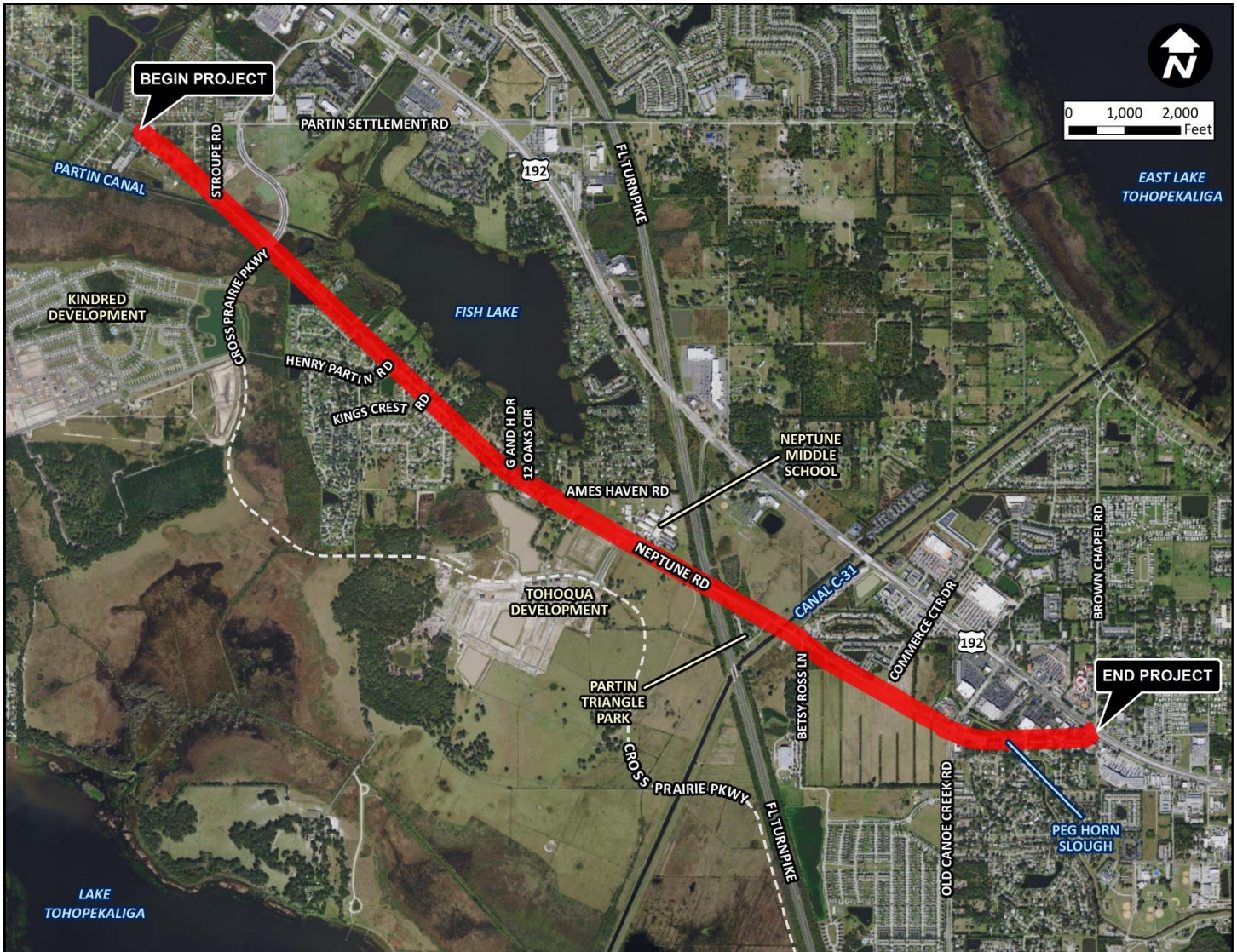
Traffic forecast for the project was developed using:	
<input checked="" type="checkbox"/> Travel Demand Model Type of Travel Demand Model Used: <input checked="" type="checkbox"/> Metropolitan Planning Model <input type="checkbox"/> Other Model _____	<input checked="" type="checkbox"/> Growth Rates <i>Refer to Section 6 of the Project Traffic Analysis Report that discusses growth rates</i>
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
4/21/2017 Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
12/9/2015 Date when MPO originally adopted Long Range Transportation Plan	
2010 Base Year of Travel Demand Model	
2040 Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): <a href="https://metroplanorlando.org/long-range-transportation-plan/">https://metroplanorlando.org/long-range-transportation-plan/</a>	
Traffic Data and Factors	
Standard K = <u>9%</u>	Data Collection Year = <u>2018</u>
D Factor = <u>57.90%</u>	Opening Year = <u>2025</u>
T <sub>Daily</sub> = <u>5.11%</u>	Interim Year = <u>--</u>
	Design Year = <u>2045</u>
Discuss any changes in land use, economics, population and employment data since the model was built: Socioeconomic data in the model are consistent with BEBR population projections.	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs.  Study area includes all signalized intersections within project limits. The model was calibrated and growth rates developed per the PTF Handbook, as described in Section G. Intersections were analyzed using Synchro Software, Synchro HCM reports, and Synchro Reports. Opening and Design Year peak-hour and daily conditions were analyzed. Measures of effectiveness include delay, LOS targets and volume-to-capacity ratios.	

### 3.0 INTRODUCTION

This Project Traffic Analysis Report (PTAR) has been prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn) on behalf of Osceola County. The study area consists of Neptune Road, from Partin Settlement Road to US 192. The project location is displayed in **Exhibit 1**.

The purpose of this PTAR is to provide design traffic volumes and traffic analyses in support of the Project Development and Environmental (PD&E) study for Neptune Road.

**Exhibit 1: Project Location**



### 3.1 DESCRIPTION OF PROJECT

Neptune Road is a 2-lane Urban Minor Arterial from Partin Settlement Road to Old Canoe Creek Road, and an Urban Major Collector from Old Canoe Creek Road to US 192. Neptune Road has a northwest to southeast orientation as it runs between City of Kissimmee and City of St. Cloud. Neptune Road is referred to as an east/west facility in this report.

West of the study area, Neptune Road is a 4-lane facility that connects to City of Kissimmee. East of the study area, beyond the intersection at US 192, the roadway changes its name to Brown Chapel Road and serves as a residential facility that runs north/south, with a posted speed limit of 30 miles per hour (mph).

The speed limit on Neptune Road varies within the study area between 35 mph and 50 mph.

- From Partin Settlement Road to 0.4 miles east of Partin Settlement Road: Posted Speed of 40 mph
- From 0.4 mile east of Partin Settlement Road to Sergeant Graham Drive/Commerce Center Drive: Posted Speed of 50 mph
- From Sergeant Graham Drive/Commerce Center Drive to Old Canoe Creek Road: Posted Speed of 40 mph
- From Old Canoe Creek Road to US 192: Posted Speed of 35 mph

Osceola County utilizes the same Access Management Classification system as the Florida Department of Transportation (FDOT); however, Neptune Road has not been designated with a specific classification. West of Partin Settlement Road (which has been widened to a divided 4-lane road), Neptune Road has the characteristics of Access Class 7. Access Class 7 represents minimal access management with full median openings spaced at 660 feet.

### **3.2 EXISTING TRANSIT SERVICE**

There is no bus service in the study area.

### **3.3 OBJECTIVE**

The objective of this report is to provide Osceola County with the Annual Average Daily Traffic (AADT), Peak Hour Volume (PHV), and intersection and roadway Volume to Capacity (V/C) ratio, and Level of Service (LOS) for the Base Year 2018, Opening Year 2025, and Design Year 2045. This report includes the development of the design traffic characteristics including Standard K factor, Design Hour Directional Demand (D), and percentage of trucks for both the design hour and daily demand (Tf, T24). These factors were used to determine the future traffic volumes and to perform the future operational analysis. Intersection turning movement queue lengths are also documented.

## 4.0 METHODOLOGY

The methodology for this analysis, dated July 29, 2019, describes the measures of effectiveness and concludes with recommended growth rates. The measures of effectiveness are as follows:

Intersection	Arterial	Safety
Queue lengths	Travel Speed	Crash Frequency
Volume to Capacity Ratios	Arterial Level-of-Service	Crash Rate
Delay	--	Number of Fatalities
Level-of-Service	--	Crash Severity Level
--	--	Economic Loss

The methodology is provided in **Appendix A** for reference.

While the County does not have LOS standards for transportation, they do consider V/C ratios as one of many factors (which are related to the County's mobility indicators) in establishing priorities for roadway improvements. It should be noted that while V/C ratios below 1.0 are desirable, they are not required by Osceola County.

## 5.0 EXISTING CONDITIONS

An analysis of existing operating conditions was conducted for the study area segments and intersections. Data collection was conducted to establish existing geometry, intersection turning movement counts, and segment counts. The results of this data collection are presented in the subsequent tables and exhibits.

### 5.1 TRAFFIC COUNT INFORMATION

Traffic counts were conducted on behalf of Osceola County. The traffic counts consist of roadway segment counts, intersection turning movement counts, and pedestrian/bicyclist movements.

### 5.2 EXISTING GEOMETRY

The existing geometry in the study area was obtained through review of aerial imagery and confirmed through field observations and measurements.

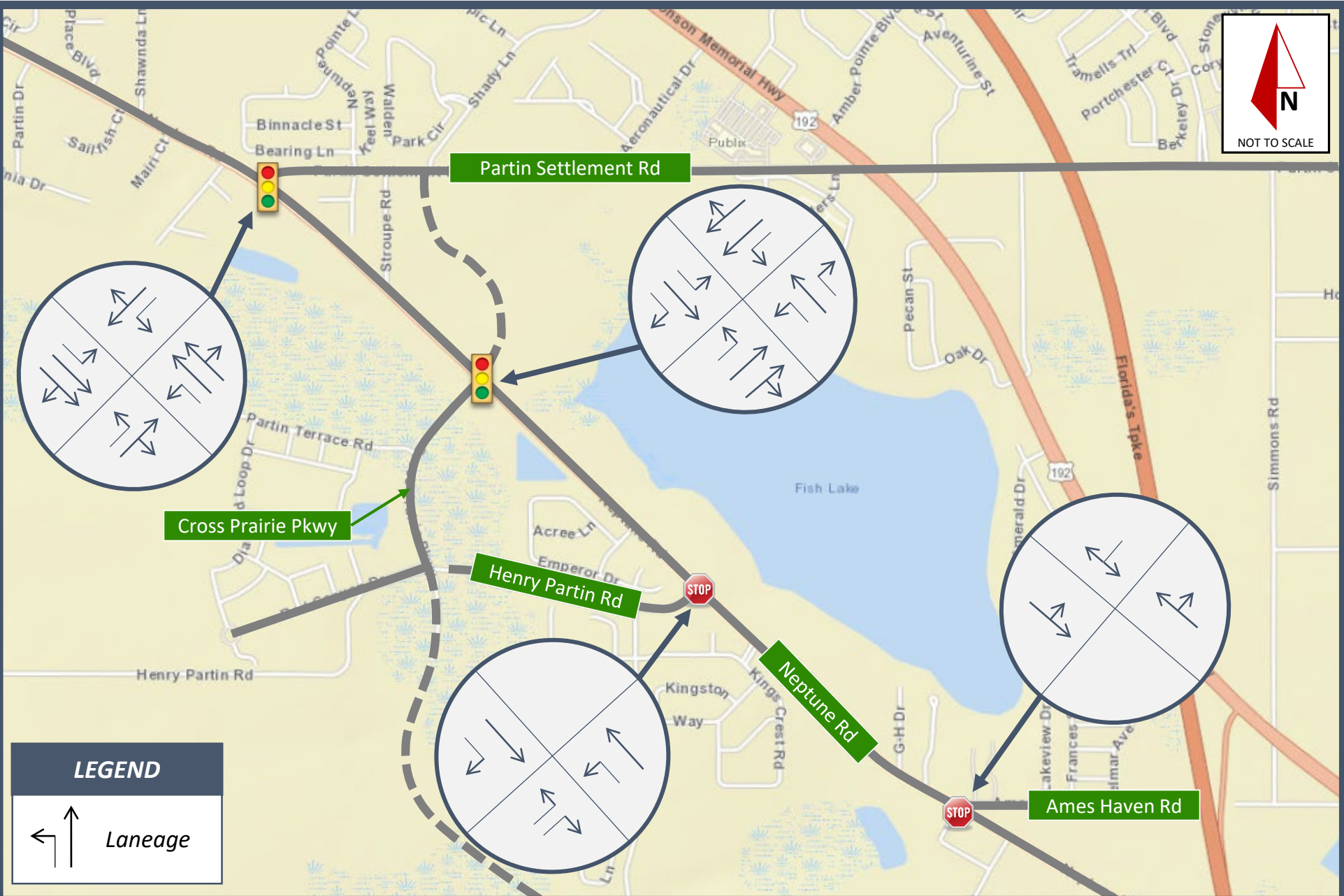
The existing typical section for Neptune Road, from Partin Settlement Road to Old Canoe Creek Road, is two 11-foot lanes with an 8-foot to 10-foot wide shared use path on one side. West of Ames Haven Road, the shared use path is on the south side of Neptune Road. East of Ames Haven Road, the shared use path is on the north side of Neptune Road. The path material is concrete in some sections and asphalt in other sections. From Old Canoe Creek Road to US 192, the typical section is two 11-foot wide lanes with an 8-foot wide shared use path on the north side of Neptune Road. Neptune Road widens to provide additional turn lanes at:

- Partin Settlement Road
- Cross Prairie Parkway
- Sugar Cane Drive
- Henry Partin Road
- Kings Crest Road
- Neptune Middle School/Tohoqua Boulevard
- Neptune Middle School (eastern driveway)
- Partin Triangle Park (right-turn lane)
- Commerce Center Drive
- St. Cloud Police Department driveway
- Old Canoe Creek Road
- Ponderosa Drive
- St. Cloud Square (right-turn lane)
- US 192

**Exhibit 2** illustrates existing geometry at each of the study intersections.

### 5.3 EXISTING AADT VOLUMES

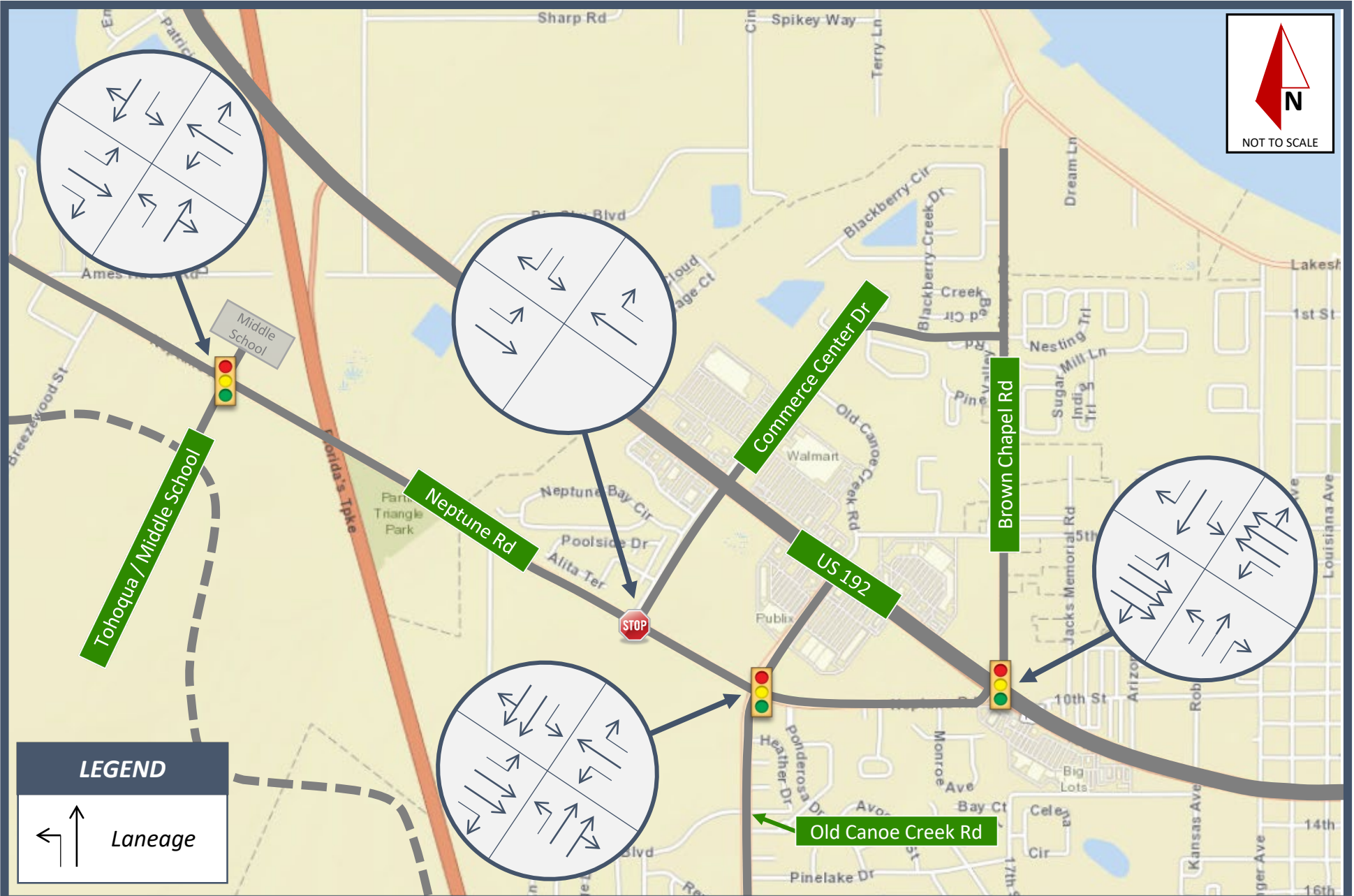
Existing AADT Volumes for Year 2018 were obtained from roadway segment traffic counts provided by Osceola County. These volumes are illustrated on **Exhibit 3**.



**LEGEND**

← ↑ Laneage

**Exhibit 2A: Existing Intersection Geometry (1 of 2)**  
Neptune Road PD&E PTAR



**Exhibit 2B: Existing Intersection Geometry (2 of 2)**  
Neptune Road PD&E PTAR



**Exhibit 3: Existing (2018) AADT Volumes**  
 Neptune Road PD&E PTAR



## 5.4 EXISTING TRAFFIC VOLUMES

A summary of the existing traffic volumes is shown in **Table 1**. Values for D were calculated based on the hourly volume count data. Standard values for K were used based on area type. For reference, the measured K value is shown in the table below. Data referenced from FDOT's Florida Traffic Information (FTI) and roadway segment counts are included in **Appendix B**.

**Table 1: Existing (2018) Roadway Characteristics**

ROADWAY SEGMENT	2018 ADT	Average Peak Hour Volume	Peak Hour NB/EB	Peak Hour SB/WB	Measured K Factor	Measured D Factor	Axle Adj. Factor	Seasonal Adj. Factor	2018 AADT
<b>Mainline</b>									
<b>Neptune Road</b>									
West of Partin Settlement Rd	35,634	3,043	1,334	1,709	8.5%	56%	0.99	0.98	35,000
Partin Settlement Rd to Cross Prairie Pkwy	25,368	2,315	1,555	760	9.1%	67%	0.99	0.99	25,000
Cross Prairie Pkwy to Old Canoe Ck Rd	24,520	1,985	1,165	820	8.1%	59%	0.99	0.99	24,000
Old Canoe Ck Rd to US 192 (4-Lane)	11,515	1,280	369	911	11.1%	71%	0.99	0.98	11,000
East of US 192 (Brown Chapel Rd)	4,244	382	165	217	9.0%	57%	0.99	0.99	4,200
<b>Other Study Area Roadways</b>									
<b>Partin Settlement Road</b>									
West of Neptune Rd (Church)	509	99	41	58	19.4%	59%	0.99	0.98	500
Neptune Rd to US 192	13,452	1,162	474	688	8.6%	59%	0.99	0.98	13,000
East/North of US 192	14,119	7,100	4,100	3,000	50.3%	58%	0.99	0.99	14,000
<b>Cross Prairie Parkway</b>									
South of Neptune Rd	3,717	296	141	155	8.0%	52%	0.99	0.99	3,600
<b>Old Canoe Creek Road</b>									
US 192 to Neptune Rd	19,212	1,515	681	834	7.9%	55%	0.99	0.98	19,000
Neptune Rd to Kissimmee Park Rd	32,050	2,478	1,104	1,374	7.7%	55%	0.99	0.98	31,000
<b>US 192</b>									
Shady Ln to Partin Settlement Rd	37,107	2,970	1,485	1,485	8.0%	50%	0.99	0.99	36,000
Old Canoe Creek Rd to Neptune Rd	37,428	2,541	1,316	1,225	6.8%	52%	0.99	0.98	36,000
Neptune Rd to Columbia Ave	42,056	2,881	1,397	1,484	6.9%	52%	0.99	0.98	41,000

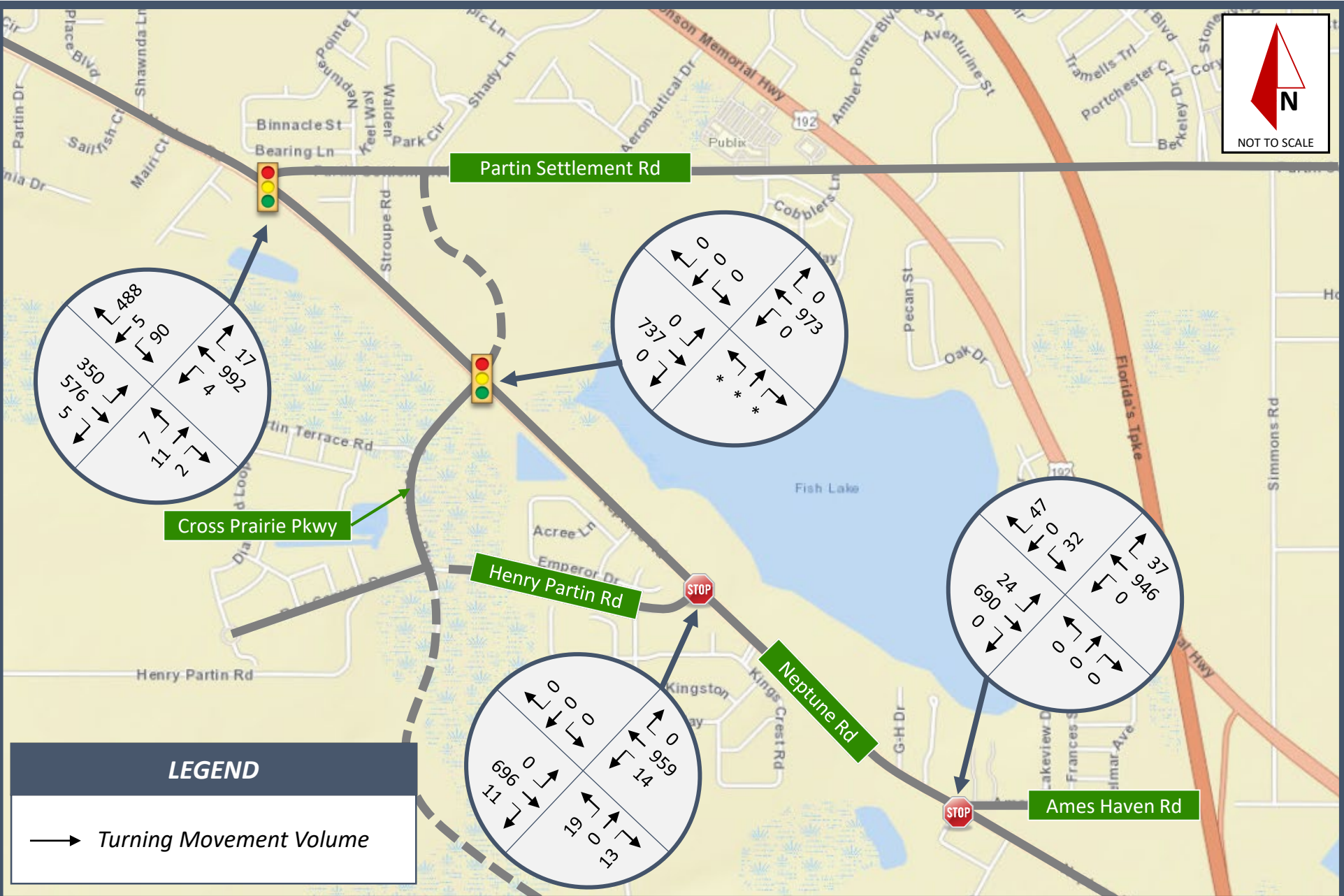
Intersection turning movement counts were conducted for each of the study intersections during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods. Turning movement counts were conducted on Thursday, May 17, 2018 at the following intersections:

- Neptune Road and Partin Settlement Road
- Neptune Road and Henry Partin Road
- Neptune Road and Ames Haven Road
- Neptune Road and Tohoqua Drive/Neptune Middle School

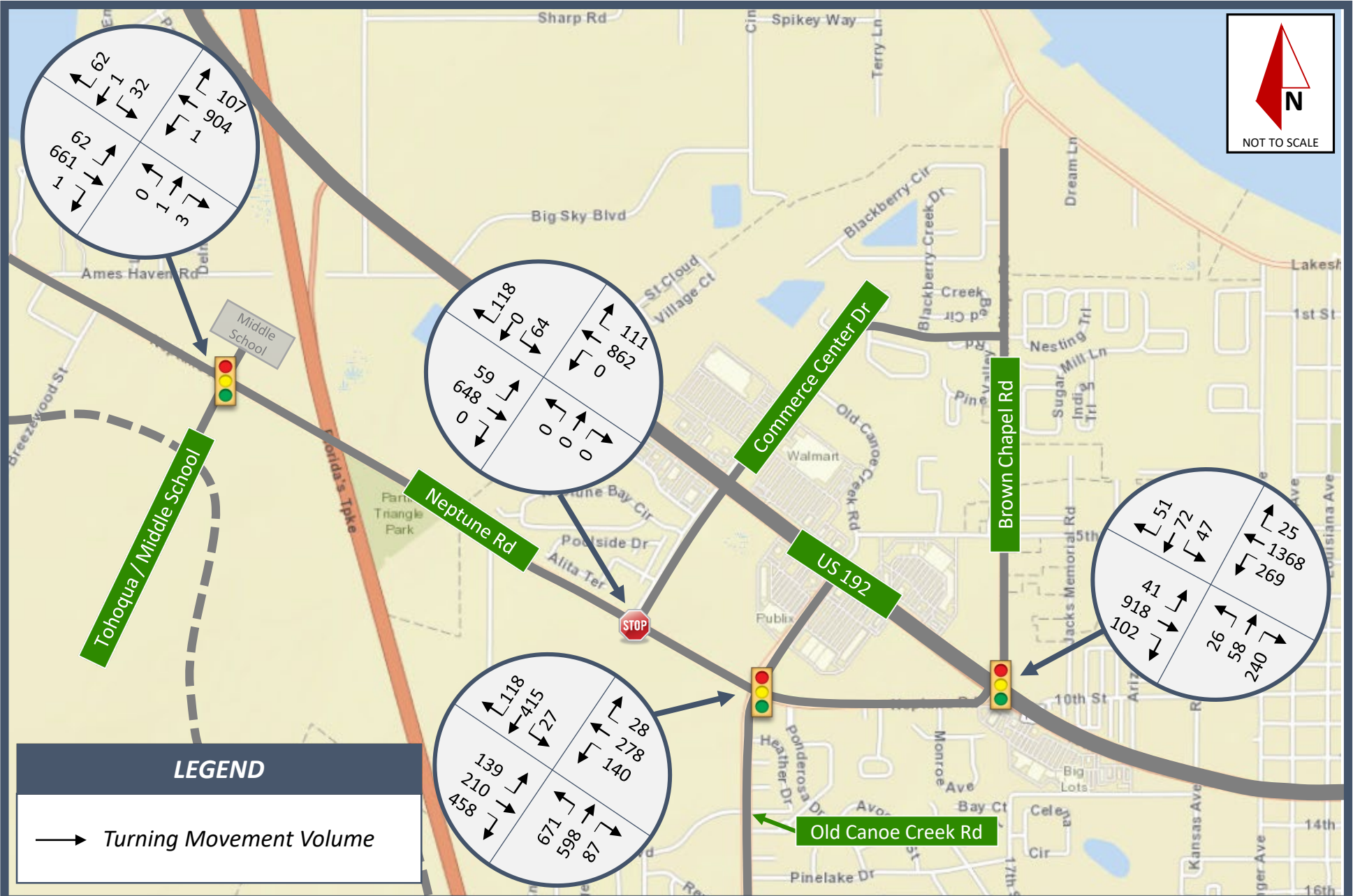
- Neptune Road and Sergeant Graham Drive/Commerce Center Drive
- Neptune Road and Old Canoe Creek Road
- Neptune Road and US 192

Additional traffic counts were taken during peak hours on August 27, 2019 at Neptune Road intersections with Ames Haven Road and with the parking lot entrance to Tohoqua Middle School. These counts were used to reassign vehicles based on the proposed driveway modifications that will relocate the bus loop and the access point for the teacher parking lot.

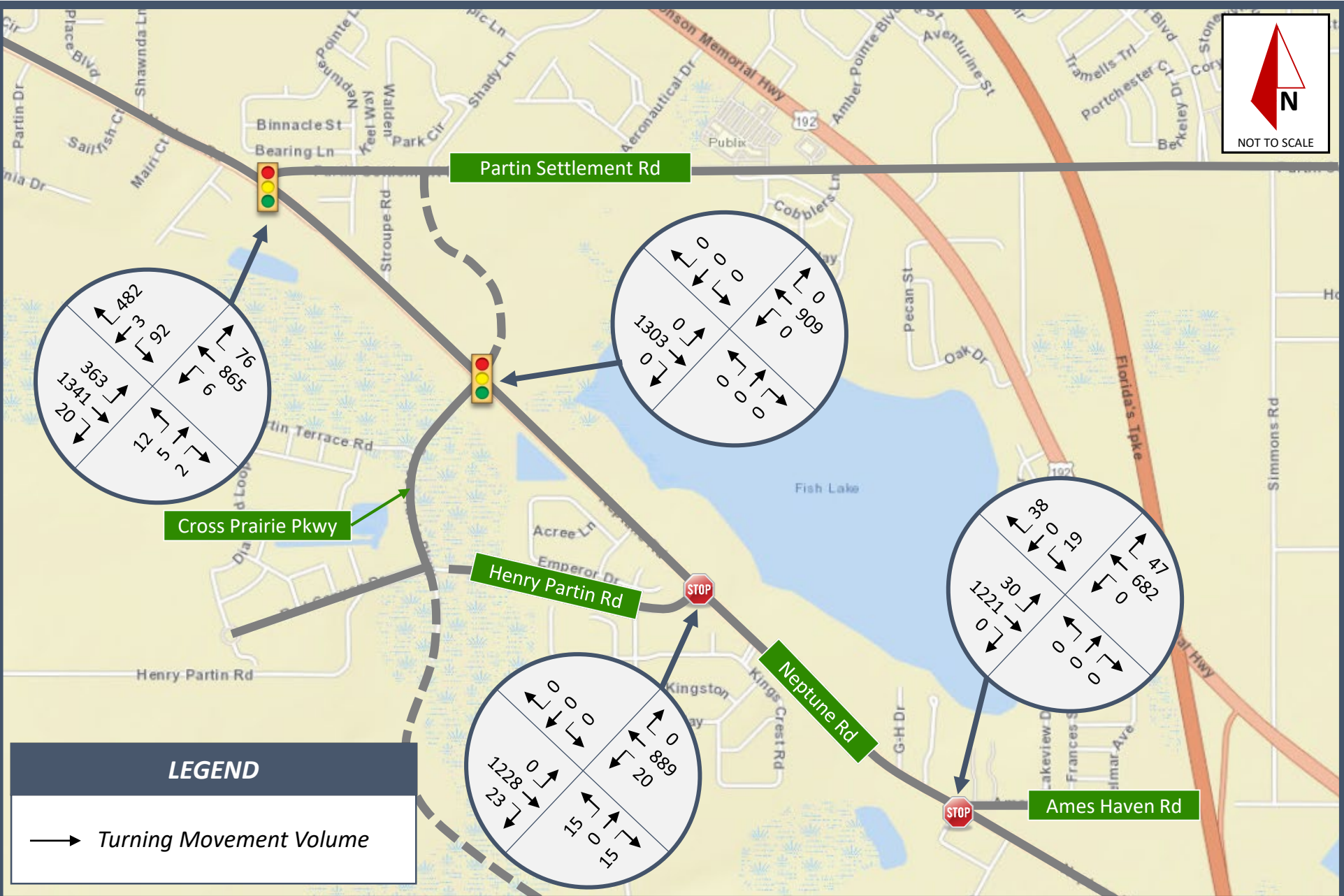
Traffic count data were adjusted where appropriate using the latest seasonal and axle factor data from FDOT's FTI 2017. Traffic count sheets are provided in **Appendix C**. The program TURNS5 was used to modify existing AM and PM counts to represent existing design hour turning movement volumes. TURNS5 worksheets are provided in **Appendix D**. Manual adjustments were made to the TURNS5 outputs using engineering judgment to better reflect existing travel patterns. The adjusted turning movement volumes for existing conditions in the AM and PM peak hours are shown in **Exhibits 4 and 5**.



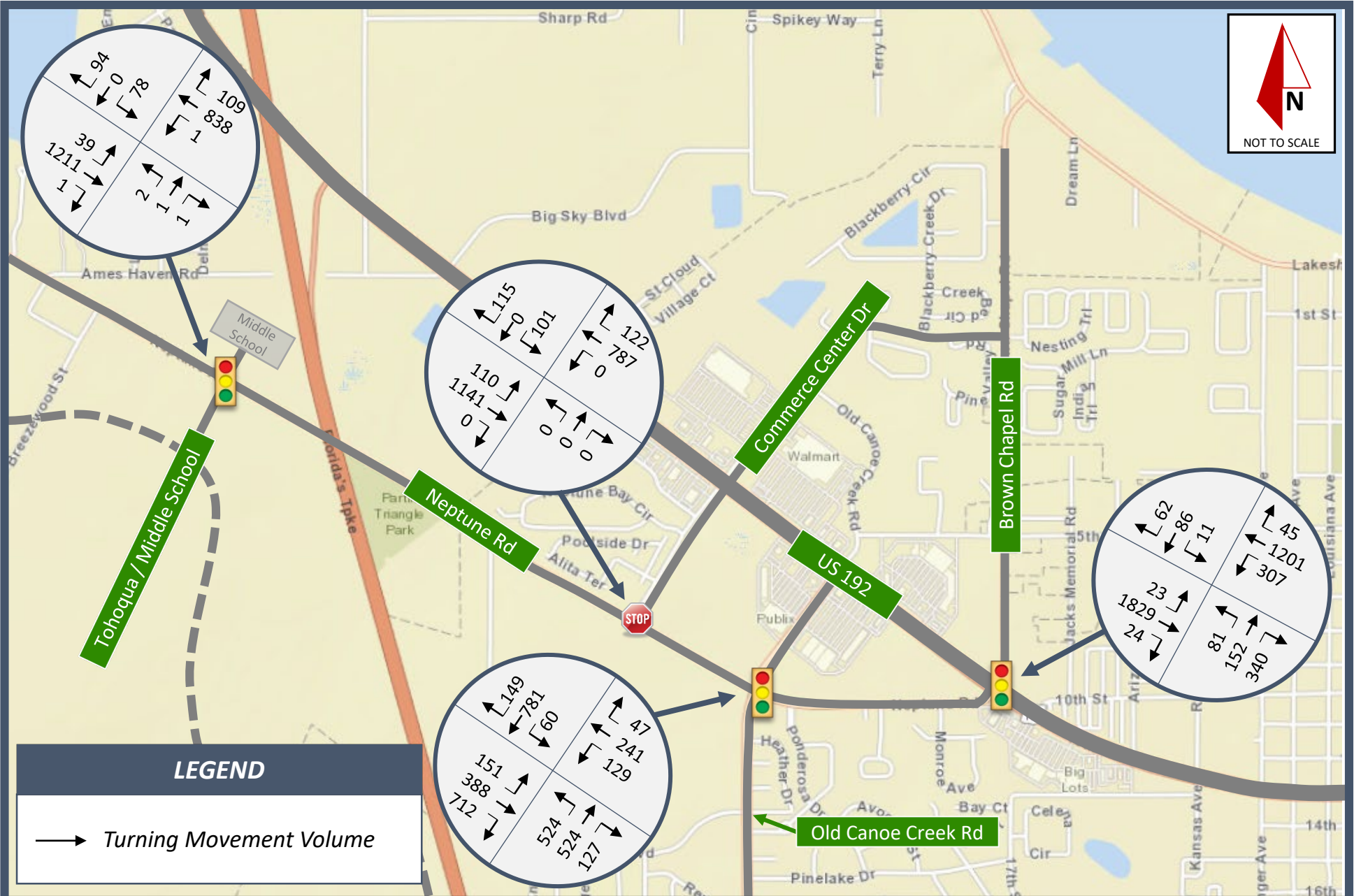
**Exhibit 4A: Existing (2018) Turning Movement Volumes – AM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 4B: Existing (2018) Turning Movement Volumes – AM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 5A: Existing (2018) Turning Movement Volumes – PM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 5B: Existing (2018) Turning Movement Volumes – PM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR

## 5.5 YEAR 2018 CAPACITY ANALYSIS

Existing roadway segment arterial performance was calculated, and a capacity analysis was conducted for each of the study area intersections.

### 5.5.1 YEAR 2018 ARTERIAL CAPACITY ANALYSIS

Arterial speed and arterial level of service measures were calculated for Neptune Road for the AM and PM peak-hour periods. **Table 2** shows the existing arterial speed and LOS within the study area.

**Table 2:** Existing (2018) Roadway Analysis

Year / Time Period	No-Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
AM Peak Hour				
2018	31	33	C	C
PM Peak Hour				
2018	28	32	C	C

### 5.5.2 YEAR 2018 INTERSECTION ANALYSIS

Intersection analyses were conducted in Trafficware’s Synchro 10.0 Software. Existing signal timings from Osceola County were incorporated into the analysis for the study intersections where available. **Table 3** provides a summary of existing intersection performance under AM and PM conditions.

**Table 3: Existing (2018) Intersection Performance**

No Build	Existing Year 2018			
Study Intersection and Scenario	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.
<b>AM Peak-Hour</b>				
<b>Signalized Intersections</b>				
Partin Settlement Rd	57.0	E	1.18	EBL
Cross Prairie Pkwy	-	-	-	-
Tohoqua / Neptune Middle	26.6	C	0.86	WBT
Old Canoe Creek Rd	195.5	F	2.67	NBL
US 192	33.8	C	0.85	NBL
<b>Unsignalized Intersections</b>				
<i>Results are for sidestreet</i>				
Henry Partin Rd	63.1	F	0.25	NBL
Ames Haven Rd	69.5	F	0.64	SBL
Commerce Center Dr	144.9	F	0.84	SBL
<b>PM Peak-Hour</b>				
<b>Signalized Intersections</b>				
Partin Settlement Rd	49.5	D	1.11	EBL
Cross Prairie Pkwy	-	-	-	-
Tohoqua / Neptune Middle	25.1	C	0.94	EBT
Old Canoe Creek Rd	72.7	F	1.06	SBT
US 192	42.9	D	0.91	SBT
<b>Unsignalized Intersections</b>				
<i>Results are for sidestreet</i>				
Henry Partin Rd	157.8	F	0.43	NBL
Ames Haven Rd	124.8	F	0.75	SBL
Commerce Center Dr	>300	F	3.33	SBL

As shown in the table, many of the intersections operate with significant delay and/or with movements that exceed their capacity under existing conditions. Existing signal timing sheets are included in **Appendix E**. Printouts from the Synchro analysis are provided in **Appendix F**.

## 5.6 SAFETY ANALYSIS

Historical crash data was obtained for a five-year period from January 1, 2013 to December 31, 2017. The crash data was obtained from the University of Florida’s Signal Four Analytics online crash database, which compiles statewide crash data from the Florida Highway Patrol (FHP), as well as from local law enforcement agencies. The data was analyzed to identify specific crash patterns and locations that may indicate a potential safety problem within the study area. The proposed roadway improvements were also reviewed to identify any potential safety implications to the corridor. The study area includes Neptune Road, from Partin Settlement Road to US 192, and the cross-street influence areas of 250 feet in each direction. Only extracted crash data was reviewed, and except for bicycle/pedestrian crashes and fatal crashes, the corresponding crash reports and narratives were not. The summary crash data tables are included in **Appendix G**.

The primary safety concerns along the study corridor are rear-end crashes and lane-departure crashes. The roadway improvements for this project include widening the roadway, constructing a median, and



installing sidewalks and premium bicycle facilities (i.e., bicycle lanes, shared use paths). Widening the cross-section of the roadway will provide an additional lane in each direction to allow motorists to bypass turning traffic that is slowing or stopping, reducing the susceptibility to rear-end crashes. Additionally, constructing a median will likely aid in reducing lane-departure, crossover, and head-on crashes by providing a physical barrier. These collision factors were involved in two of the three fatal crashes that occurred. Providing sidewalks and premium bicycle facilities will improve safety on the corridor for non-motorists by separating vulnerable roadway users from vehicular traffic.

### 5.6.1 HISTORICAL CRASH ANALYSIS

A total of 195 crashes were reported for the five-year period, including three fatal crashes and 109 injury crashes, resulting in three fatalities and 187 injuries. **Table 4** summarizes the total number of crashes that occurred within the study area.

The number of reported crashes per year nearly doubled over the five-year history:

- 28 crashes in 2013
- 22 crashes in 2014
- 33 crashes in 2015
- 57 crashes in 2016
- 55 crashes in 2017

**Table 4:** Summary of Crashes

Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Dark Crashes	Number of Wet Crashes	Number of Bike/Ped Crashes
2013	28	17	0	8	3	0
2014	22	15	0	3	5	0
2015	33	22	0	6	2	2
2016	57	27	1	6	6	0
2017	55	28	2	15	4	3
<b>Total</b>	<b>195</b>	<b>109</b>	<b>3</b>	<b>38</b>	<b>20</b>	<b>5</b>
Average per Year	39.0	21.8	0.6	7.6	4.0	1.0
<i>Percent</i>		55.9%	1.5%	19.5%	10.3%	2.6%

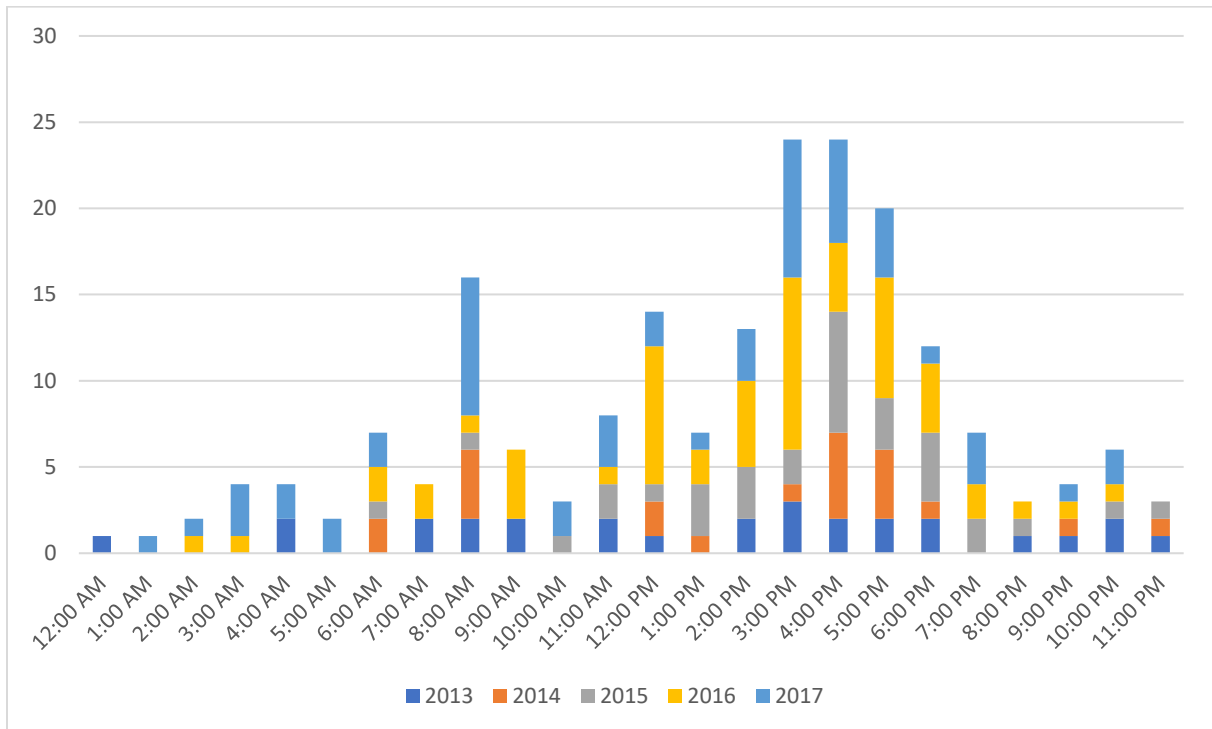
The crash data was organized to determine any significant trends in the circumstances involved in the crashes. The following observations were made:

- Nearly 20 percent of the crashes occurred during dark conditions, and an additional 3 percent occurred during dawn/dusk conditions. Because of the frequency of dark crashes, this corridor may benefit from lighting.
- Approximately 10 percent of the crashes occurred on wet pavement.
- Over 29 percent of the crashes were attributed to distracted driving.
- Seven crashes involved a driver under the influence of drugs or alcohol.
- Approximately 17 percent of the crashes were single-vehicle crashes.
- Over 91 percent of the crashes occurred along Neptune Road, while the remaining 9 percent of crashes occurred on side streets intersecting with Neptune Road. The at-fault direction of

crashes along Neptune Road was evenly distributed between the eastbound and westbound directions.

- The frequency in crashes peaked from 3:00 PM to 6:00 PM, which includes the evening peak hour. A smaller peak in crash frequency occurred from 8:00 AM to 9:00 AM, as depicted in **Exhibit 6**.
- The reported total of estimated property and vehicular damages was \$1,376,915.
- The estimated economic loss based on crash severity, using crash cost estimates provided in the Roadway Safety Design Bulletin 14-12 Table 23.5.2 FDOT KABCO Crash Costs, was \$55,236,782.

**Exhibit 6: Crashes by Time of Day**



A crash type analysis was conducted and the predominant crash type along the corridor was the rear-end crash (47.7 percent). Approximately 49 percent of the rear-end collisions occurred at-fault in the westbound direction and 30 percent occurred at-fault in the eastbound direction. **Table 5** summarizes the crashes by type. Rear-end crashes occurred along the entire length of the corridor but were most concentrated along the sections in the vicinity of Ames Haven Road, as well as at the Commerce Center Drive and Stroupe Road intersections. The next most common crash types were left-turn crashes (14.4 percent) and run-off-the-road (ROTR) crashes (13.3 percent). Left-turn crashes were most concentrated at the intersection of Neptune Road at Stroupe Road, and ROTR crashes were most concentrated along the section of Neptune Road near Ames Haven Road. Note that the connection to Stroupe Road has been removed and Stroupe Road now ends as a cul-de-sac near Neptune Road. These changes remove concerns associated with related crashes at this former intersection. Since it was previously a high-crash location, it is described further herein.

**Table 5: Summary of Crashes by Type**

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	18	10	16	25	24	93	47.7%
Left-Turn	2	3	9	9	5	28	14.4%
Run-off-the-Road	4	3	3	9	7	26	13.3%
Angle	0	2	0	6	4	12	6.2%
Sideswipe	2	0	1	4	3	10	5.1%
Head-On	0	1	0	1	2	4	2.1%
Pedestrian	0	0	1	0	2	3	1.5%
Bicycle	0	0	1	0	1	2	1.0%
Other	2	3	2	3	7	17	8.7%

Three pedestrian crashes and two bicycle crashes were reported along the study corridor during the five-year period. The crash report narratives and diagrams were reviewed for further analysis and are summarized below (including the Florida Department of Highway Safety and Motor Vehicles crash report number):

- 84241364: In 2015, an eastbound motorist was traveling along Neptune Road while a pedestrian was standing along the south side of the roadway, approximately 600' west of US 192. The pedestrian stepped into the roadway and walked into the side of the trailer that the vehicle was towing.
- 85133314: In 2015, a northbound bicyclist was attempting to cross Neptune Road within the marked Florida Trail crosswalk at Ames Haven Road. An eastbound motorist failed to observe the crossing and struck the bicyclist.
- 85499435: In 2017, a bicyclist was attempting to cross Neptune Road from the Partin Triangle Park to the Florida Trail using the marked crosswalk at the park entrance. A westbound motorist failed to observe the crossing and struck the bicyclist.
- 85546125: In 2017, a pedestrian was walking along the westbound travel lane of Neptune Road, west of Henry Partin Road, during dark conditions (note that the sidewalk is on the other side of the road). A westbound motorist failed to see the pedestrian walking and struck the pedestrian with the vehicle's sideview mirror.
- 87065190: In 2017, a pedestrian was traveling northwest-bound along US 192, attempting to cross the western leg of Neptune Road within the marked crosswalk. A northbound motorist struck the pedestrian while making a left turn from US 192 onto Neptune Road westbound.

### 5.6.2 FATAL CRASH REVIEW

Three fatal crashes were reported over the five-year history. The crash report narratives and diagrams were reviewed for further analysis and are summarized below (including the Florida Department of Highway Safety and Motor Vehicles crash report number):

- 85308111: In 2016, approximately 0.4 mile west of Commerce Center Drive, an eastbound motorist left the travel lane and crossed over into the westbound travel lane. A westbound motorist was unable to avoid a collision and struck the eastbound motorist head-on. The passenger of the eastbound (at-fault) vehicle expired due to injuries sustained.

- 85576310: In 2017, approximately 900 feet west of Ames Haven Road, an eastbound motorist who was driving under the influence of alcohol was driving in the wrong lane (in the westbound travel lane) during dark conditions. A westbound motorist struck the eastbound vehicle. The driver of the eastbound vehicle expired due to injuries sustained.
- 85592389: In 2017, at the intersection of Neptune Road at Stroupe Road, a southbound motorist who was under the influence of alcohol attempted a left-turn movement onto Neptune Road directly in the path of a westbound motorist during dark conditions. The westbound vehicle collided with the southbound vehicle, and the driver of the southbound vehicle expired due to injuries sustained. Note that the connection to Stroupe Road has been removed.

### 5.6.3 CRASH CONCENTRATIONS

The crash data was analyzed to determine the predominant spot locations where crashes occurred during the five-year period. Of the 195 crashes reported along the corridor, 145 were reported to have occurred within 250 feet of an intersection. The intersection experiencing the highest frequency of crashes was the side-street, stop-controlled intersection at Stroupe Road (23 crashes). The intersection with the second highest frequency of crashes was the signalized intersection at Old Canoe Creek Road (21 crashes). The intersection-related crashes are summarized by intersection and represented graphically in **Exhibit 7**.

Crash trends at the intersections with the highest crash occurrences (at Stroupe Road and at Old Canoe Creek Road) are further analyzed as follows:

#### ***Neptune Road at Stroupe Road***

Note that the connection to Stroupe Road has been removed, so crashes related to the intersection will no longer occur. The intersection of Neptune Road and Stroupe Road experienced 23 crashes over the five-year history. Nine of the crashes were rear-end crashes, and six of the crashes were left-turn crashes. One head-on crash, as well as a fatal angle crash, also occurred at this intersection. Six of the crashes occurred during dark conditions, and two occurred on wet pavement. Nine of the crashes occurred at-fault in the southbound direction.

#### ***Neptune Road at Old Canoe Creek Road***

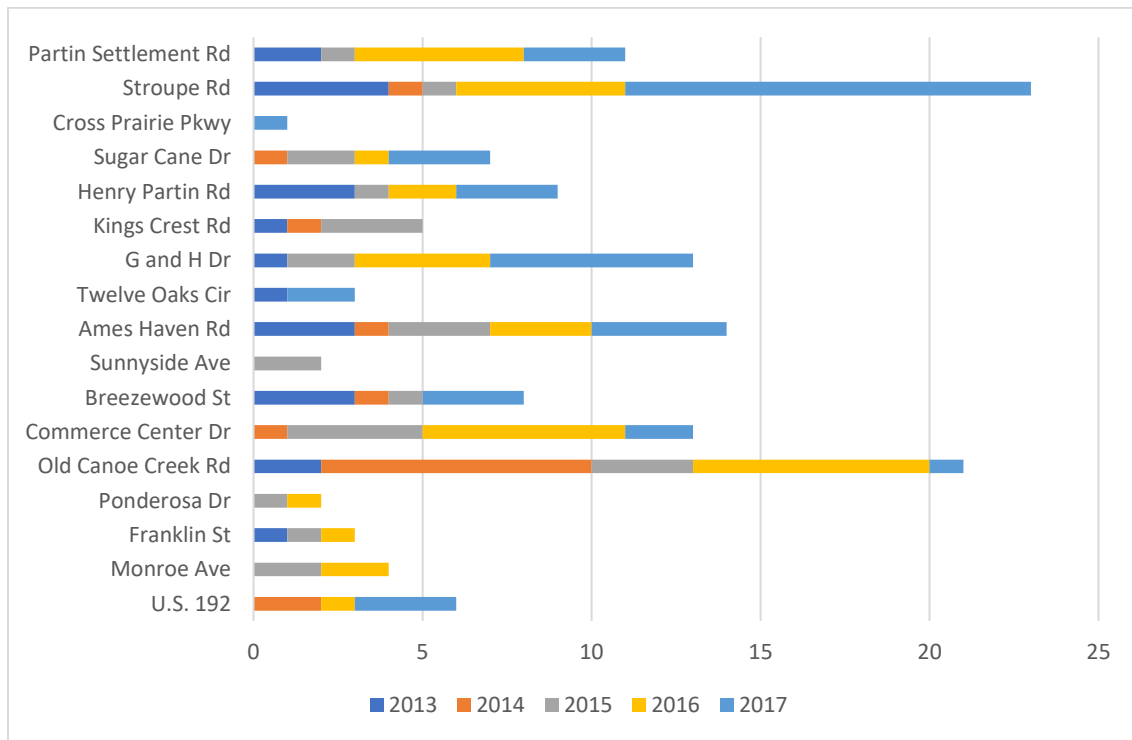
The intersection of Neptune Road and Old Canoe Creek Road experienced a total of 21 crashes over the five-year history. Seven rear-end crashes and six left-turn crashes were reported. Seven of the crashes occurred during dark conditions, and two occurred on wet pavement. Two crashes at the intersection involved a driver under the influence of alcohol.

### 5.6.4 CRASH COMPARISON TO STATEWIDE AVERAGES

Crashes along segments of Neptune Road were compared to the statewide averages of crashes on comparable facilities based on the functional classification. The classification used for comparison is the Suburban 2-3 Lane, 2-way, undivided facility, which has an average statewide crash rate of 1.236 crashes per million vehicle miles traveled. Crash rates for segments of Neptune Road are shown in **Table 6**.

As shown in the table, crashes on Neptune Road are higher than statewide averages for comparable facilities. The higher crash rates are likely influenced by congestion and traffic volumes that are relatively high. The statewide average crash rate for comparable facilities is 1.236 crashes per million vehicle miles traveled.

**Exhibit 7: Summary of Crashes by Location**



**Table 6: Crash Rates (per million vehicle miles traveled) on Neptune Road**

Segment	2018 AADT	Crashes (2013-2017)	Length (mi)	5-Year Segment Crash Rate (crashes per million vmt)
Partin Settlement Rd to Cross Prairie Pkwy	26,000	46	0.573	<b>1.693</b>
Cross Prairie Pkwy to Old Canoe Creek Rd	24,000	138	2.87	<b>1.098</b>
Old Canoe Creek Rd to US 192	21,000	35	0.486	<b>1.881</b>

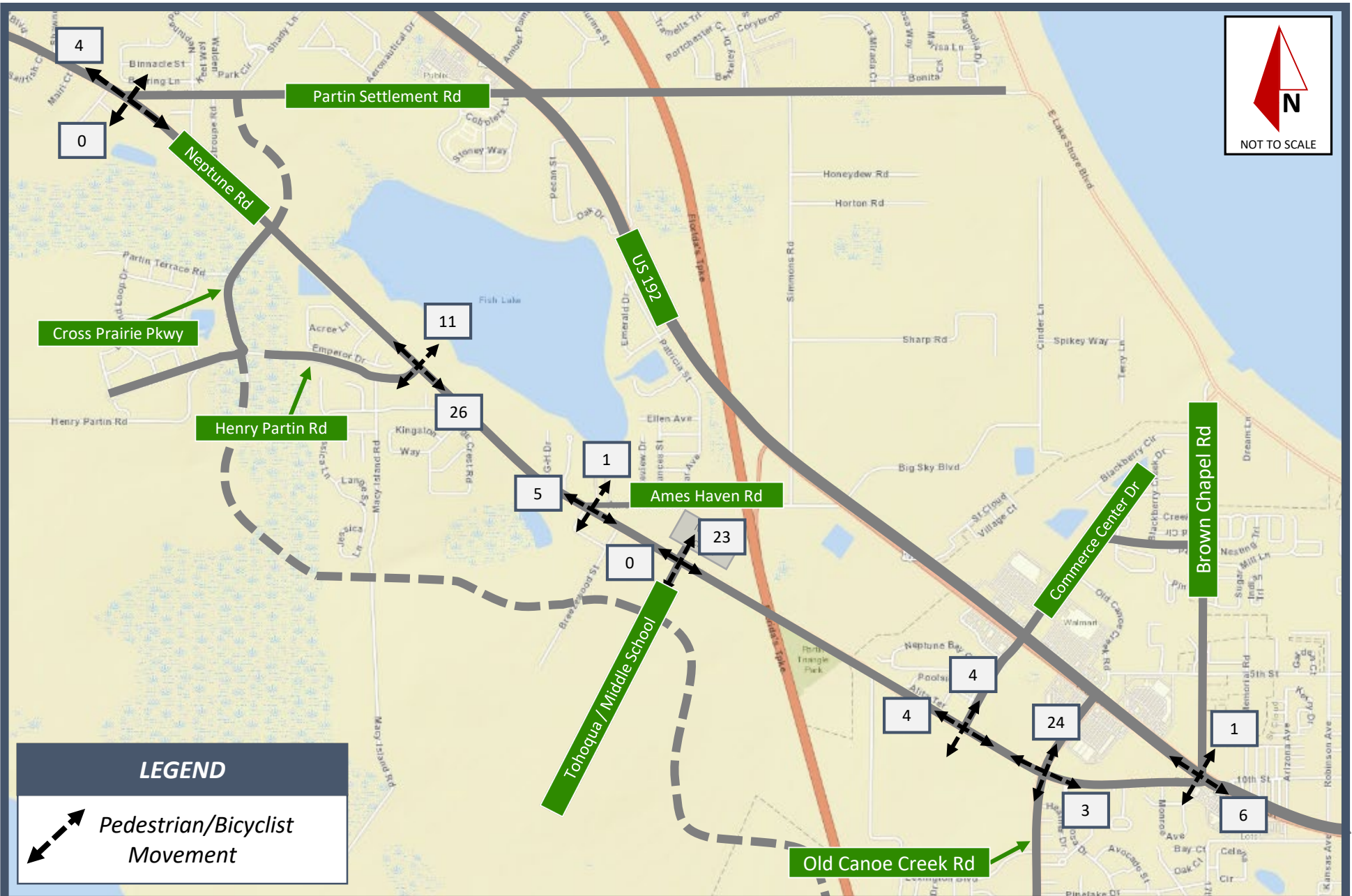
*\*Statewide average for this type of facility is 1.263 crashes per million vmt.*

### 5.7 YEAR 2018 SUB-AREA MODEL VALIDATION

The travel demand model validation process is described in the methodology provided in **Appendix A**.

### 5.8 PEDESTRIAN AND BICYCLIST VOLUMES

**Exhibit 8** illustrates daily pedestrian and bicyclist volumes at study area intersections.



**Exhibit 8: Daily Pedestrian/Bicyclist Volumes**  
Neptune Road PD&E PTAR

## 6.0 DEVELOPMENT OF FUTURE TRAFFIC FORECASTS

Future traffic forecast volumes were developed for study area roadway segments based on the growth rates that were developed and described in the methodology provided in **Appendix A**. Growth rates were determined by comparing model growth, historical growth, and population projections.

### 6.1 DEVELOPMENT OF DESIGN TRAFFIC CHARACTERISTICS

Design traffic characteristics were developed in accordance with the Project Traffic Forecasting (PTF) Handbook, January 2014. The primary design traffic characteristics are the standard K factor, Design Hour Directional Demand (D) factor, and percentage of trucks for both the design hour and daily conditions ( $T_f$ ,  $T_{24}$ ). These characteristics are used in developing the future traffic volumes and conducting future operational analyses.

#### 6.1.1 STANDARD K FACTOR

The K factor defines the proportion between the design hour volume (DHV) and daily volume. As explained in the PTF Handbook, the K factor “defines the volume of traffic for which the road is designed to handle.” FDOT has adopted a standard K factor to use in analyses based on area and facility type. For arterials and highway within an urbanized area, the standard K factor is 9.0%. Therefore, a K factor of 9.0% was used for the study area roadways. AM peak hour segment volumes were calculated by applying a factor of 7.0% to the daily volume.

#### 6.1.2 D FACTOR

The D factor is used to determine the directional split of traffic during the design hour.

The D values for Neptune Road were obtained from roadway traffic counts. The D factors fall within the recommended range for similar types of roadways. FDOT’s PTF Handbook recommends a range of D values based on facility type. A summary of the recommended values for an Urban Arterial are included in **Table 7** below.

**Table 7:** Recommended Range of D Values

Facility Type	FDOT D Values		
	Low	Average	High
Urban Arterial	50.80%	57.90%	67.10%

It is recommended that the average D value of 57.9% be used for all segments in the study area. In the AM peak hour, the peak direction is westbound for Neptune Road and northbound for side streets. In the PM peak hour, the peak direction is eastbound for Neptune Road and southbound for side streets. The only exception is Ames Haven Road, where the AM peak direction is southbound, and the PM peak direction is northbound.

#### 6.1.3 $T_{24}$ AND $T_f$ FACTORS

Truck percentages were calculated for both daily ( $T_{24}$ ) and peak hour ( $T_f$ ) conditions. Historical  $T_{24}$  values from count site 928063 of FDOT’s FTI 2017 are listed in **Table 8**. As presented in the table, the historical  $T_{24}$  values range from 4.1% to 5.8%, with an average value of 5.11%.

**Table 8:** Neptune Road Historical T<sub>24</sub> Values

YEAR	T <sub>24</sub> Factor
<b>SITE 92-8063</b>	
<b>NEPTUNE RD, E OF OLD CANOE CK RD</b>	
2011	5.4%
2012	5.8%
2013	5.3%
2014	5.0%
2015	4.4%
2016	5.8%
2017	4.1%
<b>Average:</b>	5.11%
<b>Minimum:</b>	4.10%
<b>Maximum:</b>	5.80%

As explained in the PTF Handbook, T<sub>f</sub> is estimated to equal at least half of T<sub>24</sub>. Historical T<sub>24</sub> values were used to calculate T<sub>f</sub> as shown in **Table 9** below.

**Table 9:** Neptune Road Historical T<sub>f</sub> Values

Measure	T <sub>f</sub> Factor
<b>Average:</b>	2.56%
<b>Minimum:</b>	2.05%
<b>Maximum:</b>	2.90%

The average truck factors of 5.11% for T<sub>24</sub> and 2.56% for T<sub>f</sub> were used in the analysis. This is consistent with the recommendation from the PTF Handbook that the T<sub>f</sub> value should be at least half of the T<sub>24</sub>.

#### 6.1.4 RECOMMENDED DESIGN TRAFFIC CHARACTERISTICS

The recommended design characteristics for this study are identified in **Table 10**. These are based on a review of historical and measured design traffic characteristics.

**Table 10:** Recommended Design Traffic Characteristics

ROADWAY SEGMENT	K Factor (PM)	AM Peak to Daily Factor	D Factor	T <sub>24</sub> Factor	T <sub>f</sub> Factor
Neptune Road	9.0%	7.0%	57.9%	5.1%	2.6%



## 6.2 NO BUILD AND BUILD ALTERNATIVES

### 6.2.1 NO BUILD ALTERNATIVE

The No Build traffic forecasts were developed assuming that Neptune Road would remain a 2-lane facility in the future. Roadway network changes associated with the intersection of Neptune Road and Cross Prairie Parkway are assumed to be in place. It is assumed that the intersection of Neptune Road and Sergeant Graham Drive/Commerce Center Drive will become signalized at some point between the Opening Year (2025) and Design Year (2045). No other adjustments to intersection geometry are anticipated for the No Build alternative.

### 6.2.2 BUILD ALTERNATIVE

The Build traffic forecasts were developed assuming that Neptune Road will be widened to a 4-lane facility in the future.

## 6.3 FUTURE TRAVEL DEMAND

As described in the methodology provided in **Appendix A**, historical growth, model growth, and population growth were evaluated and compared to determine the most appropriate method for projecting future traffic volumes.

## 6.4 RECOMMENDED FUTURE GROWTH RATE

Recommended future growth rates were applied to volumes developed for study area roadway segments. Future Build and No Build growth rates are shown in **Table 11**.

**Table 11: Growth Rates for No Build and Build Alternatives**

ROADWAY SEGMENT	CFRPM No-Build Growth Rate	CFRPM Build Growth Rate	Historical Trend Growth Rate	BEBR Growth Rate (Avg of Medium & High)	No Build Growth Rate To Use	Source	Build Growth Rate To Use	Source
<b>Mainline Characteristics</b>								
<b>Neptune Road</b>								
West of Partin Settlement Rd	1.90%	2.01%	4.08%	2.95%	2.0%	Blend of Model & Population Growth	2.0%	Blend of Model & Population Growth
Partin Settlement Rd to Cross Prairie Pkwy	0.44%	2.52%	3.56%	2.95%	1.0%		2.5%	
Cross Prairie Pkwy to Old Canoe Ck Rd	-0.46%	1.54%	3.56%	2.95%	1.0%		1.5%	
Old Canoe Ck Rd to US 192 (4-Lane)	-1.01%	1.35%	4.05%	2.95%	1.0%		1.0%	
East of US 192 (Brown Chapel Rd)	-0.62%	-0.88%	3.70%	2.95%	1.0%		1.0%	
<b>Side Street Characteristics</b>								
<b>Partin Settlement Road</b>								
Neptune Rd to US 192	5.70%	3.42%	2.68%	2.95%	5.0%	Blend of Model & Population	3.0%	BEBR
<b>Cross Prairie Parkway</b>								
South of Neptune Rd	n/a	n/a	n/a	2.95%	Use Model Volumes			
<b>Old Canoe Creek Road</b>								
US 192 to Neptune Rd	1.36%	0.58%	1.71%	2.95%	1.0%	Minumum	1.0%	Minumum
Neptune Rd to Kissimmee Park Rd	1.08%	1.43%	44.00%	2.95%	1.0%	Minumum	1.0%	Minumum
<b>US 192</b>								
Old Canoe Creek Rd to Neptune Rd	1.23%	0.82%	0.13%	2.95%	1.0%	Minumum	1.0%	Minumum
Neptune Rd to Columbia Ave	0.90%	1.08%	3.81%	2.95%	1.0%	Minimum	1.0%	Minimum

## 6.5 NO BUILD AND BUILD FUTURE AADT VOLUMES

Future AADT volumes were developed by applying the selected annual growth rate to the actual volumes that were counted in 2018. The resulting AADT volumes for each of the analysis years are included in **Table 12** and illustrated in **Exhibit 9** for Year 2025 and **Exhibit 10** for Year 2045.

**Table 12: No Build and Build Future AADT Volumes**

ROADWAY SEGMENT	2018 AADT	No Build		Build	
		2025 AADT	2045 AADT	2025 AADT	2045 AADT
<b>Mainline Characteristics</b>					
<b>Neptune Road</b>					
West of Partin Settlement Rd	35,000	39,000	53,000	39,000	53,000
Partin Settlement Rd to Cross Prairie Pkwy	25,000	27,000	32,000	29,000	42,000
Cross Prairie Pkwy to Old Canoe Ck Rd	24,000	26,000	31,000	27,000	34,000
Old Canoe Ck Rd to US 192 (4-Lane)	11,000	12,000	14,000	12,000	14,000
Old Canoe Ck Rd to US 192 (5-Lane)	11,000	n/a	n/a	12,000	14,000
Brown Chapel Road	4,200	4,500	5,300	4,500	5,300
<b>Side Street Characteristics</b>					
<b>Partin Settlement Road</b>					
Neptune Rd to US 192	13,000	18,000	31,000	16,000	24,000
<b>Cross Prairie Parkway</b>					
South of Neptune Rd	3,600	22,000	44,000	20,500	41,000
<b>Henry Partin Road</b>					
South of Neptune Rd	800	860	1,000	860	1,000
<b>Henry Partin Road</b>					
North of Neptune Rd	1,500	1,600	1,900	1,600	1,900
<b>Tohoqua Blvd/Middle School</b>					
North of Neptune Rd	2,900	2,900	3,100	2,900	3,100
South of Neptune Rd	100	8,100	31,000	8,100	31,000
<b>Commerce Center Drive</b>					
North of Neptune Rd	5,000	5,400	6,400	5,400	6,400
<b>Old Canoe Creek Road</b>					
US 192 to Neptune Rd	19,000	20,000	24,000	20,000	24,000
Neptune Rd to Kissimmee Park Rd	31,000	33,000	39,000	33,000	39,000
<b>US 192</b>					
Old Canoe Creek Rd to Neptune Rd	36,000	39,000	46,000	39,000	46,000
Neptune Rd to Columbia Ave	41,000	44,000	52,000	44,000	52,000



**Exhibit 9: Future (2025) AADT Volumes**  
 Neptune Road PD&E PTAR



**Exhibit 10: Future (2045) AADT Volumes**  
 Neptune Road PD&E PTAR

## 6.6 INTERSECTION DESIGN HOUR VOLUMES

Future intersection design hour volumes (DHV) for Year 2025 and Year 2045 were developed using TURNS5. Manual adjustments were conducted using engineering judgment to better reflect existing travel demand and patterns. **Exhibits 11 and 12** illustrate the No Build alternative AM and PM peak hour turning movement volumes for Opening Year 2025. **Exhibits 13 and 14** illustrate the same for Design Year 2045.

Future driveway changes at Neptune Middle School are assumed to be in place in the analysis of Opening Year (2025) and Design Year (2045) conditions. The changes to the driveways are as follows:

- Bus access will be relocated to Ames Haven Road.
- The existing parking lot on the east side of the school will no longer have direct access to Neptune Road. Access to this lot from Neptune Road will be via the former bus loop, which will connect to Neptune Road as the northern leg of the intersection with Tohoqua Boulevard.

The changes to the school access points were considered in the analysis as follows:

- Bus traffic that was counted at the Tohoqua Boulevard intersection was re-assigned to the Ames Haven Road intersection.
- Additional traffic counts were conducted at the eastern access driveway. The counts were seasonally adjusted using the Osceola County seasonal factor.
- Vehicles to and from the eastern access driveway were re-assigned to the Tohoqua Boulevard intersection.

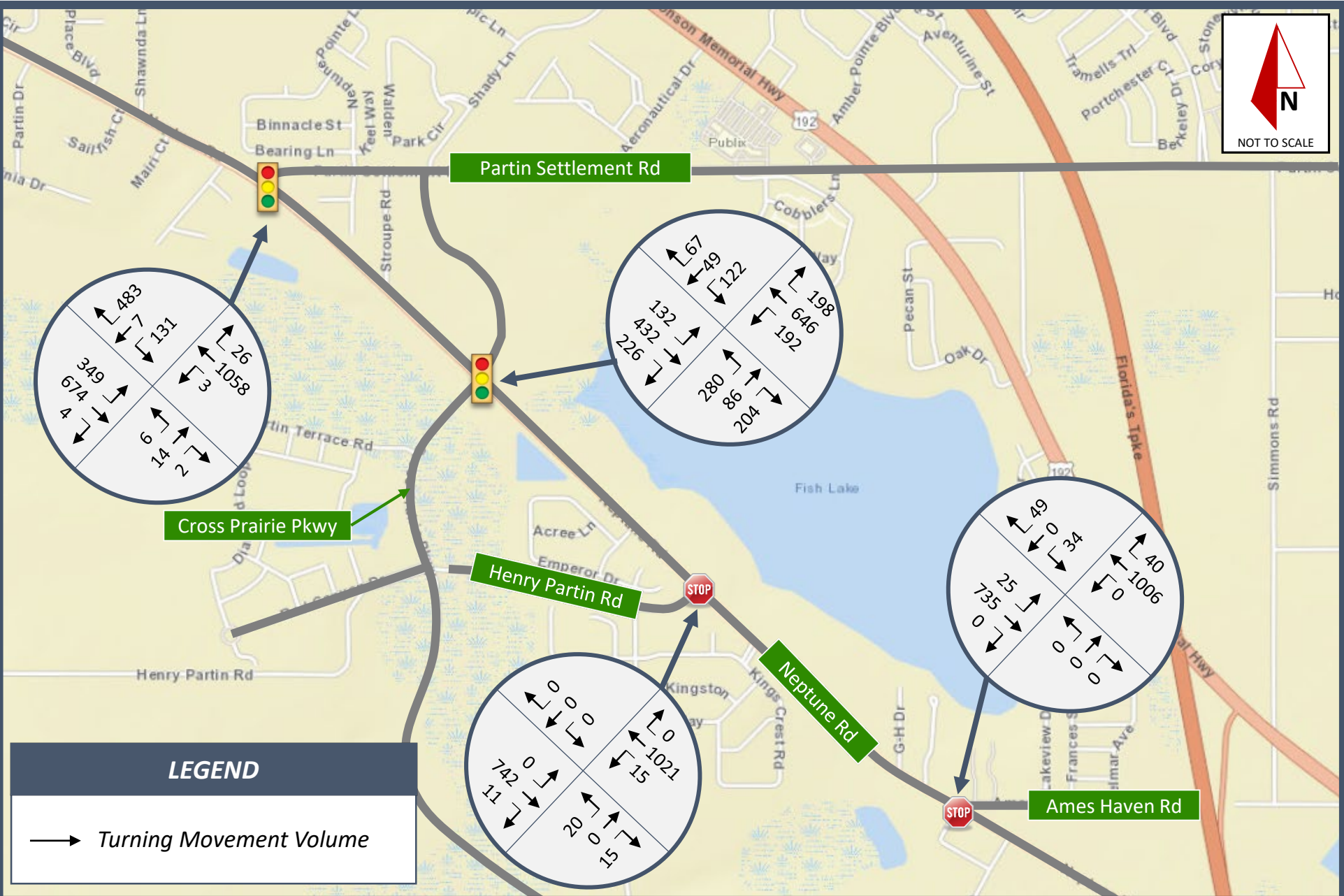
Volumes for the south leg of Tohoqua Boulevard are based on trip generation calculations for the future development that is anticipated to occur along Tohoqua Boulevard. The trip generation summary and internal capture calculations are shown in **Table 13**. The Year 2045 calculations were rounded to 31,000 vehicles per day. For year 2025, the trip generation estimates were interpolated linearly and then rounded to 8,100 vehicles per day.

**Table 13:** Trip Generation for Tohoqua

Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate <sup>1</sup>	Daily Trip Generation
Single-Family Detached Housing	210	1,000	DU	9.00	9,000
Multifamily Housing (Low-Rise)	220	2,220	DU	7.50	16,650
All Suites Hotel	311	300	DU	4.80	1,440
Church	560	30	SF	6.95	209
Shopping Center	820	150	SF	52.80	7,920
Total Generated Trips					35,219
Internal Capture =	6.7%				2,360
Net External Trips					32,859
Pass by Trips <sup>2</sup> =	34.0%	of external retail trips			2,171
<b>Net New External Trips</b>					<b>30,688</b>

Note: 1. Vehicle trip rate per ITE Trip Generation, 10th Edition

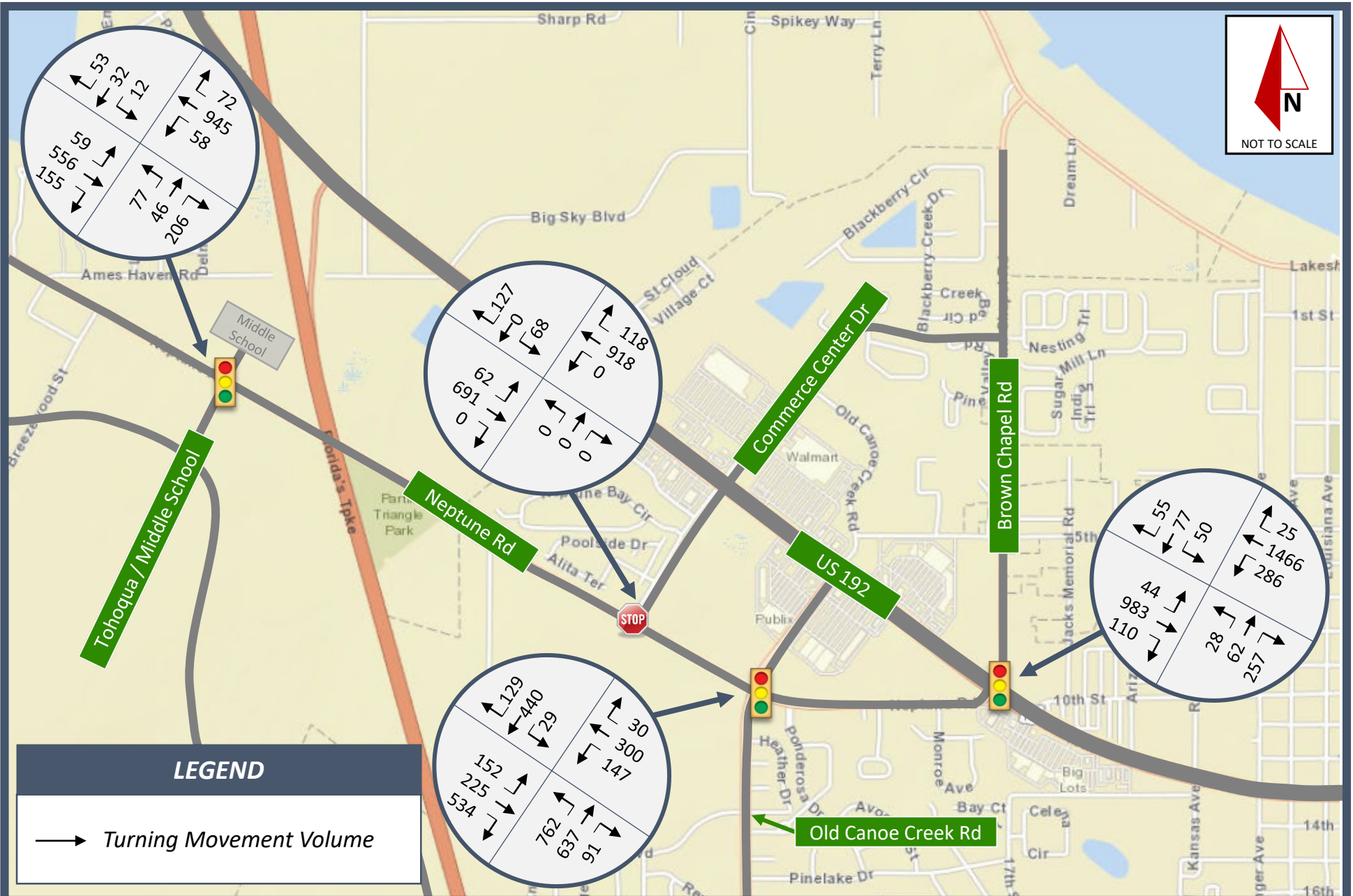
2. Pass-by reduction of 34% for LUC 820-Shopping Center per ITE Trip Generation Handbook, 10th



**LEGEND**

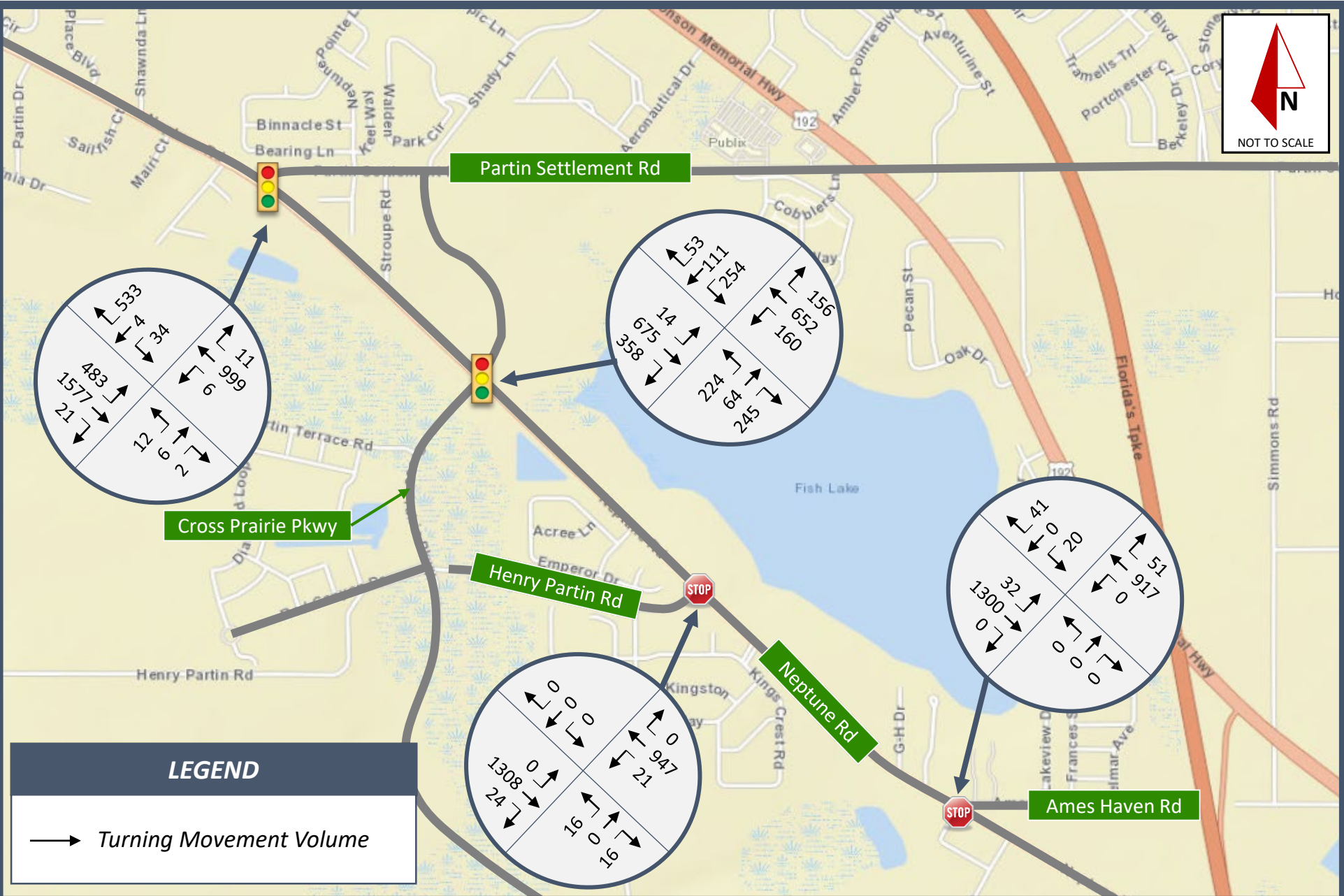
→ Turning Movement Volume

**Exhibit 11A: No Build (2025) Turning Movement Volumes – AM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 11B: No Build (2025) Turning Movement Volumes – AM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR

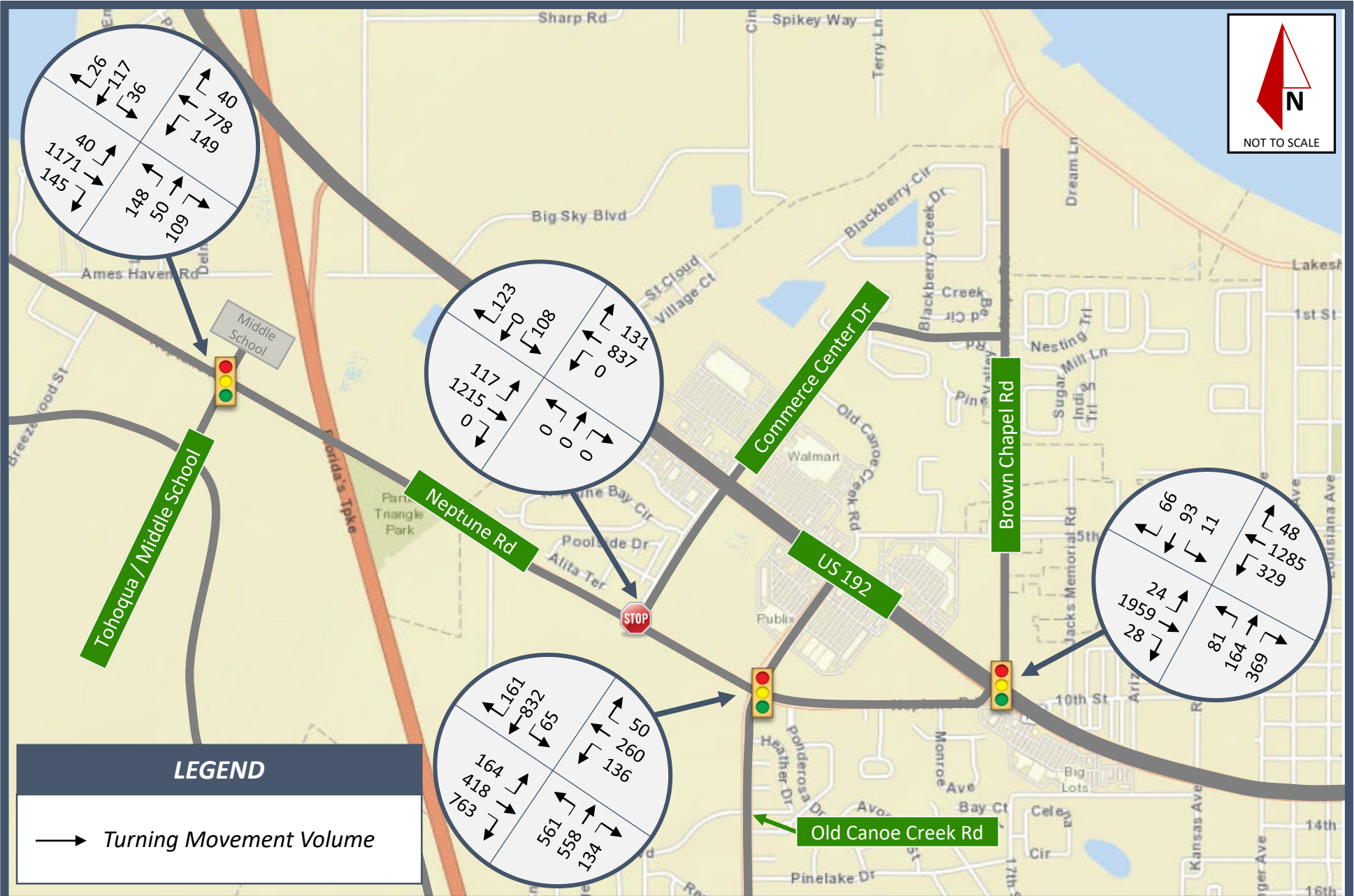




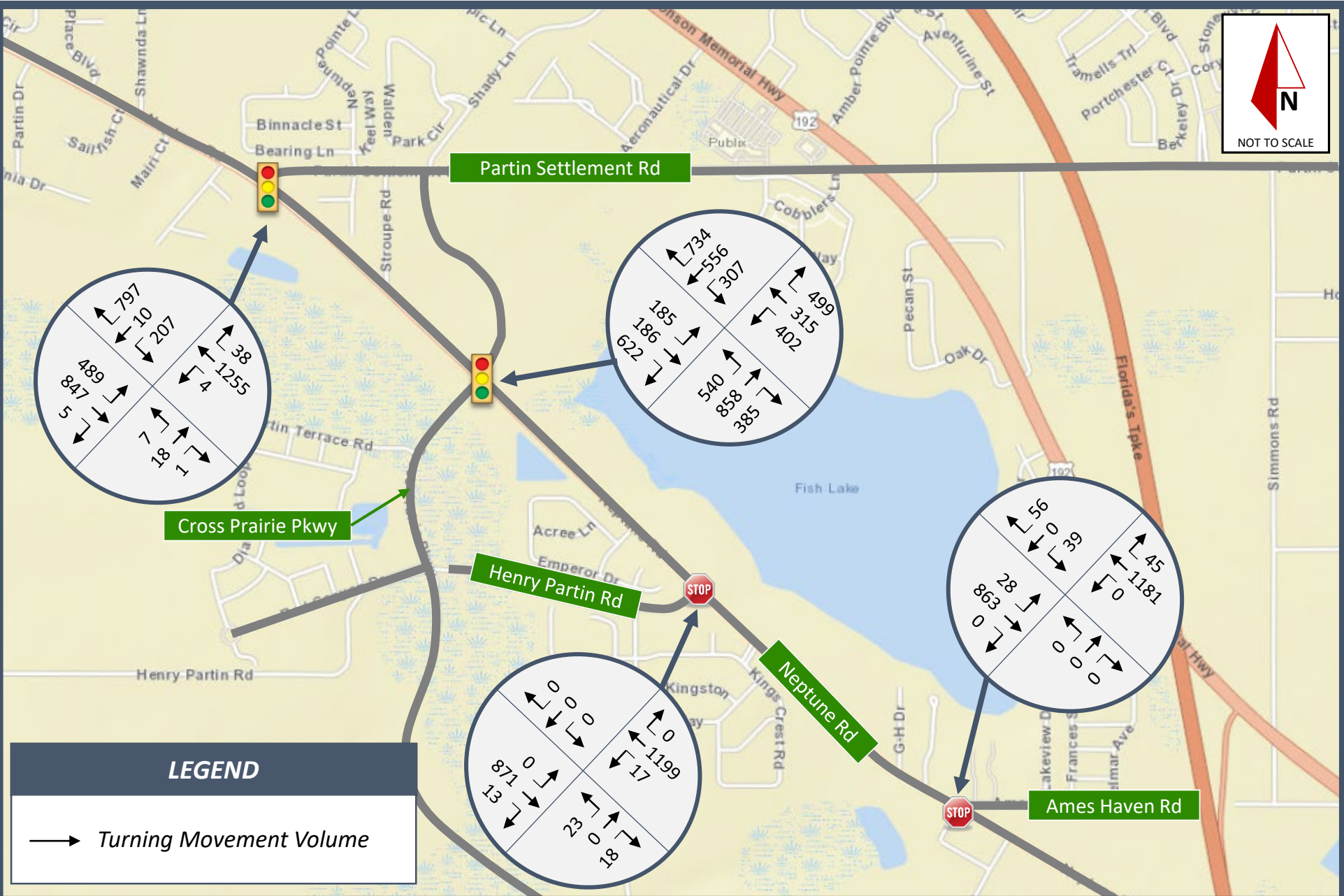
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→ Turning Movement Volume

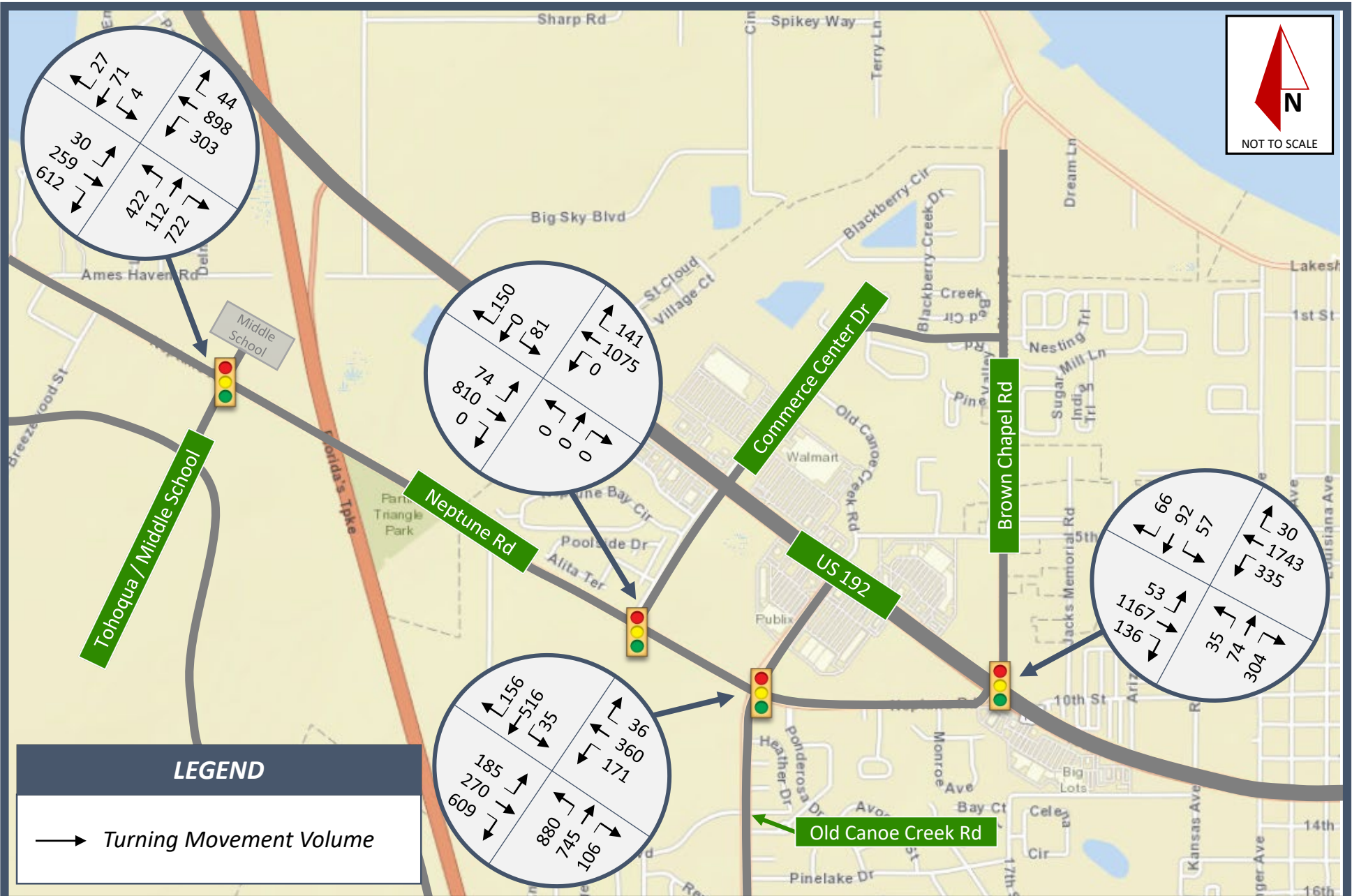
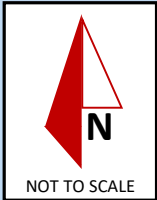
**Exhibit 12A: No Build (2025) Turning Movement Volumes – PM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



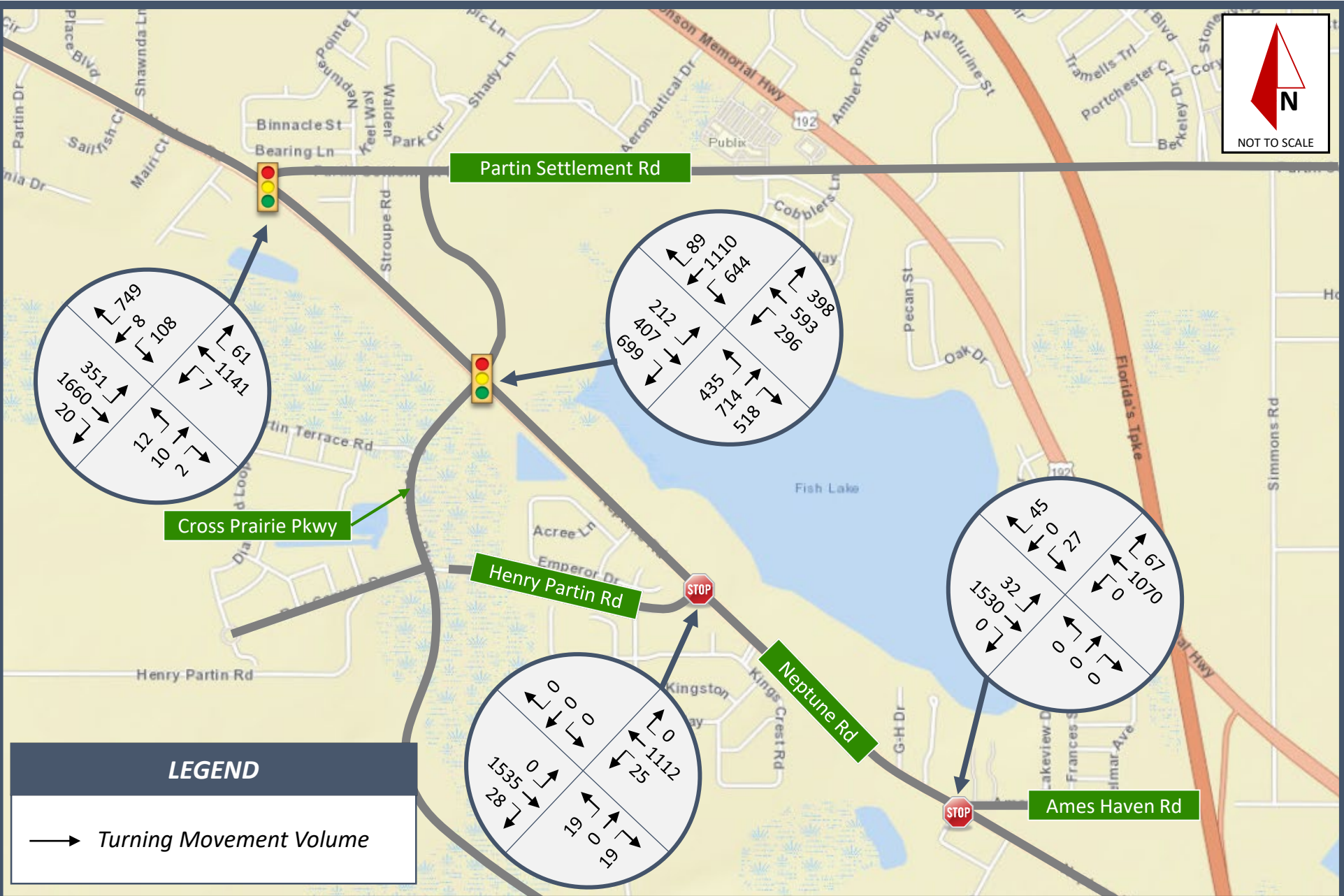
**Exhibit 12B: No Build (2025) Turning Movement Volumes – PM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 13A: No Build (2045) Turning Movement Volumes – AM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



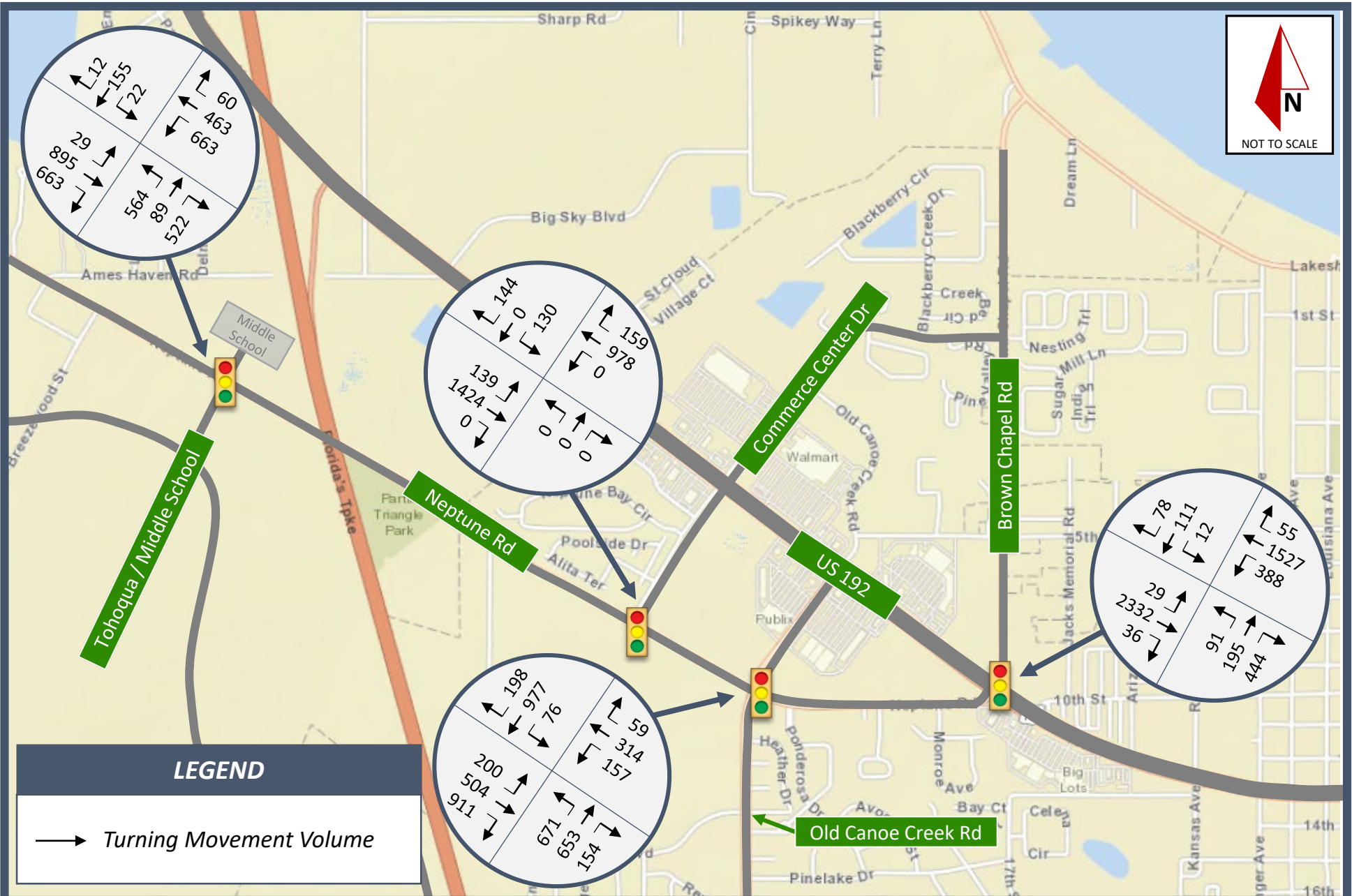
**Exhibit 13B: No Build (2045) Turning Movement Volumes – AM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



**LEGEND**

→ Turning Movement Volume

**Exhibit 14A: No Build (2045) Turning Movement Volumes – PM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 14B: No Build (2045) Turning Movement Volumes – PM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR

## 7.0 ALTERNATIVES ANALYSIS

An analysis of future conditions was conducted for No Build and Build conditions for the Opening Year (2025) and Design Year (2045). Build conditions consist of widening Neptune Road to a 4-lane facility. Operating conditions for the arterial and for intersections were calculated using Synchro software.

### 7.1 NO BUILD ALTERNATIVE OPERATIONAL ANALYSIS

#### 7.1.1 GEOMETRY – NO BUILD ALTERNATIVE

The No Build alternative geometry for Neptune Road is consistent with the existing geometry for study area roadway segments, consisting of a 2-lane road. Neptune Road widens to a 4-lane facility approaching the intersection with Old Canoe Creek Road. It is assumed that the intersection with Sergeant Graham Drive/Commerce Center Drive will be signalized by Year 2045.

The No Build alternative geometry is illustrated in **Exhibit 2**.

#### 7.1.2 FUTURE ARTERIAL PERFORMANCE MEASURES – NO BUILD ALTERNATIVE

Under No Build conditions, Neptune Road is anticipated to remain a 2-lane facility. Therefore, it is anticipated that it will have the same generalized peak hour directional service volumes as the existing condition. **Table 14** shows the anticipated directional design hour volumes for each analysis year. Arterial performance measures of speed and level-of-service, based on Synchro outputs, are shown in **Table 15**.

**Table 14:** Future Roadway Analysis Summary – No Build Alternative

ROADWAY SEGMENT	No Build AADT	Standard "K" Factor	Assigned "D" Factor	Directional Design Hour Volumes (DDHV)
<b>EXISTING YEAR - 2018</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	25,000	9.0%	57.9%	1,303
Cross Prairie Pkwy to Old Canoe Ck Rd	24,000	9.0%	57.9%	1,251
Old Canoe Ck Rd to US 192 (4-Lane)	11,000	9.0%	57.9%	573
<b>OPENING YEAR - 2025</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	27,000	9.0%	57.9%	1,400
Cross Prairie Pkwy to Old Canoe Ck Rd	26,000	9.0%	57.9%	1,400
Old Canoe Creek Road to US 192	12,000	9.0%	57.9%	630
<b>DESIGN YEAR - 2045</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	32,000	9.0%	57.9%	1,700
Cross Prairie Pkwy to Old Canoe Ck Rd	31,000	9.0%	57.9%	1,600
Old Canoe Creek Road to US 192	14,000	9.0%	57.9%	730

**Table 15: Arterial Performance Measures, No-Build Alternative**

Year / Time Period	No-Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
AM Peak Hour				
2018	31	33	C	C
2025	26	24	D	D
2045	23	22	D	D
PM Peak Hour				
2018	28	32	C	C
2025	27	30	D	C
2045	17	19	E	E

As shown in **Table 15**, the operating speeds and resulting arterial level of service are anticipated to decrease over time.

### 7.1.3 INTERSECTION OPERATIONAL ANALYSIS – NO BUILD ALTERNATIVE

Intersection analyses were conducted for AM and PM peak hour conditions for both analysis years. Volumes from the TURNS5 analysis were analyzed with existing geometry. The results of the analyses are summarized in **Table 16**. The intersection analysis assumes that signal timing changes will be made in future years. The Synchro analysis outputs are included in **Appendix F**.

As shown in the table, several study area intersections are anticipated to have V/C ratios that exceed 1.0 by a large margin, indicating significant congestion.



**Table 16:** Future Intersection Summary – No Build Alternative

No Build Study Intersection and Scenario	Opening Year 2025				Design Year 2045			
	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.
<b>AM Peak-Hour</b>								
<b>Signalized Intersections</b>								
Partin Settlement Rd	50.2	D	0.94	EBL	108.5	F	1.27	EBL
Cross Prairie Pkwy	46.5	D	0.93	WBT	163.2	F	1.63	SBT
Tohoqua / Neptune Middle	62.6	E	1.05	WBT	103.6	F	1.52	NBT
Commerce Center Dr	-	-	-	-	11.8	B	0.75	WBT
Old Canoe Creek Rd	117.7	F	1.74	NBL	152.7	F	1.98	NBL
US 192	27.5	C	0.66	NBL	36.5	D	0.82	NBL
<b>Unsignalized Intersections</b>								
<i>Results are for sidestreet</i>								
Henry Partin Rd	78.1	F	0.31	NBL	176.4	F	0.60	NBL
Ames Haven Rd	171.2	F	0.98	SBL	>300	F	1.84	SBL
Commerce Center Dr	225.8	F	1.06	SBL	-	-	-	-
<b>PM Peak-Hour</b>								
<b>Signalized Intersections</b>								
Partin Settlement Rd	41.5	D	0.93	EBL	64.8	E	1.19	SBR
Cross Prairie Pkwy	36.8	D	1.06	SBL	172.5	F	1.61	SBL
Tohoqua / Neptune Middle	52.2	D	1.10	NBL	177.7	F	1.56	NBL
Old Canoe Creek Rd	96.6	F	1.28	NBL	177.5	F	1.83	NBL
US 192	104.3	F	1.32	SBT	91.7	F	1.25	SBT
<b>Unsignalized Intersections</b>								
<i>Results are for sidestreet</i>								
Henry Partin Rd	231.1	F	0.58	NBL	>300	F	1.29	NBL
Ames Haven Rd	263.0	F	1.10	SBL	>300	F	9.78	SBL
Commerce Center Dr	>300	F	4.52	SBL	-	-	-	-

## 7.2 BUILD ALTERNATIVE OPERATIONAL ANALYSIS

### 7.2.1 GEOMETRY – BUILD ALTERNATIVE

The analysis of the Build alternative assumes that Neptune Road will be widened to a 4-lane divided facility. The Build alternative geometry is consistent for both opening and design analysis years. The Build geometry is illustrated in **Exhibit 15**.

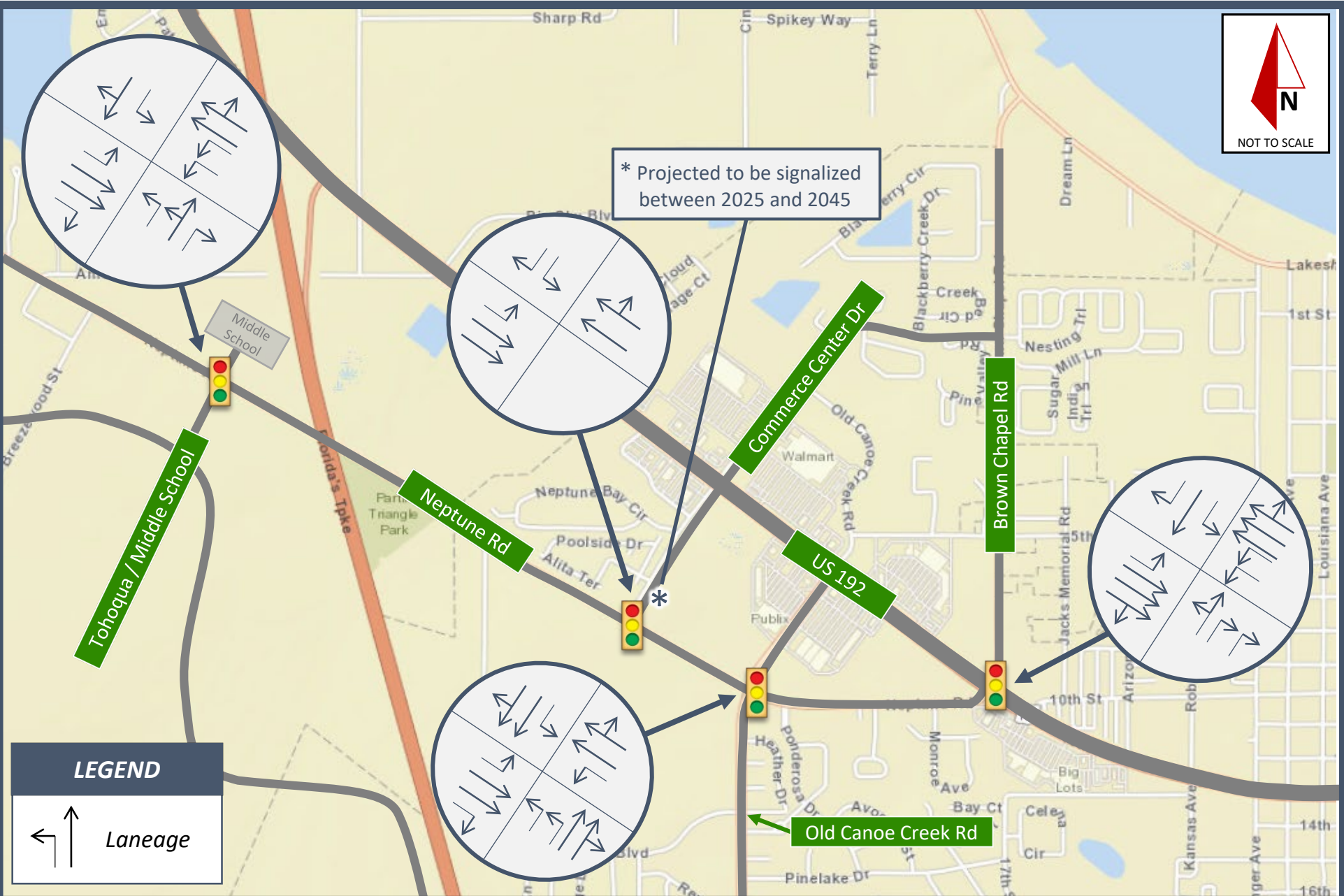
The section between Old Canoe Creek Road and US 192 was evaluated as a 4-lane undivided facility and as a 5-lane facility (two lanes per direction with a two-way left-turn lane).



**LEGEND**

← ↑ Laneage

**Exhibit 15A: Build Intersection Geometry (1 of 2)**  
Neptune Road PD&E PTAR



**Exhibit 15B: Build Intersection Geometry (2 of 2)**  
Neptune Road PD&E PTAR

## 7.2.2 FUTURE ARTERIAL CAPACITY ANALYSIS – BUILD ALTERNATIVE

Under Build conditions, Neptune Road is anticipated to be widened to a 4-lane urban facility. The section from Old Canoe Creek Road to US 192 was considered as either a 4-lane undivided facility or as a 5-lane facility.

**Table 17** shows the anticipated directional design hour volumes for each analysis year. Arterial performance measures of speed and level-of-service, based on Synchro outputs, are shown in **Table 18**.

Operating conditions under the Build scenario represent a major improvement over the No Build alternative.

**Table 17: Future Roadway Analysis Summary – Build Alternative**

ROADWAY SEGMENT	Build AADT	Standard "K" Factor	Assigned "D" Factor	Directional Design Hour Volumes (DDHV)
<b>EXISTING YEAR - 2018</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	25,000	9.0%	57.9%	1,303
Cross Prairie Pkwy to Old Canoe Ck Rd	24,000	9.0%	57.9%	1,251
Old Canoe Creek Rd to US 192	11,000	9.0%	57.9%	573
<b>OPENING YEAR - 2025</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	29,000	9.0%	57.9%	1,500
Cross Prairie Pkwy to Old Canoe Ck Rd	27,000	9.0%	57.9%	1,400
Old Canoe Ck Rd to US 192 (4-Lane)	12,000	9.0%	57.9%	630
Old Canoe Ck Rd to US 192 (5-Lane)	12,000	9.0%	57.9%	630
<b>DESIGN YEAR - 2045</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	42,000	9.0%	57.9%	2,200
Cross Prairie Pkwy to Old Canoe Ck Rd	34,000	9.0%	57.9%	1,800
Old Canoe Ck Rd to US 192 (4-Lane)	14,000	9.0%	57.9%	730
Old Canoe Ck Rd to US 192 (5-Lane)	14,000	9.0%	57.9%	730

**Table 18:** Arterial Performance Measures, Build Alternative

Year / Time Period	Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
<b>AM Peak Hour</b>				
2018	--	--	--	--
2025	27	27	C	C
2045	26	21	C	C
<b>PM Peak Hour</b>				
2018	--	--	--	--
2025	25	28	C	C
2045	21	22	D	C

### 7.2.3 INTERSECTION OPERATIONAL ANALYSIS – BUILD ALTERNATIVE

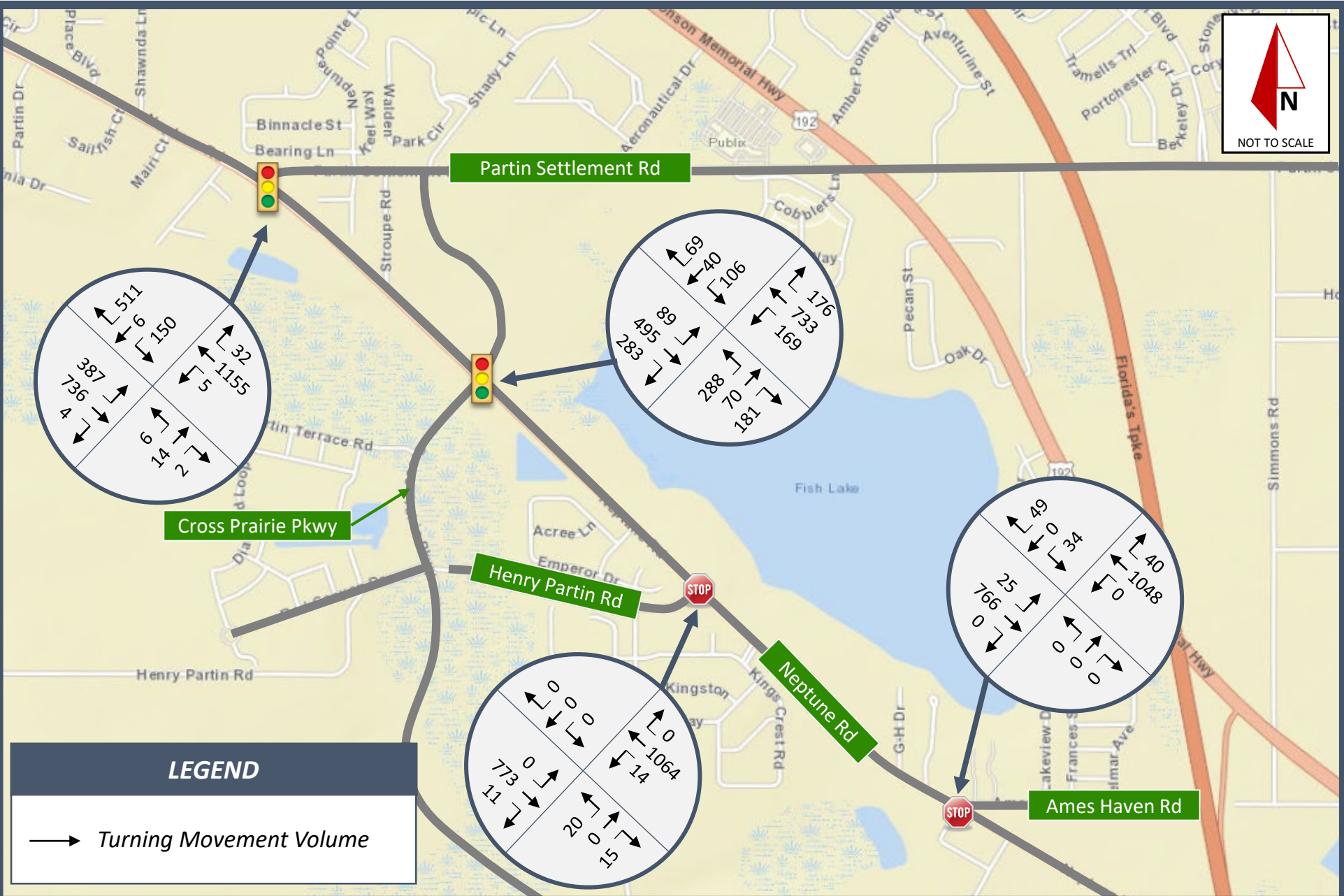
Intersection analyses were conducted for AM and PM peak hour conditions for both analysis years with Build alternative geometry, as illustrated in **Exhibit 15**. Dual left turn lanes are recommended for locations with 300 or more projected peak hour left turns. Thus, dual left turn lanes are recommended for some, or all, approaches at the intersection of Neptune Road with Cross Prairie Parkway, Tohoqua/Neptune Middle School, and US 192. While the projected eastbound left turns at Cross Prairie Parkway are less than 300 in the peak hour, dual lefts are recommended at this location to accommodate the rerouting of lefts at Partin Settlement Road to this location (the projected eastbound lefts at Partin Settlement are greater than 300 with a single left turn lane). Signal retiming improvements are assumed to be in place for both future years. The results of the analyses are summarized in **Table 19**. The Synchro analysis outputs are included in **Appendix F**.

As shown in **Table 19** below, all intersections are expected to operate within their capacity in the Opening Year, with exception to the unsignalized intersection at Commerce Center Drive and the intersection at US 192. In the Design Year, several intersections are projected to experience V/C ratios that exceed 1.0. While the intersections are anticipated to have V/C ratios over 1.0, the signalized locations show major improvements over the No Build alternative.

**Table 19: Future Intersection Summary – Build Alternative**

Build	Opening Year 2025				Design Year 2045				
	Study Intersection and Scenario	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.
<b>AM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	51.0	D	0.98	EBL	115.0	F	1.29	WBT	
Cross Prairie Pkwy	49.4	D	0.75	NBL	58.3	E	0.84	SBL	
Tohoqua / Neptune Middle	39.2	D	0.73	EBL	45.5	D	0.94	NBR	
Commerce Center Dr	-	-	-	-	7.4	A	0.64	SBL	
Old Canoe Creek Rd	49.8	D	0.88	NBL	61.4	E	1.01	SBT	
US 192	22.9	C	0.66	EBT	31.3	C	0.78	NBL	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	41.9	E	0.18	NBL	95.6	F	0.40	NBL	
Ames Haven Rd	137.7	F	0.63	SBL	>300	F	1.84	SBL	
Commerce Center Dr	166.3	F	0.91	SBL	-	-	-	-	
<b>PM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	28.9	C	0.94	SBR	93.6	F	1.18	SBR	
Cross Prairie Pkwy	44.3	D	0.83	EBT	103.1	F	1.19	WBL	
Henry Partin Rd	1.1	A	0.40	NBL	4.0	A	1.21	NBL	
Ames Haven Rd	1.2	A	0.36	SBL	4.0	A	1.01	SBL	
Tohoqua / Neptune Middle	59.5	E	0.89	NBT	81.6	F	1.10	SBT	
Commerce Center Dr	-	-	-	-	30.6	C	0.73	SBL	
Old Canoe Creek Rd	87.3	F	1.07	SBT	139.9	F	1.57	NBL	
US 192	47.2	D	0.98	SBT	120.6	F	1.40	SBT	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	132.6	F	0.40	NBL	>300	F	1.21	NBL	
Ames Haven Rd	95.8	F	0.36	SBL	>300	F	1.01	SBL	
Commerce Center Dr	>300	F	2.67	SBL	-	-	-	-	

**Exhibits 16 and 17** illustrate the Build alternative AM and PM peak hour turning movement volumes for Opening Year 2025. **Exhibits 18 and 19** illustrate the same for Design Year 2045.

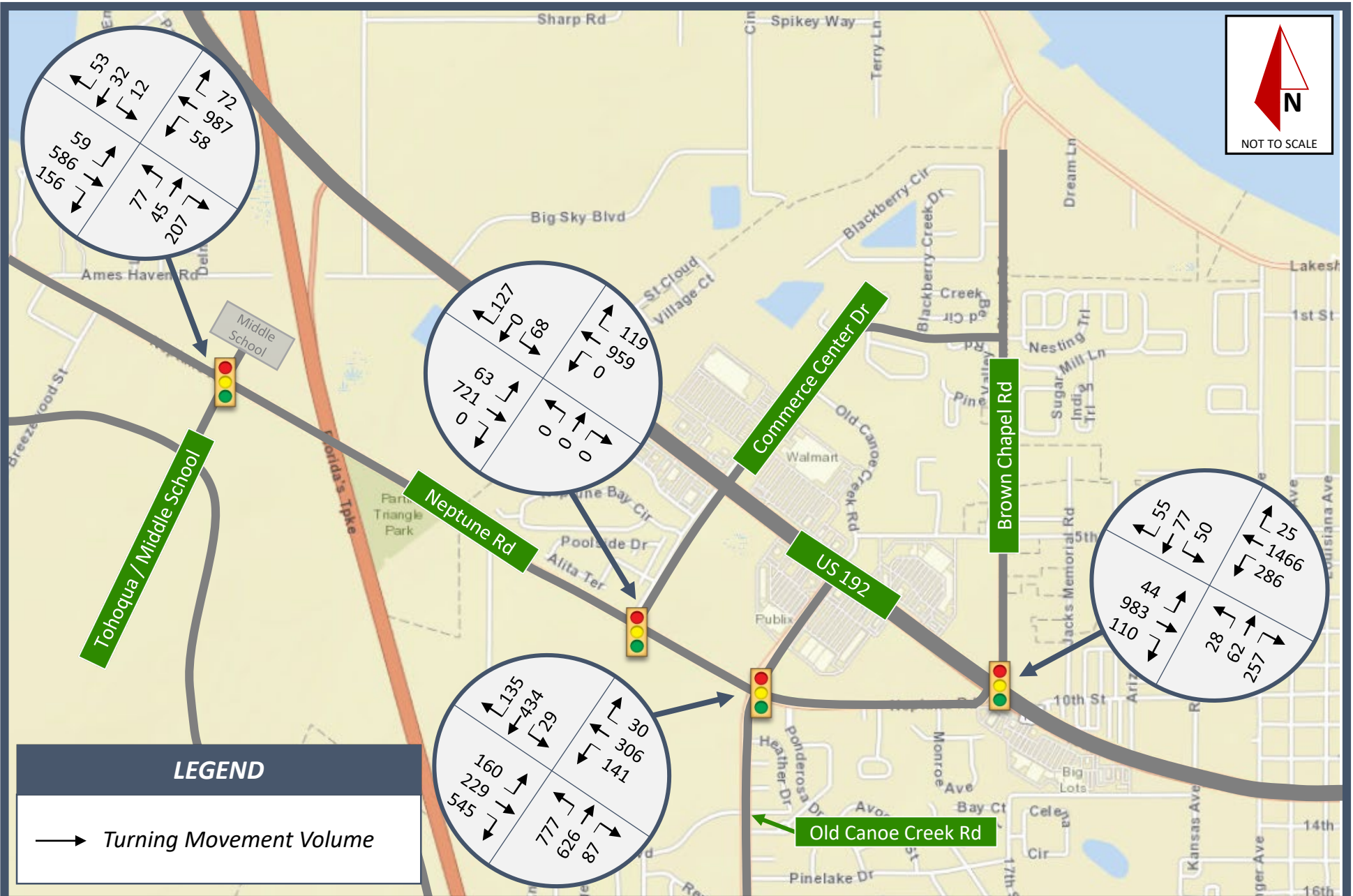


**LEGEND**

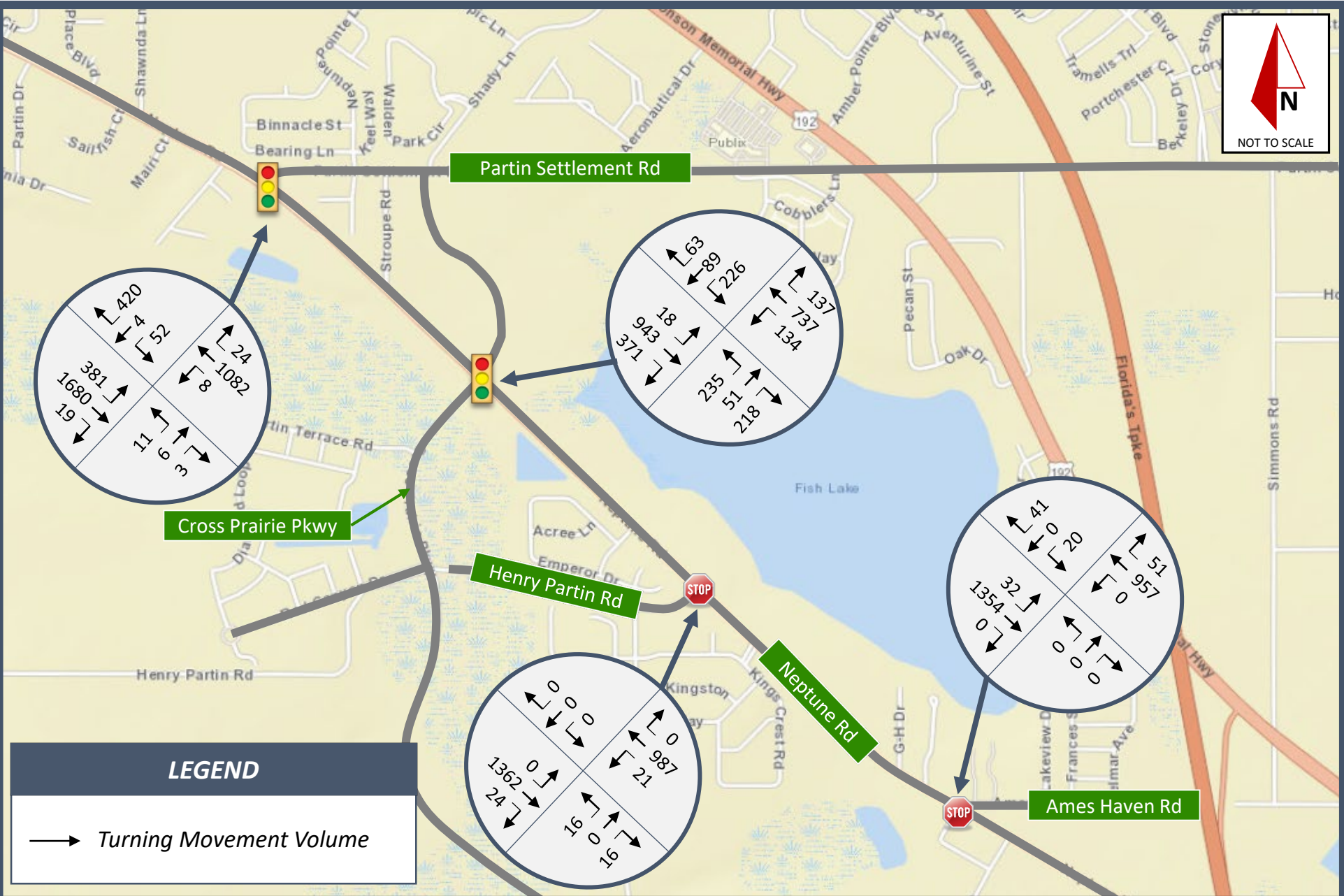
→ Turning Movement Volume

**Exhibit 16A: Build (2025) Turning Movement Volumes – AM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR





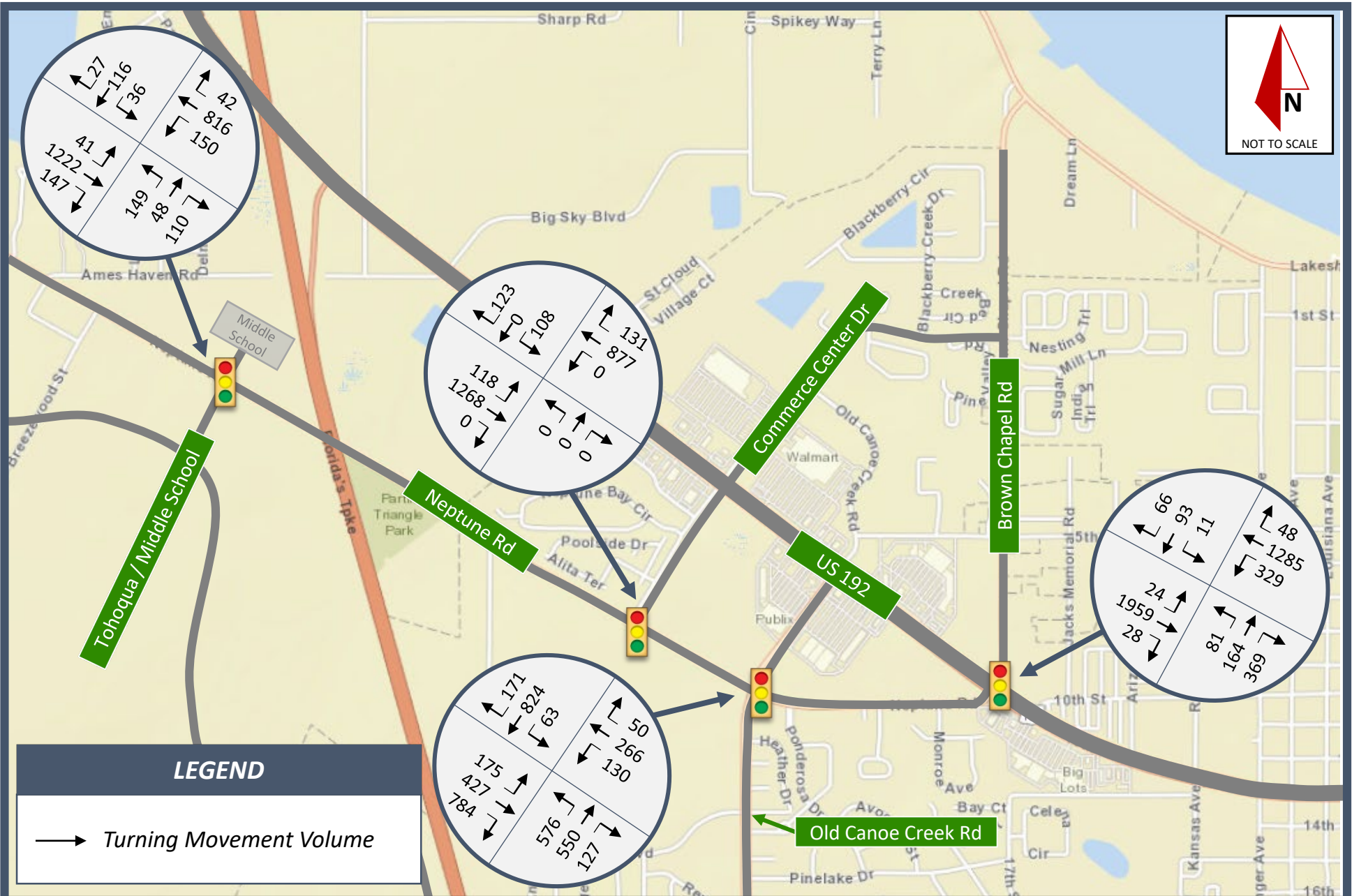
**Exhibit 16B: Build (2025) Turning Movement Volumes – AM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



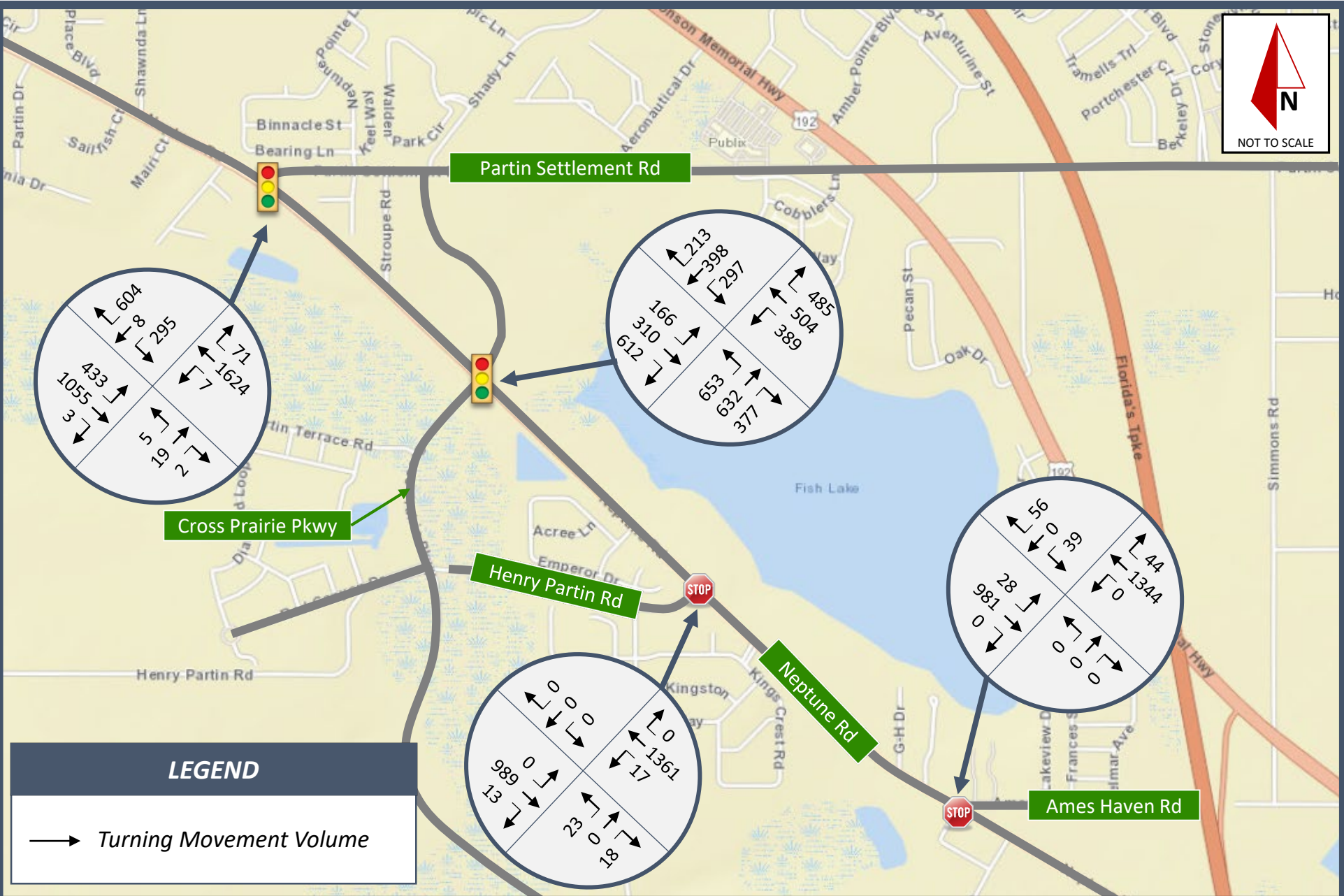
**LEGEND**

→ Turning Movement Volume

**Exhibit 17A: Build (2025) Turning Movement Volumes – PM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



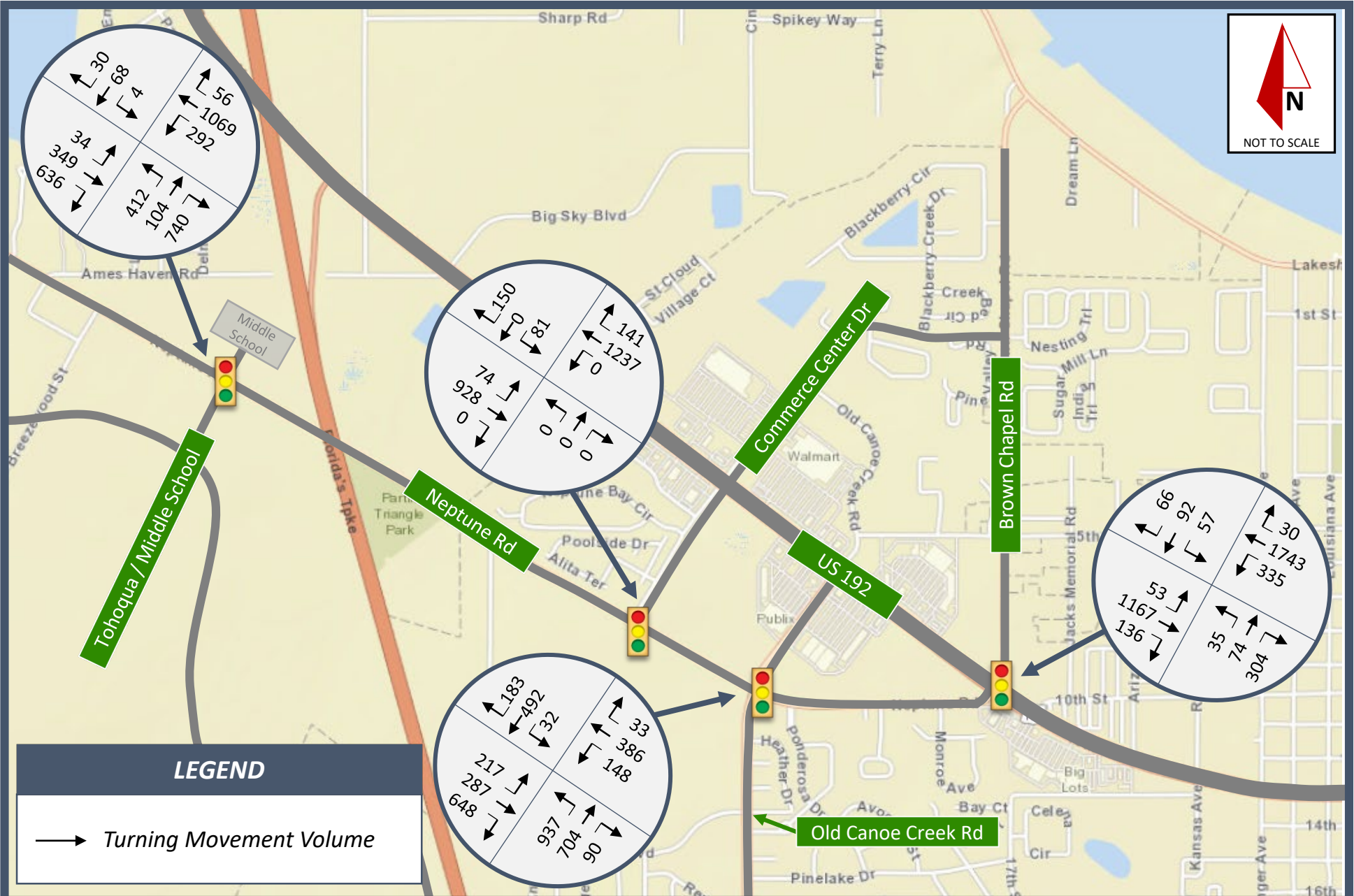
**Exhibit 17B: Build (2025) Turning Movement Volumes – PM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



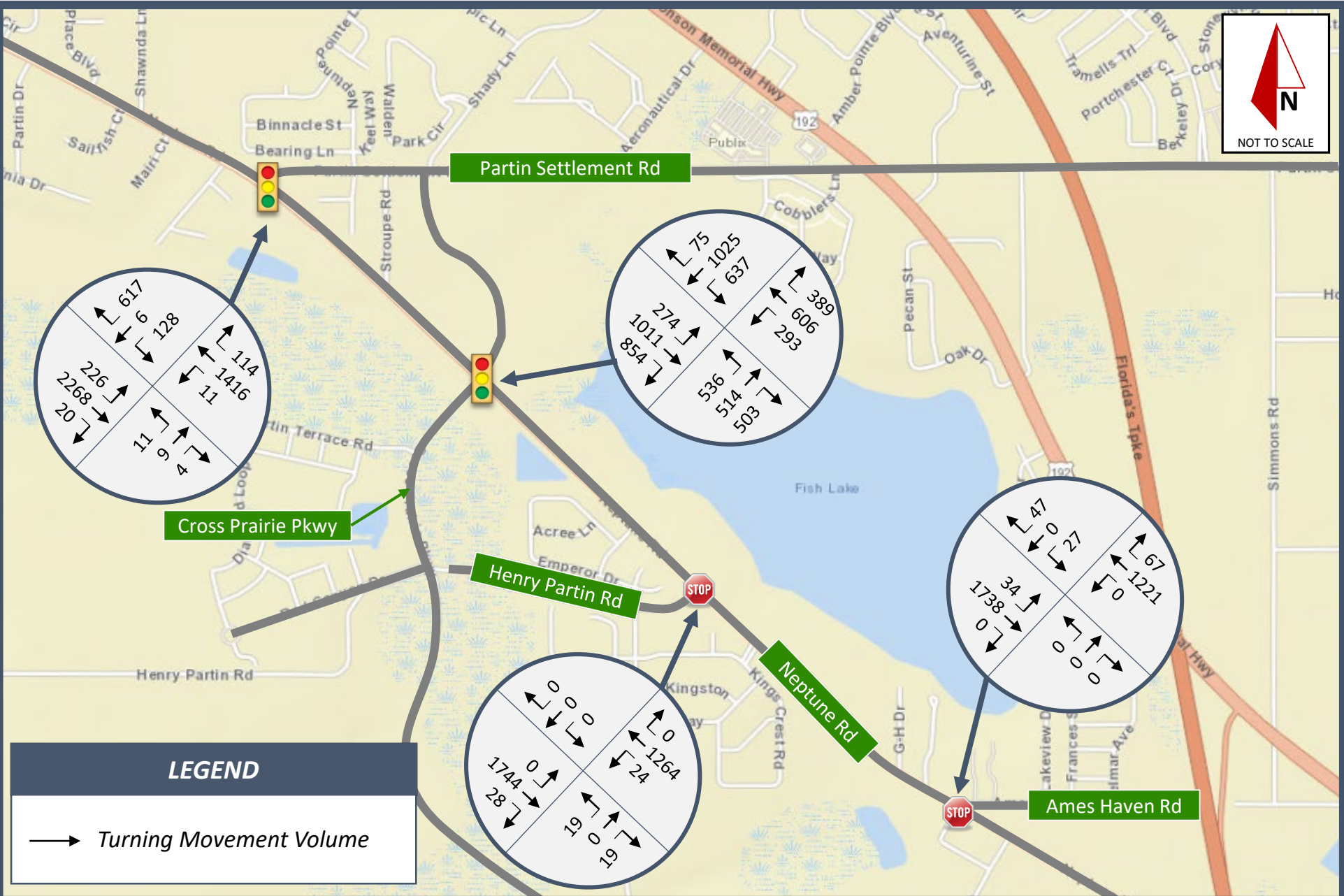
**LEGEND**

→ Turning Movement Volume

**Exhibit 18A: Build (2045) Turning Movement Volumes – AM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



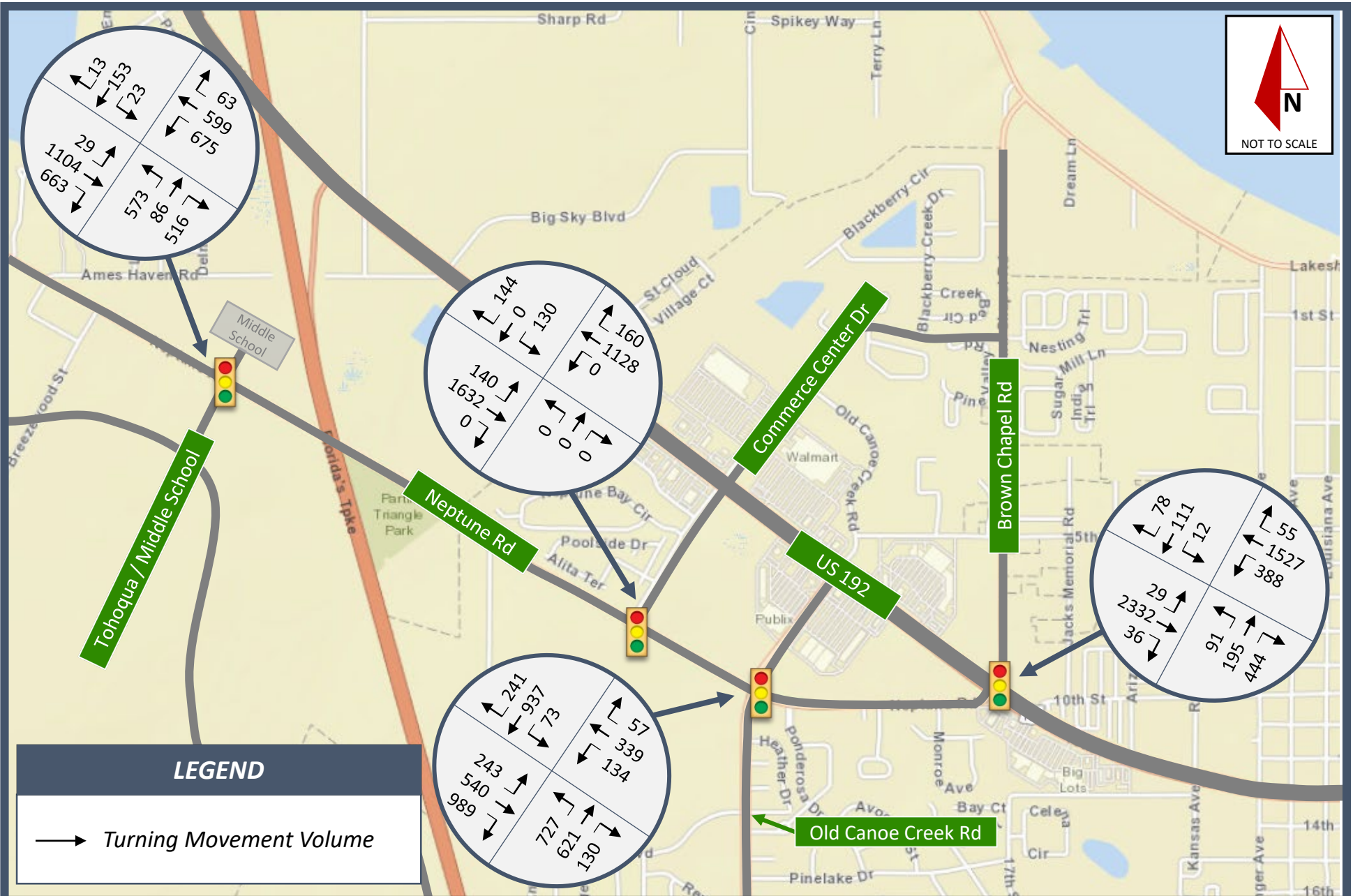
**Exhibit 18B: Build (2045) Turning Movement Volumes – AM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR



**LEGEND**

→ Turning Movement Volume

**Exhibit 19A: Build (2045) Turning Movement Volumes – PM Peak Hour (1 of 2)**  
 Neptune Road PD&E PTAR



**Exhibit 19B: Build (2045) Turning Movement Volumes – PM Peak Hour (2 of 2)**  
 Neptune Road PD&E PTAR

### 7.3 CRASH EXPECTANCY

Converting a two-lane, undivided roadway to a four-lane, divided roadway is desirable from a safety perspective because the configuration separates opposing traffic, provides a larger recovery area for out-of-control vehicles, allows space for speed-change lanes, and provides storage of left-turning and U-turning vehicles. Since pedestrians and bicyclists are more susceptible to injury than vehicle occupants when involved in a crash, they are considered vulnerable roadway users. The sidewalks, bicycle lanes, and shared use paths included in this project further separate pedestrians and bicyclists from vehicular traffic.

Providing sidewalks and shared use paths is likely to reduce pedestrian crashes that occur when a motor vehicle strikes a pedestrian walking along a roadway, which more often occur during dark conditions on roadways without sidewalks or shared use paths. Providing dedicated bicycle lanes is likely to reduce bicycle-vehicle crashes, as well as total crashes on roadway segments. Pavement markings on the sides of a roadway better delineate travel lanes and bicycle lanes and appear to reduce erratic maneuvers by both drivers and bicyclists. Dedicated bicycle lanes also lead to higher levels of comfort for both bicyclists and motorists.

The Federal Highway Administration (FHWA) Crash Modification Factors Clearinghouse website was reviewed to determine expected impacts to historical crash trends when implementing the roadway improvements considered in this project. A crash modification factor (CMF) is an estimated proportion of crashes remaining after implementation of a given countermeasure. A CMF less than one equals an expected reduction in crash frequency. CMFs are rated with a star quality rating that indicates the quality or confidence in the results of the studies producing the CMFs. Star ratings are assigned on a scale of one star to five stars, with five stars indicating the highest and most reliable rating. CMFs with a star rating of less than three were not included in this analysis. The Clearinghouse lists the following CMFs relevant to this project:

- CMF ID 4103: 0.410 CMF for injury-severity vehicle/bicycle crashes for installation of cycle tracks or bicycle lanes, separated from motor vehicle traffic (3-star rating)
- CMF ID 7566: 0.341 CMF for all crashes for conversion of urban and rural two-lane roadways to four-lane divided roadways (4-star rating)

Based on these CMFs and the given crash history along the study corridor, the number of crashes along the corridor can be expected to decrease by 128 crashes over a period of five years. **Table 20** summarizes the applied CMFs, historical number of crashes, and expected number of crashes.

**Table 20:** Crash Expectancy by CMF

Countermeasure	CMF	Applied to	Historical Number of Crashes	Expected Number of Crashes
Install bicycle lanes	0.410	Injury-severity Bicycle/Vehicle Crashes	2	1
Convert two-lane roadway to four-lane, divided roadway	0.341	All Crashes	193	66
<b>Sum</b>			<b>195</b>	<b>67</b>



## 8.0 INTERSECTION CONTROL EVALUATION (ICE)

An Intersection Control Evaluation (ICE) was conducted for the study area intersections.

### 8.1 CAP-X

Stage 1 of the ICE Analysis is a screening stage using FHWA’s Capacity Analysis for Planning of Junctions (CAP-X). The Stage 1 CAP-X screening was performed using FDOT’s ICE forms, which are included in **Appendix H**.

As summarized in **Table 21**, five intersections are currently under traffic signal control and three are under stop control. Based on traffic forecasts, the intersection of Neptune Road and Commerce Center Drive will warrant signalization prior to Year 2045. The ICE CAP-X Screening recommends a traffic signal as the appropriate type of control for all study area intersections (when warranted at unsignalized intersections), with the exception of US 192, which may perform well as a Signalized Restricted Crossing U-Turn (RCUT) or as a Partial Displaced Left Turn (DLT) intersection.

**Table 21: ICE CAP-X at Study Area Intersections**

Intersection	Existing Control	Anticipated Future Control	Intersection ICE Recommendation	Consideration	Recommendation
Neptune Road					
Partin Settlement Rd	Traffic Signal	Traffic Signal	Traffic Signal	Appropriate	Traffic Signal
Cross Praire Pkwy	Traffic Signal	Traffic Signal	Traffic Signal	Appropriate	Traffic Signal
Henry Partin Rd	Stop	Stop	Traffic Signal <sup>1</sup>	Appropriate	Traffic Signal
Ames Haven Rd	Stop	Stop	Traffic Signal <sup>1</sup>	Appropriate	Traffic Signal
Tohoqua Pkwy	Traffic Signal	Traffic Signal	Traffic Signal	Appropriate	Traffic Signal
Commerce Center Dr	Stop	Traffic Signal	Traffic Signal <sup>1</sup>	Appropriate	Traffic Signal
Old Canoe Creek Rd	Traffic Signal	Traffic Signal	Traffic Signal	Appropriate	Traffic Signal
US 192	Traffic Signal	Traffic Signal	Signalized RCUT / DLT	Appropriate	FDOT to Consider RCUT / DLT

Note 1: If justified based on a future signal warrant analysis

Results of the ICE analysis for the US 192 intersection using FDOT’s CAP-X tool are shown in **Table 22** and **Table 23** for the AM and PM peak-hours, respectively. As shown in the tables, the proposed improvements are anticipated to provide a significant benefit to signalized operations, as compared to unimproved conditions. Additional traffic operational benefits are likely if the intersection is converted to a DLT or RCUT intersection, but those configurations also have major impacts to adjacent areas along US 192 that require further consideration.

It is recommended that FDOT evaluate impacts along US 192 to determine if a DLT or RCUT is preferred in this location at some point in the future.

**Table 22: ICE CAP-X at US 192 – AM Peak Hour**

Capacity Analysis for Planning of Junctions						
Dynamic Results Summary						
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Partial Displaced Left Turn E-W	0.44	1	4.8	Fair	Fair	Good
Signalized Restricted Crossing U-Turn E-W	0.48	2	6.3	Good	Good	Fair
Partial Median U-Turn E-W	0.54	3	6.3	Good	Good	Fair
Traffic Signal	0.64	4	4.8	Fair	Fair	Good

**Table 23: ICE CAP-X at US 192 – PM Peak Hour**

Capacity Analysis for Planning of Junctions						
Dynamic Results Summary						
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Partial Displaced Left Turn E-W	0.67	1	4.8	Fair	Fair	Good
Signalized Restricted Crossing U-Turn E-W	0.69	2	6.3	Good	Good	Fair
Partial Median U-Turn E-W	0.73	3	6.3	Good	Good	Fair
Traffic Signal	1.00	4	4.8	Fair	Fair	Good

## 8.2 SAFETY PERFORMANCE FOR INTERSECTION CONTROL EVALUATION (SPICE)

FHWA’s Safety Performance for Intersection Control Evaluation (SPICE) tool was used to evaluate the potential safety benefits of alternative intersection configurations. The SPICE forms are provided with the ICE forms in **Appendix H**.

As described in Section 5.6, Neptune Road experiences a higher crash rate than comparable facilities. The highest crash intersection, Stroupe Road, has been eliminated, which will decrease the overall crash rate. The crash types, locations, and contributing causes are also described in Section 5.6. The anticipated reduction in crashes associated with the proposed improvements are described in Section 7.3 in terms of the Crash Modification Factors. As shown in **Table 20**, a significant reduction in crashes is anticipated.

Consistent with the ICE CAP-X finding, this report is recommending traffic signalization as the appropriate intersection control for all of the currently signalized intersections. The intersection of Neptune Road and US 192 may benefit from alternative configurations, and it is recommended that FDOT evaluate impacts along US 192 to determine whether a DLT or RCUT is preferred in this location.

## 9.0 EQUIVALENT SINGLE AXLE LOAD (ESAL) CALCULATIONS

Equivalent Single Axle Load (ESAL) calculations were performed for Flexible Pavement using anticipated volumes for the Existing Year (2018), Opening Year (2025), and Design Year (2045). ESAL calculations are provided in **Appendix I**.

Opening to Design Year ESAL Accumulation for study area roadway segments are shown below:

- Partin Settlement Road to Cross Prairie Parkway: 4,615 ESAL (1000s)
- Cross Prairie Parkway to Old Canoe Creek Road: 3,920 ESAL (1000s)
- Old Canoe Creek Road to US 192: 3,283 ESAL (1000s)

## 10.0 SUMMARY OF ANALYSIS RESULTS

This PTAR has been prepared to provide design traffic volumes and traffic analysis in support of the PD&E for Neptune Road, from Partin Settlement Road to US 192.

### 10.1 EXISTING CONDITIONS

Traffic data were collected and analyzed to document existing operating conditions for study area roadways and intersections. Existing conditions are shown in **Table 24** for study area roadway segments and **Table 25** for study area intersections.

**Table 24:** Existing (2018) Roadway Analysis

Year / Time Period	No-Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
AM Peak Hour				
2018	31	33	C	C
PM Peak Hour				
2018	28	32	C	C

**Table 25: Existing (2018) Intersection Performance**

No Build	Existing Year 2018			
	Study Intersection and Scenario	Delay (Sec/Veh)	LOS	Max V/C
<b>AM Peak-Hour</b>				
<b>Signalized Intersections</b>				
Partin Settlement Rd	57.0	E	1.18	EBL
Cross Prairie Pkwy	-	-	-	-
Tohoqua / Neptune Middle	26.6	C	0.86	WBT
Old Canoe Creek Rd	195.5	F	2.67	NBL
US 192	33.8	C	0.85	NBL
<b>Unsignalized Intersections</b>				
<i>Results are for sidestreet</i>				
Henry Partin Rd	63.1	F	0.25	NBL
Ames Haven Rd	69.5	F	0.64	SBL
Commerce Center Dr	144.9	F	0.84	SBL
<b>PM Peak-Hour</b>				
<b>Signalized Intersections</b>				
Partin Settlement Rd	49.5	D	1.11	EBL
Cross Prairie Pkwy	-	-	-	-
Tohoqua / Neptune Middle	25.1	C	0.94	EBT
Old Canoe Creek Rd	72.7	F	1.06	SBT
US 192	42.9	D	0.91	SBT
<b>Unsignalized Intersections</b>				
<i>Results are for sidestreet</i>				
Henry Partin Rd	157.8	F	0.43	NBL
Ames Haven Rd	124.8	F	0.75	SBL
Commerce Center Dr	>300	F	3.33	SBL

## 10.2 NO BUILD ALTERNATIVE

A No Build alternative was developed to identify future traffic conditions that are anticipated to occur if the study area roadway is not improved.

Most intersections under Opening Year (2025) and Design Year (2045) conditions are anticipated to operate at V/C ratios greater than 1.0.

Opening Year (2025) and Design Year (2045) roadway segment volumes and performance for the No Build scenario are shown in **Table 26 and Table 27**.

Opening Year (2025) and Design Year (2045) intersection operating conditions for the No Build scenario are shown in **Table 28**.

**Table 26: No Build Opening Year (2025) and Design Year (2045) Roadway Conditions**

ROADWAY SEGMENT	No Build AADT	Standard "K" Factor	Assigned "D" Factor	Directional Design Hour Volumes (DDHV)
<b>OPENING YEAR - 2025</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	27,000	9.0%	57.9%	1,400
Cross Prairie Pkwy to Old Canoe Ck Rd	26,000	9.0%	57.9%	1,400
Old Canoe Creek Road to US 192	12,000	9.0%	57.9%	630
<b>DESIGN YEAR - 2045</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	32,000	9.0%	57.9%	1,700
Cross Prairie Pkwy to Old Canoe Ck Rd	31,000	9.0%	57.9%	1,600
Old Canoe Creek Road to US 192	14,000	9.0%	57.9%	730

**Table 27: No-Build Arterial Speed and Level-Of-Service**

Year / Time Period	No-Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
<b>AM Peak Hour</b>				
2018	31	33	C	C
2025	26	24	D	D
2045	23	22	D	D
<b>PM Peak Hour</b>				
2018	28	32	C	C
2025	27	30	D	C
2045	17	19	E	E

**Table 28: Future Intersection Summary – No Build Alternative**

No Build	Opening Year 2025				Design Year 2045				
	Study Intersection and Scenario	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.
<b>AM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	50.2	D	0.94	EBL	108.5	F	1.27	EBL	
Cross Prairie Pkwy	46.5	D	0.93	WBT	163.2	F	1.63	SBT	
Tohoqua / Neptune Middle	62.6	E	1.05	WBT	103.6	F	1.52	NBT	
Commerce Center Dr	-	-	-	-	11.8	B	0.75	WBT	
Old Canoe Creek Rd	117.7	F	1.74	NBL	152.7	F	1.98	NBL	
US 192	27.5	C	0.66	NBL	36.5	D	0.82	NBL	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	78.1	F	0.31	NBL	176.4	F	0.60	NBL	
Ames Haven Rd	171.2	F	0.98	SBL	>300	F	1.84	SBL	
Commerce Center Dr	225.8	F	1.06	SBL	-	-	-	-	
<b>PM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	41.5	D	0.93	EBL	64.8	E	1.19	SBR	
Cross Prairie Pkwy	36.8	D	1.06	SBL	172.5	F	1.61	SBL	
Tohoqua / Neptune Middle	52.2	D	1.10	NBL	177.7	F	1.56	NBL	
Old Canoe Creek Rd	96.6	F	1.28	NBL	177.5	F	1.83	NBL	
US 192	104.3	F	1.32	SBT	91.7	F	1.25	SBT	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	231.1	F	0.58	NBL	>300	F	1.29	NBL	
Ames Haven Rd	263.0	F	1.10	SBL	>300	F	9.78	SBL	
Commerce Center Dr	>300	F	4.52	SBL	-	-	-	-	

### 10.3 BUILD ALTERNATIVE

The Build alternative geometry assumes that Neptune Road will be widened to a 4-lane divided facility in the future.

Roadway segments in the Build scenario are anticipated to perform much better than in the No Build scenario.

Several of the signalized study area intersections are anticipated to experience PM peak hour volume to capacity ratios that exceed 1.0 in the Design Year (2045), though the V/C ratios are much better than in the No Build alternative conditions.

Opening Year (2025) and Design Year (2045) roadway segment conditions for the Build scenario are shown in **Table 29** and **Table 30**.

Opening Year (2025) and Design Year (2045) intersection operating conditions for the Build scenario are shown in **Table 31**.

**Table 29: Build Opening Year (2025) and Design Year (2045) Roadway Conditions**

ROADWAY SEGMENT	Build AADT	Standard "K" Factor	Assigned "D" Factor	Directional Design Hour Volumes (DDHV)
<b>OPENING YEAR - 2025</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	29,000	9.0%	57.9%	1,500
Cross Prairie Pkwy to Old Canoe Ck Rd	27,000	9.0%	57.9%	1,400
Old Canoe Ck Rd to US 192 (4-Lane)	12,000	9.0%	57.9%	630
Old Canoe Ck Rd to US 192 (5-Lane)	12,000	9.0%	57.9%	630
<b>DESIGN YEAR - 2045</b>				
<b>Neptune Road</b>				
Partin Settlement Rd to Cross Prairie Pkwy	42,000	9.0%	57.9%	2,200
Cross Prairie Pkwy to Old Canoe Ck Rd	34,000	9.0%	57.9%	1,800
Old Canoe Ck Rd to US 192 (4-Lane)	14,000	9.0%	57.9%	730
Old Canoe Ck Rd to US 192 (5-Lane)	14,000	9.0%	57.9%	730

**Table 30: Build Arterial Speed and Level of Service**

Year / Time Period	Build			
	Speed (mph)		LOS	
	EB	WB	EB	WB
<b>AM Peak Hour</b>				
2018	--	--	--	--
2025	27	27	C	C
2045	26	21	C	C
<b>PM Peak Hour</b>				
2018	--	--	--	--
2025	25	28	C	C
2045	21	22	D	C



**Table 31: Future Intersection Summary – Build Alternative**

Build	Opening Year 2025				Design Year 2045				
	Study Intersection and Scenario	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.	Delay (Sec/Veh)	LOS	Max V/C	Mvmt.
<b>AM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	51.0	D	0.98	EBL	115.0	F	1.29	WBT	
Cross Prairie Pkwy	49.4	D	0.75	NBL	58.3	E	0.84	SBL	
Tohoqua / Neptune Middle	39.2	D	0.73	EBL	45.5	D	0.94	NBR	
Commerce Center Dr	-	-	-	-	7.4	A	0.64	SBL	
Old Canoe Creek Rd	49.8	D	0.88	NBL	61.4	E	1.01	SBT	
US 192	22.9	C	0.66	EBT	31.3	C	0.78	NBL	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	41.9	E	0.18	NBL	95.6	F	0.40	NBL	
Ames Haven Rd	137.7	F	0.63	SBL	>300	F	1.84	SBL	
Commerce Center Dr	166.3	F	0.91	SBL	-	-	-	-	
<b>PM Peak-Hour</b>									
<b>Signalized Intersections</b>									
Partin Settlement Rd	28.9	C	0.94	SBR	93.6	F	1.18	SBR	
Cross Prairie Pkwy	44.3	D	0.83	EBT	103.1	F	1.19	WBL	
Henry Partin Rd	1.1	A	0.40	NBL	4.0	A	1.21	NBL	
Ames Haven Rd	1.2	A	0.36	SBL	4.0	A	1.01	SBL	
Tohoqua / Neptune Middle	59.5	E	0.89	NBT	81.6	F	1.10	SBT	
Commerce Center Dr	-	-	-	-	30.6	C	0.73	SBL	
Old Canoe Creek Rd	87.3	F	1.07	SBT	139.9	F	1.57	NBL	
US 192	47.2	D	0.98	SBT	120.6	F	1.40	SBT	
<b>Unsignalized Intersections</b>									
<i>Results are for sidestreet</i>									
Henry Partin Rd	132.6	F	0.40	NBL	>300	F	1.21	NBL	
Ames Haven Rd	95.8	F	0.36	SBL	>300	F	1.01	SBL	
Commerce Center Dr	>300	F	2.67	SBL	-	-	-	-	

Recommended queue storage lengths were developed based on the Build alternative intersection geometry. Design Year queue lengths are shown in **Table 32**. The lengths provided in this table do not include the deceleration distance needed for turn lanes. When designing the turn lane lengths, the designer should refer to Exhibit 212-1 of the Florida Design Manual.

**Table 32: Design Year Recommended Queue Lengths**

Intersection	Recommended Queue Length (feet)							
	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
<b>Neptune Road</b>								
Partlin Settlement Rd	n/a	n/a	100	n/a	n/a	n/a	n/a	n/a
Cross Prairie Pkwy	200	600	300	500	475	n/a	600	n/a
Henry Partin Rd	n/a	n/a	100	n/a	n/a	n/a	n/a	n/a
Ames Haven Rd	100	n/a	n/a	n/a	n/a	n/a	150	n/a
Tohoqua / Middle School	100	550	575	n/a	700	600	n/a	n/a
Commerce Center Dr	100	n/a	n/a	n/a	n/a	n/a	250	100
Old Canoe Creek Rd	325	500	200	n/a	n/a	n/a	n/a	n/a
US 192	Max *	Max **	n/a	n/a	n/a	n/a	n/a	n/a

Max \* = Maximize left/through lane while accomodating dual rights fed from through lanes

Max \*\* = Dual rights to be fed from two eastbound lanes

# **APPENDIX A**

## Traffic Analysis Methodology

## MEMORANDUM

To: Joshua DeVries, AICP – Osceola County

From: Mike Woodward, P.E. – Kimley-Horn and Associates, Inc.

Date: August 14, 2019

Subject: Revised Traffic Analysis Methodology  
Neptune Road PD&E  
PS-18-9905-DG

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Consistent with the scope of services for the Neptune Road Project Development and Environment (PD&E) study, the traffic analysis will be conducted based on methods and procedures described in the Florida Department of Transportation (FDOT) PD&E Manual, the FDOT Traffic Analysis Handbook, and the FDOT Project Traffic Forecasting (PTF) Handbook. This traffic analysis will be documented in the Project Traffic Analysis Report (PTAR).

This revised methodology addresses changes based on comments from FDOT. Upon agreement from the FDOT on this proposed methodology, Kimley-Horn will revise the PTAR as described herein.

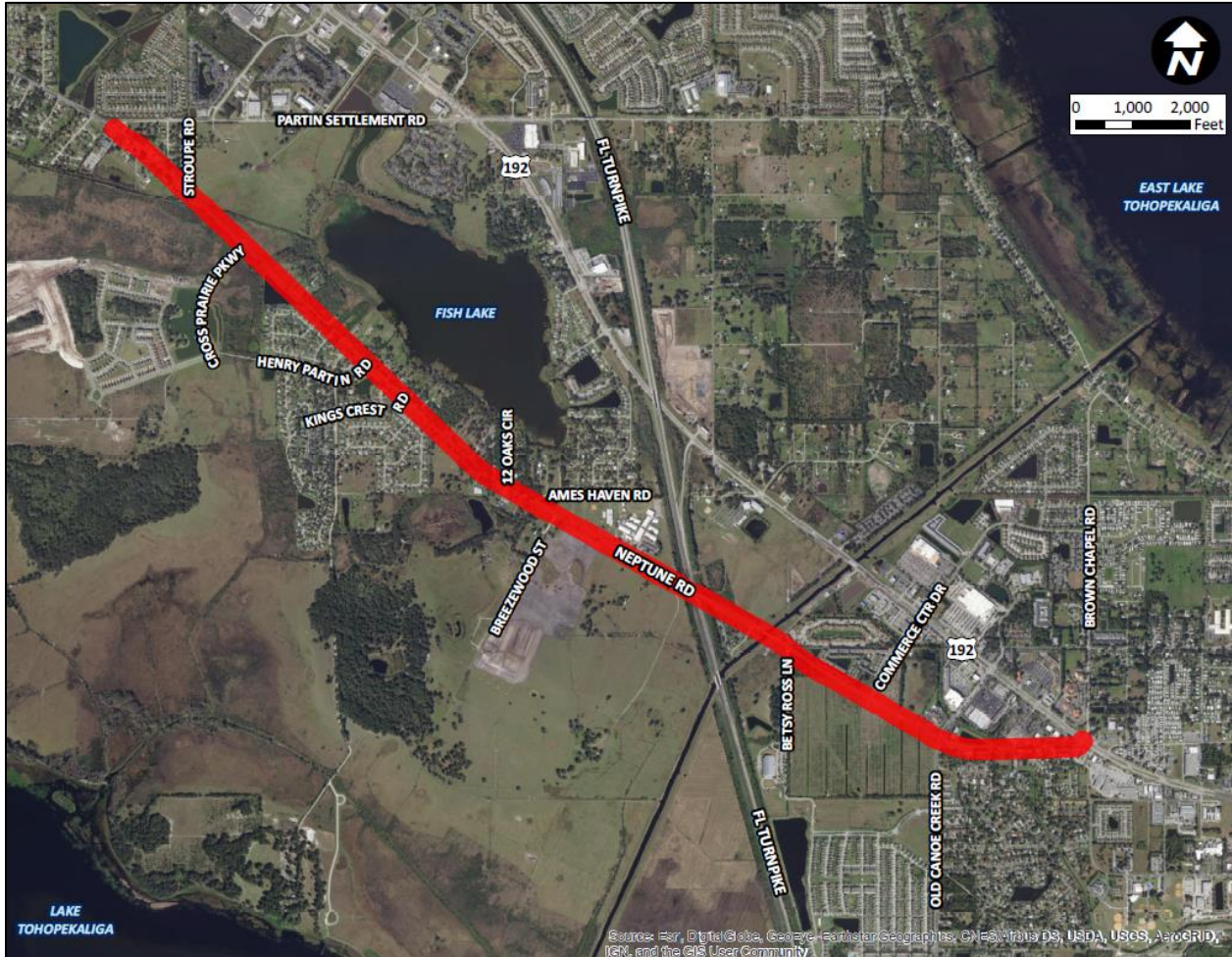
A project description and transportation objectives are described in **Appendix A**.

### Proposed Study Area

The study area is illustrated in **Figure 1** and consists of Neptune Road, from Partin Settlement Road to US 192, including the following intersections:

- Partin Settlement Road
- Cross Prairie Parkway
- Henry Partin Road
- Ames Haven Road
- Tohoqua Entrance / Neptune Middle School Entrance
- Sergeant Graham Drive / Commerce Center Drive
- Old Canoe Creek Road
- US 192

Figure 1: Study Area



### Analysis Periods

Conditions will be analyzed for the following years:

- Existing Conditions: Year 2018
- Opening Year: 2025
- Design Year: 2045

If applicable (i.e., prior to 2045), an analysis of conditions at the year of exceeding capacity will be provided. Year of exceeding capacity is defined as the year when the arterial Level-of-Service (measured from Partin Settlement to US 192) falls to LOS F based on a SYNCHRO arterial LOS analysis.

An analysis of No-Build conditions will be performed for each analysis year. Build Alternatives will be analyzed in the Opening and Design analysis years. AM and PM peak hour conditions will be analyzed for each scenario.

**Build Alternative**

The build alternative will consist of widening Neptune Road to a 4-lane divided roadway with premium bicycle and pedestrian facilities (i.e., bike lanes, multiuse path(s), and/or sidewalks) where feasible. It is anticipated that various intersection alternatives will be considered in the analysis. Potential intersection improvements will be identified based on anticipated deficiencies, operational concerns, and public involvement comments. Alternative improvements (i.e., two eastbound lanes, a center turn lane, and one westbound lane) will be evaluated between Canoe Creek Road and US 192.

**Measures of Effectiveness**

Measures of Effectiveness will include the following:

Intersection	Arterial	Safety
Queue lengths	Travel Speed	Crash Frequency
Volume to Capacity Ratios	Arterial Level-of-Service	Crash Rate
Delay	--	Number of Fatalities
Level-of-Service	--	Crash Severity Level
--	--	Economic Loss

While the County does not have LOS standards for transportation, they do consider V/C ratios as one of many factors (which are related to the County’s mobility indicators) in establishing priorities for roadway improvements. It should be noted that while V/C ratios below 1.0 are desirable, they are not required by Osceola County.

Synchro software will be used to evaluate the arterial and study area intersections with the Measures of Effectiveness shown above. FDOT’s Intersection Control Evaluation (ICE) Stage 1 screening will be performed using the Capacity Analysis for Planning of Junctions (CAP-X) for all study area intersections. The ICE findings will be screened based on context, practicality, right-of-way impacts, and cost. ICE stage 2 analysis will be conducted as applicable.

The analyses will also consider multimodal conditions, including facilities to accommodate pedestrians, bicyclists, transit, and freight. This will be accomplished by counting pedestrians and bicyclists during the turning movement counts, and vehicle classification counts to identify the percentage of trucks. Currently, there is no transit service on Neptune Road and no transit is planned for Neptune Road. Autonomous transit will also be considered as part of the PD&E and the results of the PTAR will be considered in the review of potential autonomous transit service. The accommodation of pedestrians and bicyclists will be considered in the intersection analysis. Separate performance measures for bicyclists and pedestrians will not be evaluated.

Access management strategies will be considered as they relate to safety and operational efficiency.

## Data Sources

Traffic counts previously provided by the County will be used for the analysis. The traffic counts were taken on Thursday, May 17, 2018. The seasonal factor for Osceola County was determined based on reports from FDOT. Historic traffic counts have been collected from County and FDOT sources. The Central Florida Regional Planning Model (CFRPM) version 6.1 will be used for modeling tasks. Transit ridership and origin/destination data, provided by LYNX, will be used to assess transit.

New ZDATA (to be provided by FDOT) will be compared to ZDATA from the adopted regional travel demand model to see if the new ZDATA has significant differences that may affect future traffic projections.

## Intersection Balancing

Intersection volumes (from counts) will be entered into the FDOT TURNS5 program to balance volumes. Manual adjustments may be performed as needed to better replicate actual turning patterns. This balancing step will be performed for each analysis scenario.

## Existing Conditions

Existing roadway segment data are provided in **Table 1**.

**Table 1: Existing Roadway Characteristics**

ROADWAY SEGMENT	2018 ADT	Average Peak Hour Volume	Peak Hour NB/EB	Peak Hour SB/WB	Measured K Factor	Measured D Factor	Axle Adj. Factor	Seasonal Adj. Factor	2018 AADT
<b>Mainline</b>									
<b>Neptune Road</b>									
West of Partin Settlement Rd	35,634	2,743	1,811	932	7.7%	66%	0.99	1.01	36,000
Partin Settlement Rd to Cross Prairie Pkwy	25,825	2,615	1,088	1,527	10.1%	58%	0.99	1.01	26,000
Cross Prairie Pkwy to Old Canoe Ck Rd	24,394	1,998	768	1,230	8.2%	62%	0.99	1.01	24,000
Old Canoe Ck Rd to US 192	21,336	1,233	456	777	5.8%	63%	0.99	1.01	21,000
East of US 192 (Brown Chapel Rd)	4,244	524	398	126	12.3%	76%	0.99	1.01	4,200
<b>Other Study Area Roadways</b>									
<b>Partin Settlement Road</b>									
Neptune Rd to US 192	13,452	1,162	474	688	8.6%	59%	0.99	1.01	13,000
<b>Cross Prairie Parkway</b>									
South of Neptune Rd	3,717	298	194	104	8.0%	65%	0.99	1.01	3,700
<b>Old Canoe Creek Road</b>									
US 192 to Neptune Rd	19,212	1,515	681	834	7.9%	55%	0.99	1.01	19,000
Neptune Rd to Kissimmee Park Rd	32,050	2,049	1,398	651	6.4%	68%	0.99	1.01	32,000
<b>US 192</b>									
Old Canoe Creek Rd to Neptune Rd	37,428	2,541	1,316	1,225	6.8%	52%	0.99	1.01	37,000
Neptune Rd to Columbia Ave	42,056	2,849	1,365	1,484	6.8%	52%	0.99	1.01	42,000

Note – The 2018 ADT for Brown Chapel Road was determined by factoring the intersection turning movement counts. The ADT for all other segments was determined based on 72-hour segment counts.

### Development of Future Volumes

Future volumes will be developed using methods described in the FDOT PTF Handbook.

The adopted future travel demand model, CFRPM version 6.1, was compared to a model developed by Central Florida Expressway Authority (CFX), which is a modified version of the CFRPM. The CFX model was developed for evaluating existing and future expressways in and around Osceola County and resulted in improved accuracies for these types of regional roadways. However, the traffic forecasts on roadways in the study area were more accurate in the CFRPM than in the CFX model.

**Table 2** shows a comparison of base model conditions compared to actual volumes for study area



segments. Note that segments along Neptune Road are within 15% of actual volumes in the CFRPM model, but over 70% too low in the CFX model. Side-street segments also perform significantly better in the CFRPM than in CFX, where CFX volumes are too high by 66% and CFRPM volumes are too low by 26%.

**Table 2:** Comparison of CFX base model and CFRPM base model to actual volumes

ROADWAY SEGMENT	CFX: 2015	Actual 2015	2015 CFX/ 2015 Actual	Percent Deviation	CFRPM: 2010	Actual 2010	2010 CFRPM / 2010 Actual	Percent Deviation	Standard
<b>Neptune Road</b>									
West of Partin Settlement Rd	12,009	25,994	0.46	-54%	23,000	19,932	1.15	15%	+/- 15%
Partin Settlement Rd to Cross Prairie Pkwy	5,248	21,770	0.24	-76%	16,000	16,234	0.99	-1%	+/- 15%
Cross Prairie Pkwy to Old Canoe Ck Rd	3,203	21,770	0.15	-85%	15,000	16,234	0.92	-8%	+/- 15%
Old Canoe Ck Rd to US 192 (4-Lane)	1,829	11,252	0.16	-84%	16,184	8,661	1.87	87%	+/- 15%
<b>Total - Mainline</b>	<b>22,289</b>	<b>80,786</b>	<b>0.276</b>	<b>-72.41%</b>	<b>70,184</b>	<b>61,061</b>	<b>1.149</b>	<b>14.94%</b>	<b>+/- 5%</b>
<b>Partin Settlement Road</b>									
Neptune Rd to US 192	4,527	8,003	0.57	-43%	3,933	7,331	0.54	-46%	+/- 25%
East/North of US 192	15,285	13,005	1.18	18%	10,714	9,961	1.08	8%	+/- 25%
<b>Old Canoe Creek Road</b>									
US 192 to Neptune Rd	35,571	19,242	1.85	85%	4,638	17,123	0.27	-73%	+/- 15%
Neptune Rd to Kissimmee Park Rd	39,641	24,222	1.64	64%	13,000	24,343	0.53	-47%	+/- 15%
<b>US 192</b>									
Shady Ln to Partin Settlement Rd	98,412	52,278	1.88	88%	49,876	52,370	0.95	-5%	+/- 15%
<b>Total - Sidestreets</b>	<b>193,436</b>	<b>116,750</b>	<b>1.657</b>	<b>65.68%</b>	<b>82,161</b>	<b>111,128</b>	<b>0.739</b>	<b>-26.07%</b>	<b>+/- 5%</b>

Further, future population and employment data within the CFX model were lower than the medium-high projections within the CFRPM. Population and employment data within the CFX model were particularly low in the South Lake Toho area, east of Lake Tohopekaliga, and near Neptune Road. Due to these factors, the CFRPM was selected as the most appropriate model to use.

After the initial comparison of models, a sub-area model validation process was performed for the CFRPM by comparing model performance for Year 2018 to actual volumes from Year 2018. This effort was intended to determine how well the travel demand model performs on roadways within the study area. The validation process is described in greater detail in subsequent sections.

The future year models within the CFRPM do not include Cross Prairie Parkway, so the facility was added as a four-lane divided arterial. Centroid connectors near Cross Prairie Parkway were modified based on this network change, with zones west of the Turnpike generally connecting to Cross Prairie Parkway rather than to the network east of the Turnpike. This modification does not affect the base model since the facility was not in place in Year 2010 (which is the base year for CFRPM 6.1). For reference, model network printouts for Year 2045 are provided in **Appendix B**, with and without Cross Prairie Parkway in place.

### Historic Traffic Data

Historic traffic volume trends on study area roadways were identified using data from Osceola County’s Traffic Count program and data from FDOT’s Florida Traffic Information (FTI) database. Historic growth rates on study area roadways are shown in **Table 2**. Historic growth data are provided in **Appendix C**.

**Table 2: Historic Growth Rates**

ROADWAY SEGMENT	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Historic Growth Rate
<b>Mainline</b>												
<b>Neptune Road</b>												
West of Partin Settlement Rd			19,932		23,102			25,943	24,286	31,370	29,670	4.08%
Partin Settlement Rd to Cross Prairie Pkwy			16,234		18,773			21,553	23,378	20,286		3.56%
Cross Prairie Pkwy to Old Canoe Ck Rd			16,234		18,773			21,553	23,378	20,286		3.56%
Old Canoe Ck Rd to US 192	8,490	8,520	8,249		8,763			11,252	11,922	12,287		4.05%
East of US 192 (Brown Chapel Rd)		5,873			6,658			7,142	8,059	8,568	8,686	3.70%
<b>Other Study Area Roadways</b>												
<b>Partin Settlement Road</b>												
Neptune Rd to US 192	11,180	10,937	9,961		10,911			12,750	12,959	13,628	14,119	2.68%
<b>Old Canoe Creek Road</b>												
US 192 to Neptune Rd	16,553	16,712	16,308		18,430			19,242	20,382	18,298	19,536	1.71%
Neptune Rd to Kissimmee Park Rd	24,311		24,343		25,551			23,747	26,251	26,053	24,807	44.00%
<b>US 192</b>												
Old Canoe Creek Rd to Neptune Rd						38,000	40,000	36,500	37,500	39,500		0.13%
Neptune Rd to Columbia Ave						40,000	41,000	45,000	45,000	47,000		3.81%

### Population Projections

Population growth forecasts for Osceola County were identified from the Bureau of Economic and Business Research (BEBR), as shown in **Table 3**. The average of the medium and high growth rates between 2017 and 2045 is 2.95%

**Table 3: BEBR Population Forecast for Osceola County**

Estimate	2017 BEBR Population	2025 BEBR Projected Population	2045 BEBR Projected Population	Growth Rate 2017-2025	Growth Rate 2017-2045
Low	337,614	400,000	495,700	2.3%	1.4%
Medium	337,614	452,400	649,800	4.2%	2.5%
High	337,614	495,500	808,100	5.8%	3.4%

### Sub-Area Model Validation

A sub-area model validation analysis was performed to improve the accuracy of the travel demand model within the study area. Existing year (2018) AADT values for roadway segments were obtained from the volume and classification counts performed for this project as well as the most recent Osceola County Traffic Count Reports. Model AADTs for year 2018 were derived by interpolating model volumes from the base year (2010) and interim year (2020), then multiplying the output volume by the Osceola County Model Output Conversion Factor (MOCF). The MOCF is identified on the FDOT FTI seasonal factor sheet. The Year 2020 model network was modified to include the existing laneage for US 192, which is in the process of being widened to a 6-lane facility. Since it was a 4-lane roadway in Year 2018, the model was modified to reduce the laneage from 6-lanes to 4-lanes. This step was necessary for the comparison of 2018 actual volumes (where US 192 is a 4-lane road) to 2018 interpolated model volumes. Similarly, the Year 2020 model was modified to reduce laneage on Neptune Road to match existing laneage. Specifically, the model was modified from showing Neptune Road as a 4-lane facility to including it as a 2-lane facility. The Facility Type was changed from 32 to 23 to improve the model accuracy.

The model population for Year 2020 was compared to the average of the BEBR medium and high population projections for Year 2020 and was found to be approximately 1.3% higher than the BEBR average. Due to the similar populations, there are no recommended ZDATA edits or population factors.

Initial model runs indicated that model volumes were unreasonably high on Brown Chapel Road, northeast of US 192. The facility type and area type factors were therefore modified to more accurately represent the roadway and this resulted in more accurate results. These changes were also made to all future years for this segment. The facility type was changed from 43 to 46.

As identified in the FDOT PTF Handbook, the three measures of effectiveness for the model accuracy assessment are as follows:

- the model volume-to-count ratio for study area links
- the model volume-to-count ratio for cutlines
- the Root Mean Square Error (RMSE)

As stated in the FDOT PTF Handbook, the acceptable volume-to-count ratio for arterials is  $\pm 15\%$ . For collector roads, a larger difference of  $\pm 25\%$  is acceptable. Model volumes interpolated to Year 2018 were compared to count data, as shown in **Table 4**.

**Table 4:** Comparison of Model Volumes to Actual Traffic Count Data

ROADWAY SEGMENT	2018 AADT	Interp. 2018 Model ADT	Factored 2018 Model AADT	2018 CFRPM AADT / 2018 AADT	Percent Deviation	Standard
<b>Mainline Characteristics</b>						
<b>Neptune Road</b>						
West of Partin Settlement Rd	36,000	27,775	27,000	0.75	-25%	+/- 15%
Partin Settlement Rd to Cross Prairie Pkwy	26,000	19,627	19,000	0.73	-27%	+/- 15%
Cross Prairie Pkwy to Old Canoe Ck Rd	24,000	19,921	19,000	0.79	-21%	+/- 15%
Old Canoe Ck Rd to US 192	21,000	14,639	14,000	0.67	-33%	+/- 15%
East of US 192 (Brown Chapel Rd)	4,200	8,651	8,400	2.00	100%	+/- 25%
<b>Side Street Characteristics</b>						
<b>Partin Settlement Road</b>						
Neptune Rd to US 192	13,000	9,233	9,000	0.69	-31%	+/- 25%
East/North of US 192	14,000	11,995	12,000	0.86	-14%	+/- 25%
<b>Old Canoe Creek Road</b>						
US 192 to Neptune Rd	19,000	19,816	19,000	1.00	0%	+/- 15%
Neptune Rd to Kissimmee Park Rd	32,000	30,879	30,000	0.94	-6%	+/- 15%
<b>US 192</b>						
Shady Ln to Partin Settlement Rd	37,000	52,694	51,000	1.38	38%	+/- 15%
Old Canoe Creek Rd to Neptune Rd	37,000	30,139	29,000	0.78	-22%	+/- 15%
Neptune Rd to Columbia Ave	42,000	39,482	38,000	0.90	-10%	+/- 15%
<b>Total</b>	<b>305,200</b>		<b>275,400</b>	<b>0.902</b>	<b>-9.76%</b>	<b>+/- 5%</b>

As shown in **Table 4**, Neptune Road and the side streets have model volumes that are much lower than actual volumes. Few individual segments fit within the standard threshold for error, and the total area-wide error exceeds the standard error.

The acceptable level of accuracy for screenlines/cutlines is based on the AADT:

- Cut-lines with greater than 70,000 AADT: ±10%
- Cut-lines with 35,000 to 70,000 AADT: ±15%
- Cut-lines with less than 35,000 AADT: ±20%

The screenline comparison is shown in **Table 5**. As shown in the table, both cutlines exceed the error threshold.

**Table 5: Model Cutlines**

Cutline Number	Road	Location	AADT (Count)	AADT (Model)	% Difference	Standard
Cutline 1	Neptune Road	West of Partin Settlement Rd	36,000	27,775	-22.8%	--
	US 192	East of Shady Ln	37,000	52,694	42.4%	--
	<b>Total Cutline 1</b>		<b>73,000</b>	<b>80,469</b>	<b>10.2%</b>	<b>+/-10%</b>
Cutline 2	Neptune Road	East of Old Canoe Creek Rd	21,000	14,639	-30.3%	--
	US 192	East of Old Canoe Creek Rd	37,000	29,000	-21.6%	--
	<b>Total Cutline 2</b>		<b>58,000</b>	<b>43,639</b>	<b>-24.8%</b>	<b>+/-15%</b>

The Percent Root Mean Square Error (RMSE) for an area can be  $\pm 35\%$  to 45%. The RMSE calculations are shown in **Table 6**. All volume groups fall within the acceptable errors, and the overall error is at the limit of being acceptable.

**Table 6: RMSE Calculations**

Volume Group	Count AADT	Model AADT	RMSE	Standard	
				Preferred	Acceptable
5,000 - 9,999	0	0	n/a	35%	45%
10,000 - 14,999	27,000	21,000	23%	27%	35%
15,000 - 19,999	19,000	19,000	0%	25%	30%
20,000 - 29,999	71,000	52,000	27%	15%	37%
30,000 - 49,999	263,000	244,000	22%	15%	25%
50,000 - 59,999	0	0	n/a	10%	20%
Over 60,000	0	0	n/a	10%	19%
<b>RMSE Areawide</b>	<b>380,000</b>	<b>336,000</b>	<b>45%</b>	<b>35%</b>	<b>45%</b>

As shown in **Tables 4, 5, and 6**, the individual segments, overall area, and cutlines have model volumes that exceed the standard errors allowed per the FDOT PTF Handbook. The overall RMSE calculations adequately represent existing conditions, with the area-wide measure at the acceptable standard. Due to the overall model performance in the area, it is recommended that the travel demand model be used with caution, and only as needed, when forecasting future volumes. For existing segments, model growth rates should be considered in conjunction with historic growth and population projections. For new roadways (i.e., Cross Prairie Parkway), the travel demand model should be used to forecast future volumes.

### Model Growth Rates

Model growth rates are calculated by adding the growth between the projected 2018 volumes and the projected 2045 volumes to the measured 2018 volumes, then determining the growth rate. This assumes that the model provides a reasonable estimate of future traffic growth, even if it does not accurately project the 2018 conditions. The Year 2045 model was run under No-Build conditions with Neptune Road as a 2-lane facility between Partin Settlement Road and US 192. For Build conditions, a Year 2045 model was run with Neptune Road as a 4-lane divided roadway from Partin Settlement Road to US 192. Model growth rates for Build and No-Build conditions are shown in **Table 7**. The rates are based on model growth between model volumes interpolated to Year 2018 and the future Build and No-Build model volumes for Year 2045.

**Table 7: Future Model Volumes**

ROADWAY SEGMENT	2018 AADT	2018 Model AADT	No-Build			Build		
			2045 Model AADT	Model Growth	Growth Rate	2045 Model AADT	Model Growth	Growth Rate
<b>Mainline Characteristics</b>								
<b>Neptune Road</b>								
West of Partin Settlement Rd	36,000	27,000	45,000	18,000	1.85%	46,000	19,000	1.95%
Partin Settlement Rd to Cross Prairie Pkwy	26,000	19,000	22,000	3,000	0.43%	36,000	17,000	2.42%
Cross Prairie Pkwy to Old Canoe Ck Rd	24,000	19,000	16,000	-3,000	-0.46%	29,000	10,000	1.54%
Old Canoe Ck Rd to US 192	21,000	14,000	11,000	-3,000	-0.53%	18,000	4,000	0.71%
<b>Weighted Average:</b>					<b>0.85%</b>			<b>1.82%</b>
<b>Side Street Characteristics</b>								
<b>Partin Settlement Road</b>								
Neptune Rd to US 192	13,000	9,000	29,000	20,000	5.70%	21,000	12,000	3.42%
<b>Old Canoe Creek Road</b>								
US 192 to Neptune Rd	19,000	19,000	26,000	7,000	1.36%	22,000	3,000	0.58%
Neptune Rd to Kissimmee Park Rd	32,000	30,000	39,000	9,000	1.04%	42,000	12,000	1.39%
<b>Weighted Average:</b>					<b>1.17%</b>			<b>1.11%</b>
<b>US 192</b>								
Old Canoe Creek Rd to Neptune Rd	37,000	29,000	41,000	12,000	1.20%	37,000	8,000	0.80%
Neptune Rd to Columbia Ave	42,000	38,000	48,000	10,000	0.88%	50,000	12,000	1.06%
<b>Weighted Average:</b>					<b>1.03%</b>			<b>0.95%</b>

### Growth Rate Recommendation

The historic growth rates, population forecasts, model growth rates, and recommended growth rates are shown in **Table 8**. Model volumes are recommended for Cross Prairie Parkway since the roadway is new and there is not a sufficient amount of existing or historic data.

**Table 8: Growth Rate Comparison and Selection**

ROADWAY SEGMENT	CFRPM No-Build Growth Rate	CFRPM Build Growth Rate	Historical Trend Growth Rate	BEBR Growth Rate (Avg of Medium & High)	No Build Growth Rate To Use	Source	Build Growth Rate To Use	Source
<b>Mainline Characteristics</b>								
<b>Neptune Road</b>								
West of Partin Settlement Rd	1.85%	1.95%	4.08%	2.95%	2.0%	Blend of Model & Population Growth	2.0%	Blend of Model & Population Growth
Partin Settlement Rd to Cross Prairie Pkwy	0.43%	2.42%	3.56%	2.95%	1.0%		2.5%	
Cross Prairie Pkwy to Old Canoe Ck Rd	-0.46%	1.54%	3.56%	2.95%	1.0%		1.5%	
Old Canoe Ck Rd to US 192	-0.53%	0.71%	4.05%	2.95%	1.0%		1.0%	
East of US 192 (Brown Chapel Rd)	-0.62%	-0.88%	3.70%	2.95%	1.0%		1.0%	
<b>Side Street Characteristics</b>								
<b>Partin Settlement Road</b>								
Neptune Rd to US 192	5.70%	3.42%	2.68%	2.95%	5.0%	Blend of Model & Population	3.0%	BEBR
<b>Cross Prairie Parkway</b>								
South of Neptune Rd	n/a	n/a	n/a	2.95%	Use Model Volumes			
<b>Old Canoe Creek Road</b>								
US 192 to Neptune Rd	1.36%	0.58%	1.71%	2.95%	1.0%	Minimum	1.0%	Minimum
Neptune Rd to Kissimmee Park Rd	1.04%	1.39%	44.00%	2.95%	1.0%	Minimum	1.0%	Minimum
<b>US 192</b>								
Old Canoe Creek Rd to Neptune Rd	1.20%	0.80%	0.13%	2.95%	1.0%	Minimum	1.0%	Minimum
Neptune Rd to Columbia Ave	0.88%	1.06%	3.81%	2.95%	1.0%	Minimum	1.0%	Minimum

### Development of Design Traffic Characteristics

Design traffic characteristics will be developed in accordance with the Project Traffic Forecasting (PTF) Handbook, January 2014. The primary design traffic characteristics are the standard K factor, Design Hour Directional Demand (D) factor, and percentage of trucks for both the design hour and daily conditions ( $T_f$ ,  $T_{24}$ ). These characteristics are used in developing the future traffic volumes and conducting future operational analyses.

The K factor defines the proportion between the design hour volume (DHV) and daily volume. As explained in the PTF Handbook, the K factor “defines the volume of traffic for which the road is



designed to handle.” FDOT has adopted a standard K factor to use in analyses based on area and facility type. For arterials and highway within an urbanized area, the standard K factor is 9.0%. Therefore, a K factor of 9.0% (for PM peak hour) will be used for the study area roadways to develop DDHV representing the PM peak-hour conditions.

In addition to the analysis of DDHV conditions, it is desired to provide an AM peak-hour analysis. Therefore, existing traffic counts along Neptune Road were evaluated to develop an AM peak-hour peak-to-daily ratio. Based on these counts, a 7.0% factor is appropriate for calculating AM peak hour volumes. Therefore, AM peak hour segment volumes will be calculated by applying a factor of 7.0% to the daily volume. Additional information documenting the development of the 7% value is provided in **Appendix D**.

The D factor is used to determine the directional split of traffic during the design hour. The D values for Neptune Road were obtained from roadway traffic counts. The D factors fall within the recommended range for similar types of roadways. FDOT’s PTF Handbook recommends a range of D values based on facility type. A summary of the recommended values for an Urban Arterial are included in **Table 9** below.

**Table 9: Recommended Range of D Values**

Facility Type	FDOT D Values		
	Low	Average	High
Urban Arterial	50.80%	57.90%	67.10%

It is recommended that the average D value of 57.9% be used for all segments in the study area. In the AM peak hour, the peak direction is westbound for Neptune Road and northbound for side streets. In the PM peak hour, the peak direction is eastbound for Neptune Road and southbound for side streets. The only exception is Ames Haven Road, where the AM peak direction is southbound, and the PM peak direction is northbound.

**T<sub>24</sub> and T<sub>i</sub> Factors**

Truck percentages were calculated for both daily (T<sub>24</sub>) and peak hour (T<sub>i</sub>) conditions. Historical T<sub>24</sub> values from count site 928063 of FDOT’s FTI 2017 are listed in **Table 10**. As presented in the table, the historical T<sub>24</sub> values range from 4.1% to 5.8%, with an average value of 5.11%.

**Table 10:** Neptune Road Historical T<sub>24</sub> Values

YEAR	T <sub>24</sub> Factor
<b>SITE 92-8063</b>	
<b>NEPTUNE RD, E OF OLD CANOE CK RD</b>	
2011	5.4%
2012	5.8%
2013	5.3%
2014	5.0%
2015	4.4%
2016	5.8%
2017	4.1%
<b>Average:</b>	5.11%
<b>Minimum:</b>	4.10%
<b>Maximum:</b>	5.80%

As explained in the PTF Handbook, T<sub>f</sub> is estimated to equal at least half of T<sub>24</sub>. Historical T<sub>24</sub> values were used to calculate T<sub>f</sub> as shown in **Table 11** below.

**Table 11:** Neptune Road Historical T<sub>f</sub> Values

Measure	T <sub>f</sub> Factor
<b>Average:</b>	2.56%
<b>Minimum:</b>	2.05%
<b>Maximum:</b>	2.90%

The average truck factors of 5.11% for T<sub>24</sub> and 2.56% for T<sub>f</sub> were used in the analysis. This is consistent with the recommendation from the PTF Handbook that the T<sub>f</sub> value should be at least half of the T<sub>24</sub>.

**Recommended Design Traffic Characteristics**

The recommended design characteristics for this study are identified in **Table 12**. These are based on a review of historical and measured design traffic characteristics.

**Table 12:** Recommended Design Traffic Characteristics

ROADWAY SEGMENT	K Factor (PM)	AM Peak to Daily Factor	D Factor	T <sub>24</sub> Factor	T <sub>f</sub> Factor
Neptune Road	9.0%	7.0%	57.9%	5.1%	2.6%

**Safety Analysis**

A safety analysis will be performed by documenting historic crash trends. Five years of data, from 1/1/2013 – 12/31/2017, will be summarized in terms of the total crashes, injury crashes, fatal crashes, property damage, crashes in the dark or on wet surfaces, and crashes involving bicycles or pedestrians. Crashes will then be summarized by time of day and day of week. A crash type analysis will be performed to understand trends. A crash location analysis will be performed to identify locations that should be considered further.

The safety performance of the Build alternatives will be identified using Crash Modification Factors (CMFs) from the Federal Highway Administration (FHWA) clearinghouse.

Documentation of the safety analysis will be included within the PTAR.

**Multimodal Analysis**

A multimodal analysis will be performed to document the presence, width, and location of facilities for walking, biking, and transit. Bicycle and pedestrian count data will be provided at study area intersections.

**Documentation**

Results of the traffic analysis will be documented in a Project Traffic Analysis Report (PTAR). An Executive Summary will be provided. The PTAR will detail the intersection analysis and anticipated operational performance of study area roadways based on the performance measures described in this methodology. The anticipated Equivalent Single Axle Load (ESAL) calculations will be included in the PTAR. The PTAR will be delivered electronically as a PDF. Word, Excel, and Synchro files will also be provided to the County.

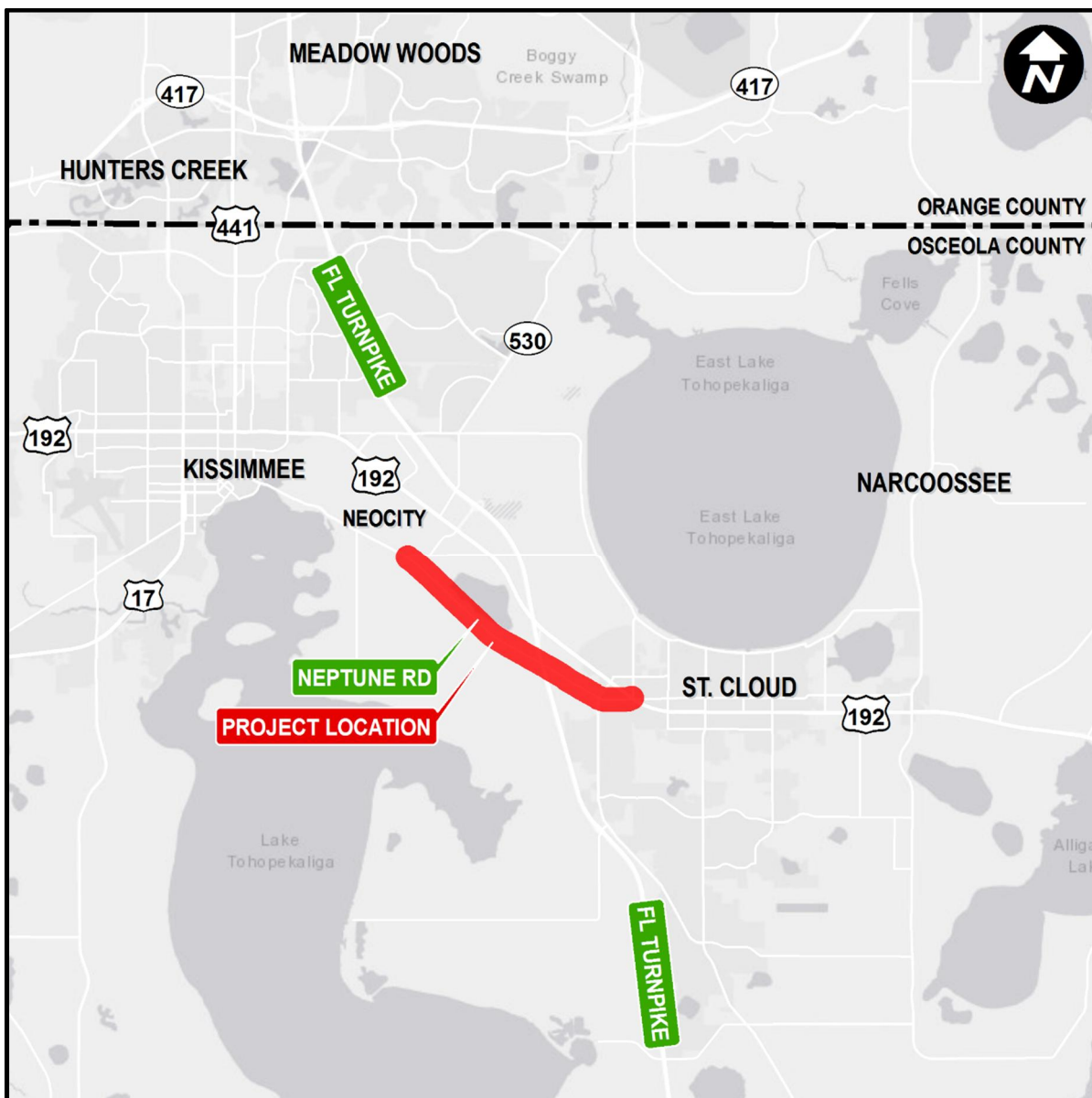
## **Appendix A**

### Description of Purpose

## Project Description

This project involves a 3.9-mile segment of Neptune Road extending from Partin Settlement Road to US 192 in Osceola County. The section east of the St. Cloud canal (approximately 1.1 miles in length) is within the City of St. Cloud. From Partin Settlement Road to Old Canoe Creek Road, the proposed project improves the existing 2-lane roadway to a 4-lane, divided roadway with a curbed median, with premium bicycle and pedestrian facilities (i.e., bike lanes, multiuse path(s), and/or sidewalks). From Old Canoe Creek Road to US 192, the project widens the existing 2-lane roadway to 4-lanes with sidewalks. Bridge structures are to be replaced and stormwater management facilities will be evaluated. Figure 1 illustrates the project location.

Figure 1: Project Location



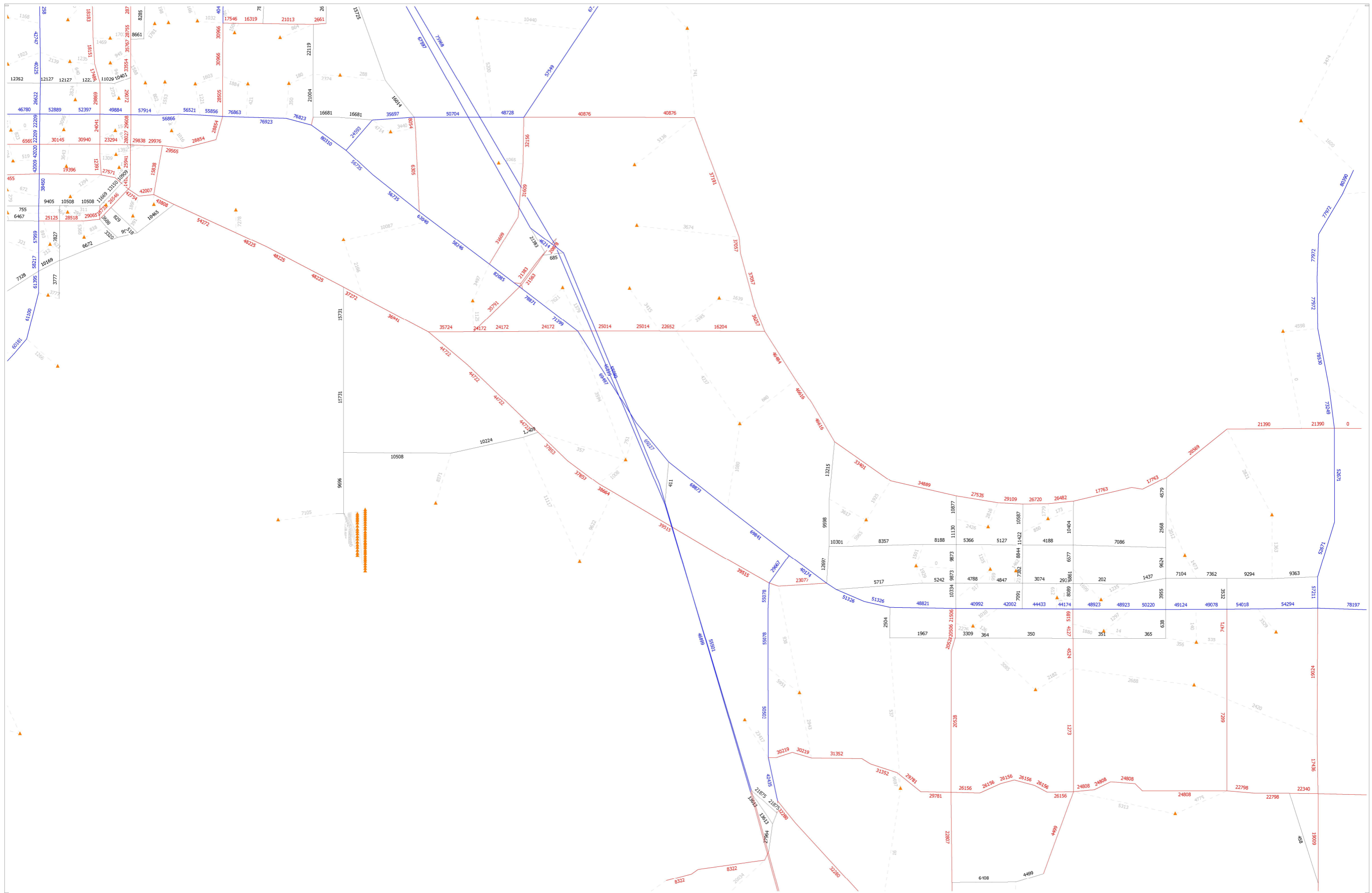
## Traffic Analysis Objective

The primary purpose of improving Neptune Road is to enhance mobility from US 192 and St. Cloud to Downtown Kissimmee, improve access to NeoCity, and improve overall traffic operations of the existing highway network within the project study area. The secondary objectives are to provide transportation infrastructure to support economic growth, provide consistency with local plans and policies, and enhance safety.

The need for the project is to provide system linkage, provide additional capacity, address transportation demand, meet social and economic needs, provide improved modal interrelationships, improve safety and achieve consistency with transportation plans.

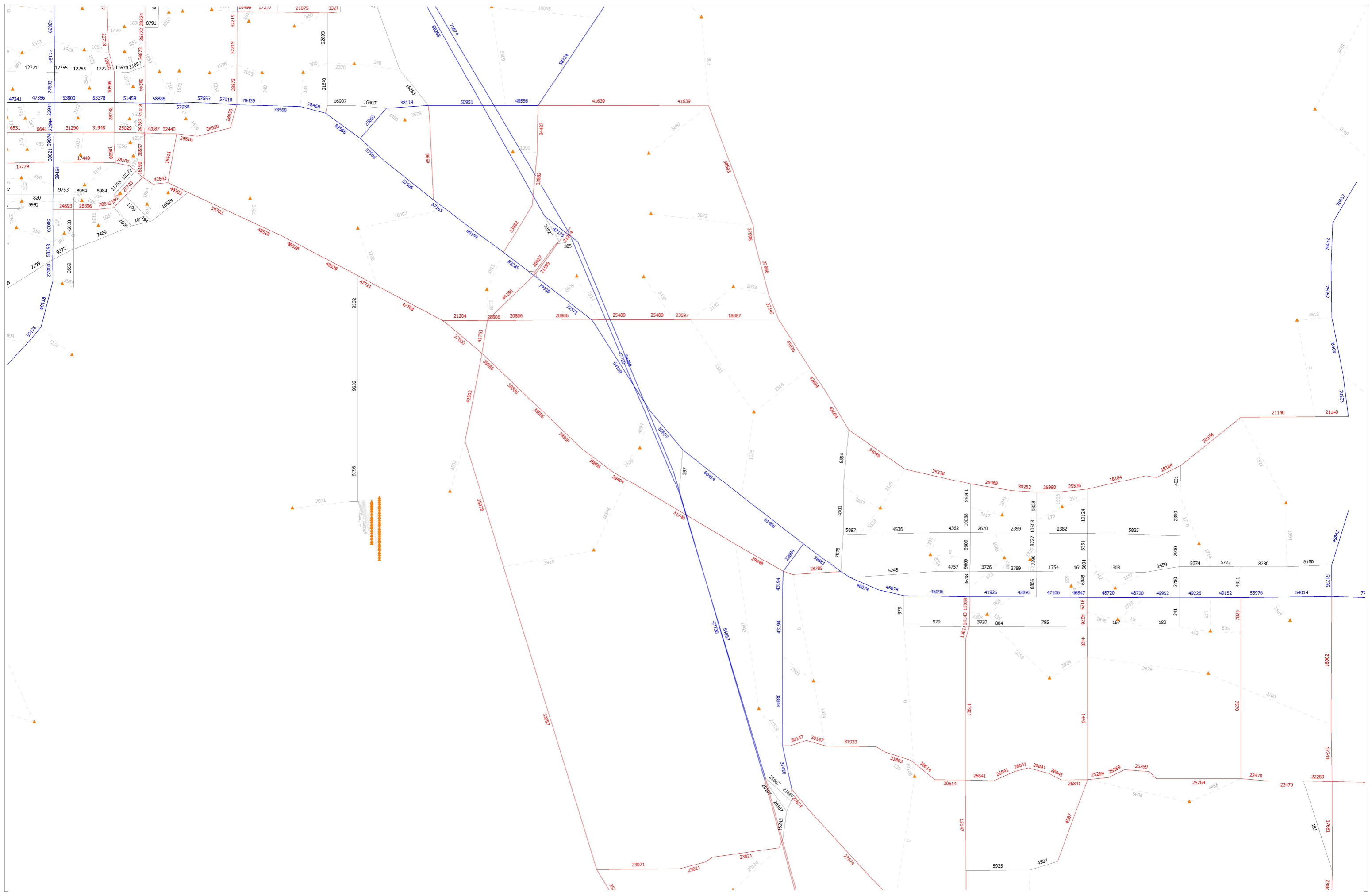
The objective of the traffic analysis is to document the performance of alternatives in providing additional capacity to address the future transportation demand and to improve safety.

**Appendix B**  
Year 2045 Model Network Printouts



CF\_2045 Base Run  
 C:\FSUTMS\D5\CFRPMV61\_Daily\Base\CF\_2045\Output\HWYLOAD\_C45.NET  
 Base.CF\_2045 10/15/2018





CF\_2045 Modified

C:\FSUTMS\D5\CFRPMV61\_Daily\Base\CF\_2045\Neptune\_45\_2\Output\HWYLOAD\_C45.NET  
Base.CF\_2045.Neptune\_45\_2 10/16/2018

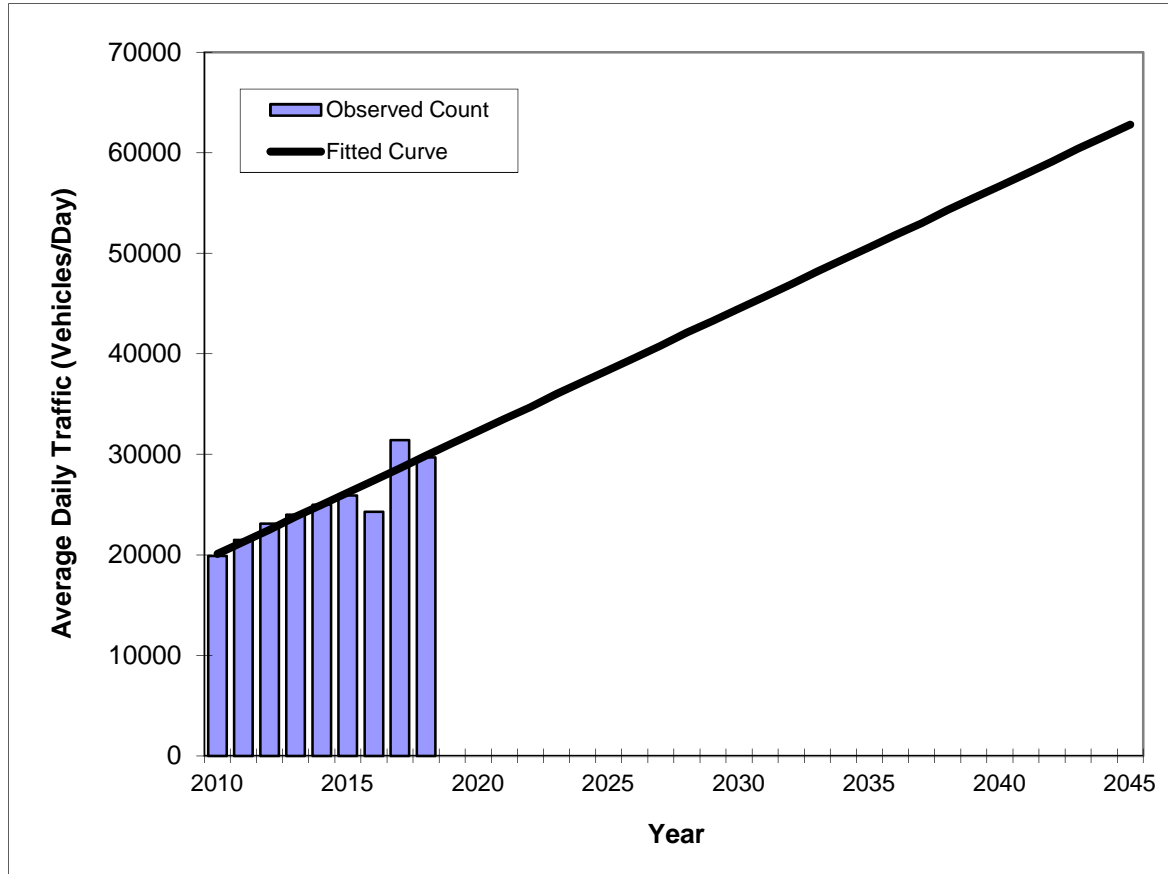
**Appendix C**  
Historic Growth Trend Worksheets

## Traffic Trends - V2.0

### NEPTUNE RD -- West of Partin Settlement Rd

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	19900	20100
2011	21500	21300
2012	23100	22500
2013	24000	23800
2014	25000	25000
2015	25900	26200
2016	24300	27400
2017	31400	28600
2018	29700	29900
<b>2018 Opening Year Trend</b>		
2018	N/A	29900
<b>2025 Mid-Year Trend</b>		
2025	N/A	38400
<b>2045 Design Year Trend</b>		
2045	N/A	62800
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	1,220
Trend R-squared:	83.29%
Trend Annual Historic Growth Rate:	6.09%
Trend Growth Rate (2018 to Design Year):	4.08%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

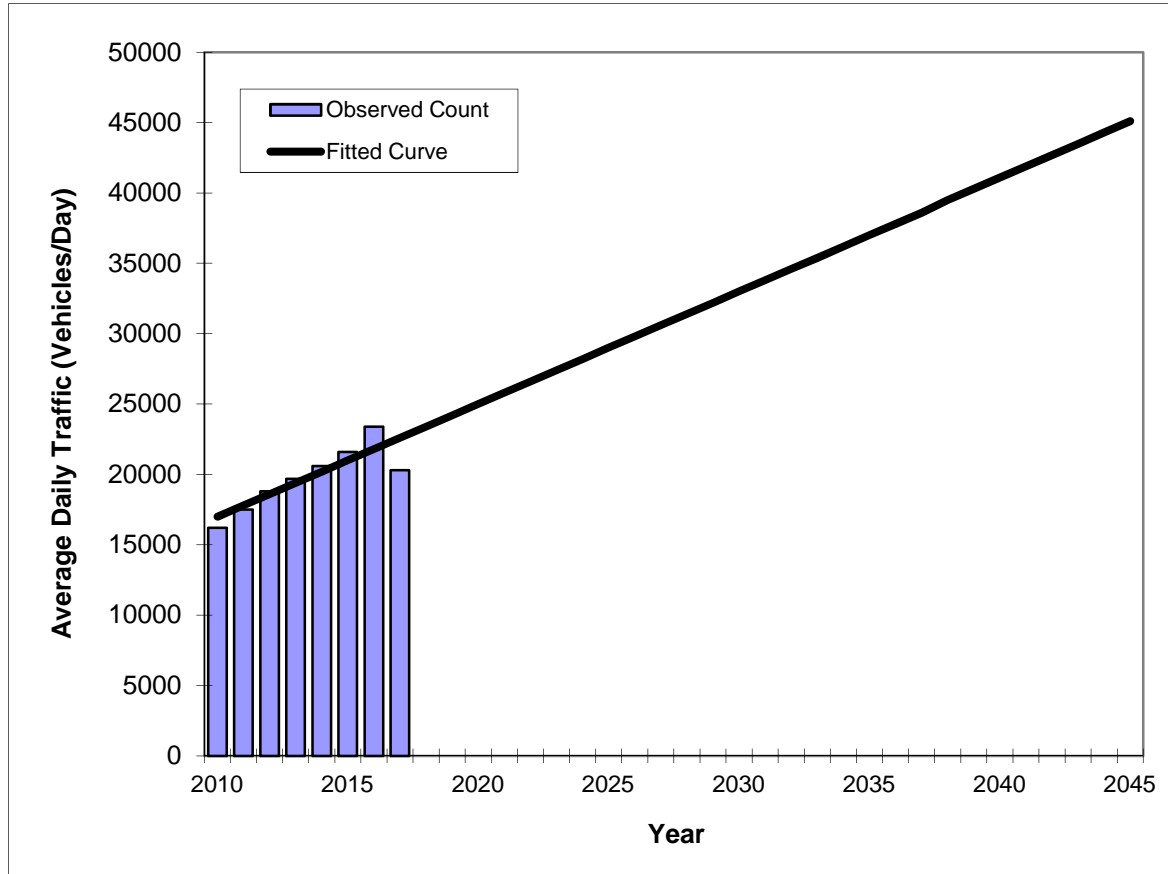
\*Axle-Adjusted

## Traffic Trends - V2.0

### NEPTUNE RD -- Partin Settlement to Cross Prairie

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	16200	17000
2011	17500	17800
2012	18800	18600
2013	19700	19400
2014	20600	20200
2015	21600	21000
2016	23400	21800
2017	20300	22600
<b>2018 Opening Year Trend</b>		
2018	N/A	23400
<b>2025 Mid-Year Trend</b>		
2025	N/A	29000
<b>2045 Design Year Trend</b>		
2045	N/A	45100
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	804
Trend R-squared:	74.63%
Trend Annual Historic Growth Rate:	4.71%
Trend Growth Rate (2017 to Design Year):	3.56%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

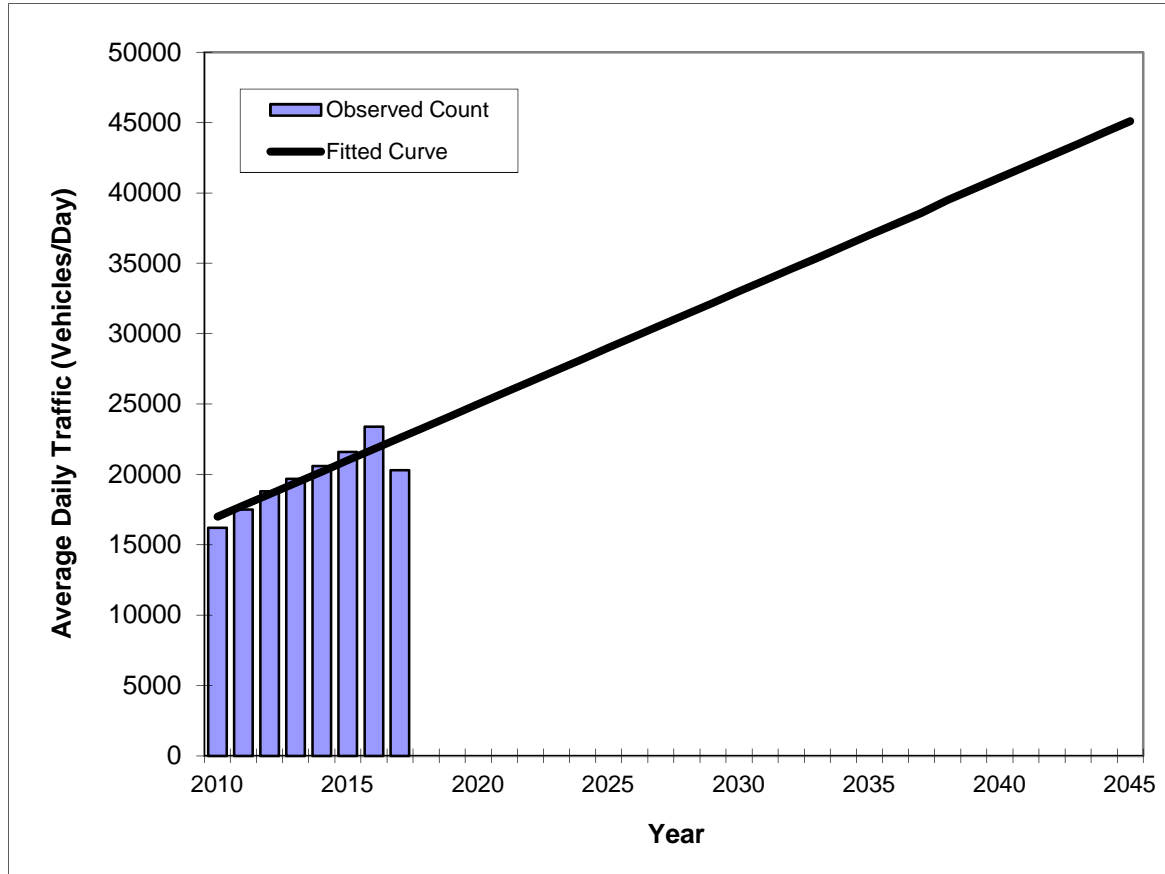
\*Axle-Adjusted

## Traffic Trends - V2.0

### NEPTUNE RD -- Cross Prairie to Old Canoe Creek

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	16200	17000
2011	17500	17800
2012	18800	18600
2013	19700	19400
2014	20600	20200
2015	21600	21000
2016	23400	21800
2017	20300	22600
<b>2018 Opening Year Trend</b>		
2018	N/A	23400
<b>2025 Mid-Year Trend</b>		
2025	N/A	29000
<b>2045 Design Year Trend</b>		
2045	N/A	45100
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	804
Trend R-squared:	74.63%
Trend Annual Historic Growth Rate:	4.71%
Trend Growth Rate (2017 to Design Year):	3.56%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

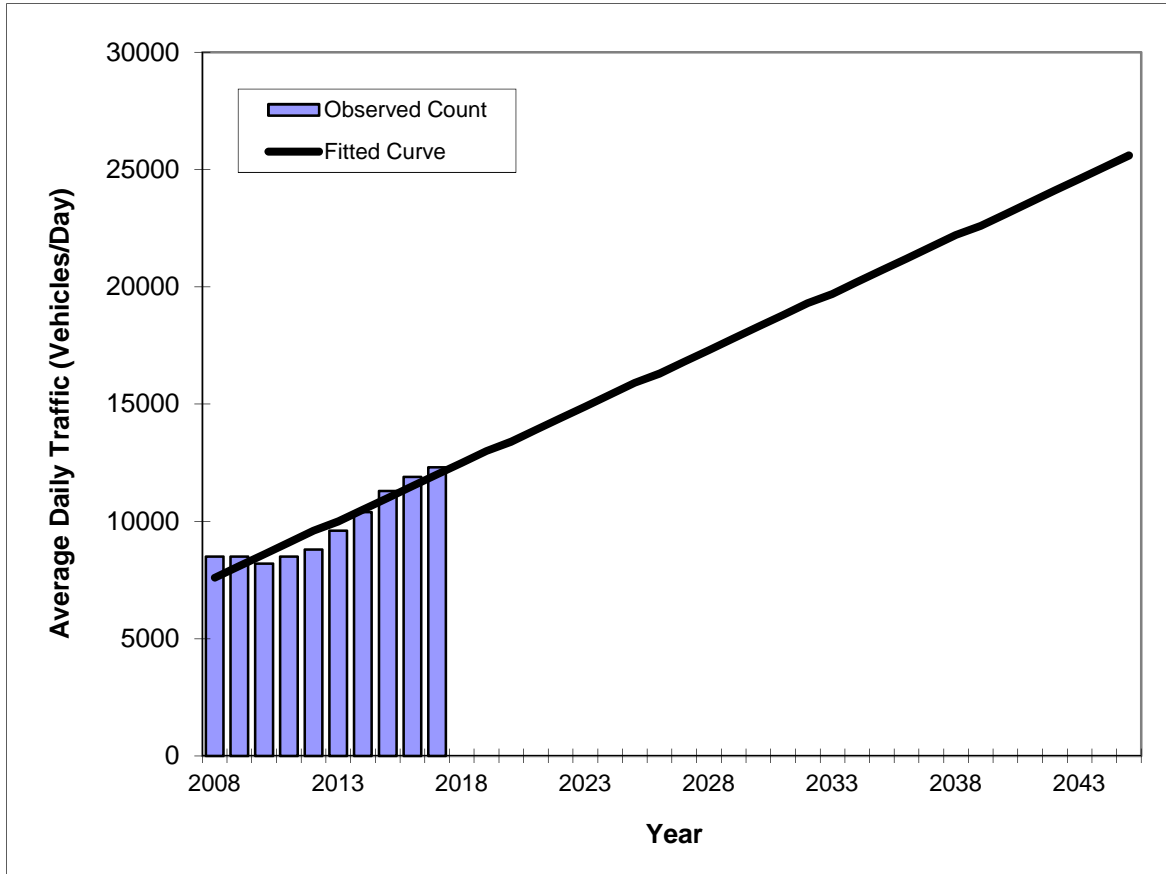
\*Axle-Adjusted

## Traffic Trends - V2.0

**NEPTUNE RD -- Old Canoe creek to US 192**

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	8500	7600
2009	8500	8100
2010	8200	8600
2011	8500	9100
2012	8800	9600
2013	9600	10000
2014	10400	10500
2015	11300	11000
2016	11900	11500
2017	12300	12000
<b>2018 Opening Year Trend</b>		
2018	N/A	12500
<b>2025 Mid-Year Trend</b>		
2025	N/A	15900
<b>2045 Design Year Trend</b>		
2045	N/A	25600
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	485
Trend R-squared:	88.40%
Trend Annual Historic Growth Rate:	6.43%
Trend Growth Rate (2017 to Design Year):	4.05%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

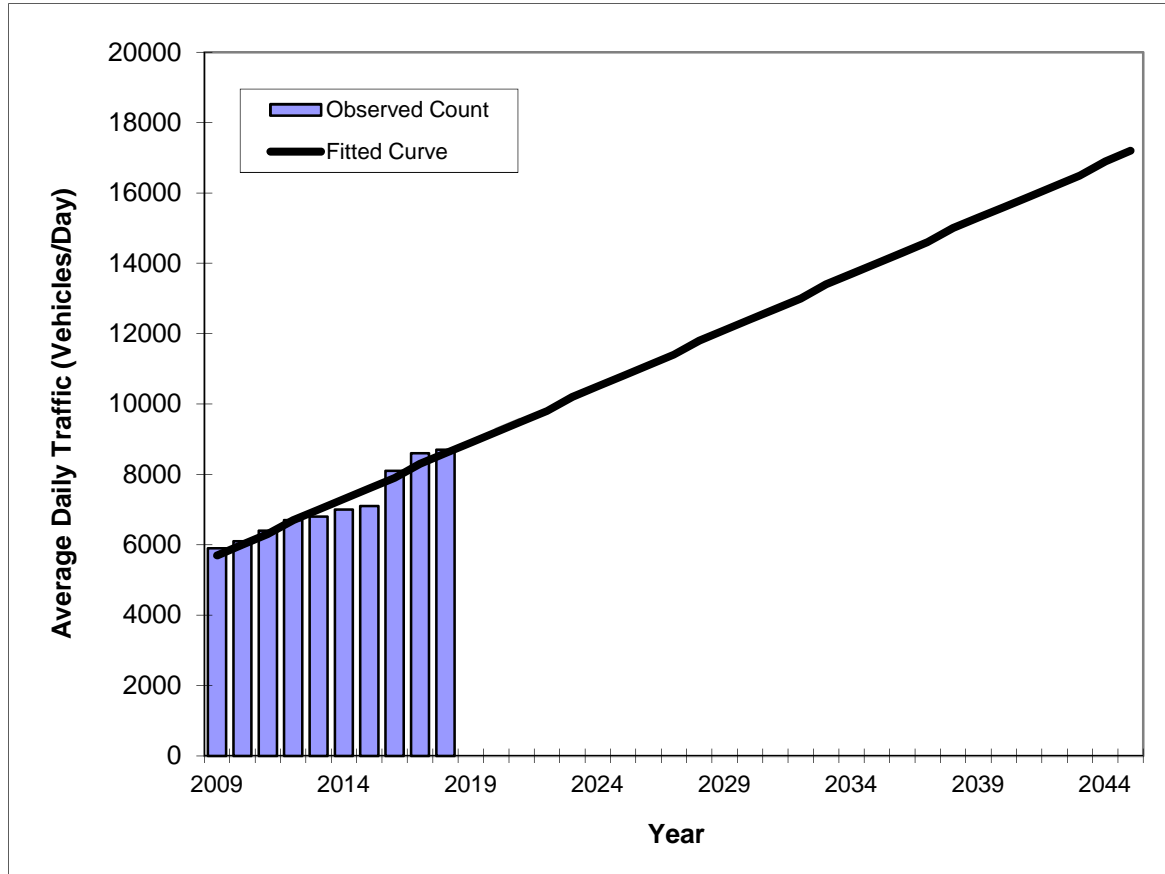
\*Axle-Adjusted

## Traffic Trends - V2.0

### NEPTUNE RD -- North of US 192

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	NEPTUNE RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	5900	5700
2010	6100	6000
2011	6400	6300
2012	6700	6700
2013	6800	7000
2014	7000	7300
2015	7100	7600
2016	8100	7900
2017	8600	8300
2018	8700	8600
<b>2018 Opening Year Trend</b>		
2018	N/A	8600
<b>2025 Mid-Year Trend</b>		
2025	N/A	10800
<b>2045 Design Year Trend</b>		
2045	N/A	17200
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	319
Trend R-squared:	93.32%
Trend Annual Historic Growth Rate:	5.65%
Trend Growth Rate (2018 to Design Year):	3.70%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

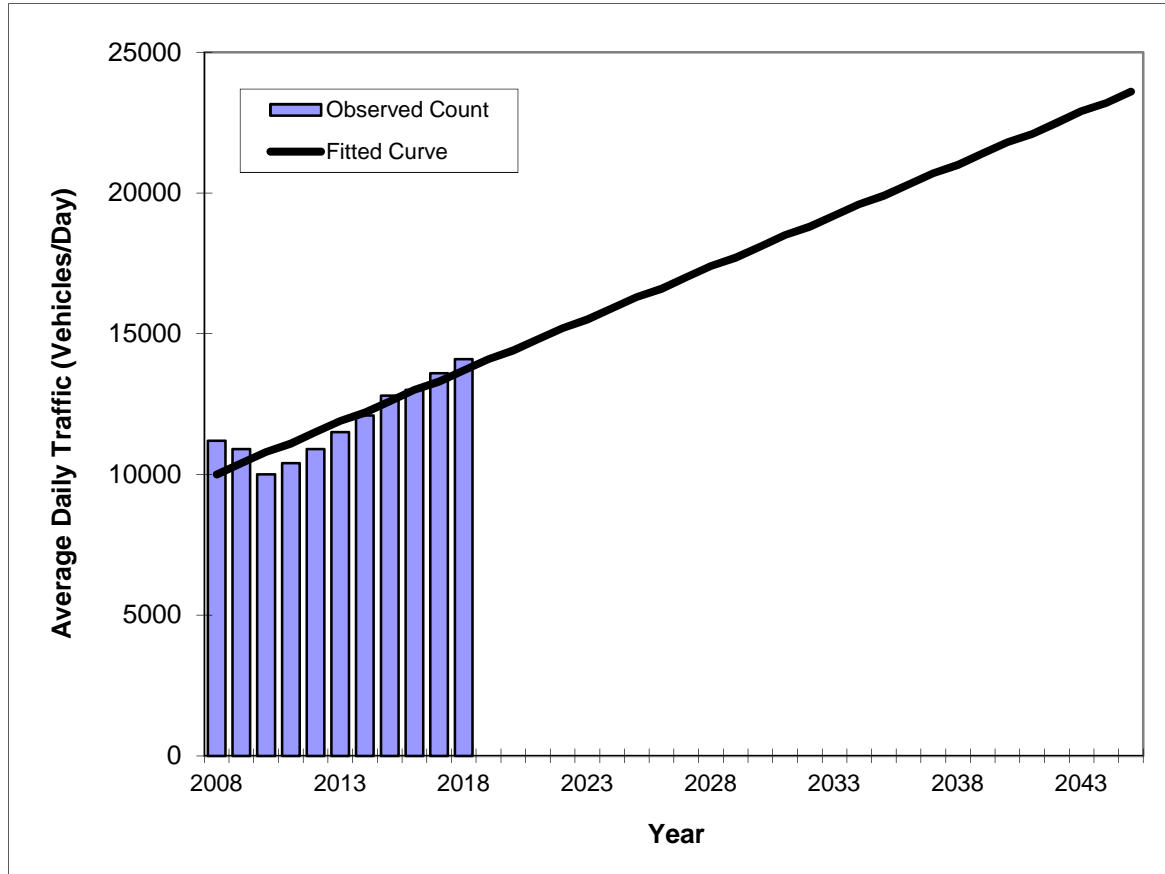
\*Axle-Adjusted

## Traffic Trends - V2.0

### PARTIN SETTLEMENT RD -- Neptune to US 192

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	PARTIN SETTLEMENT RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	11200	10000
2009	10900	10400
2010	10000	10800
2011	10400	11100
2012	10900	11500
2013	11500	11900
2014	12100	12200
2015	12800	12600
2016	13000	13000
2017	13600	13300
2018	14100	13700
<b>2018 Opening Year Trend</b>		
2018	N/A	13700
<b>2025 Mid-Year Trend</b>		
2025	N/A	16300
<b>2045 Design Year Trend</b>		
2045	N/A	23600
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	366
Trend R-squared:	80.74%
Trend Annual Historic Growth Rate:	3.70%
Trend Growth Rate (2018 to Design Year):	2.68%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

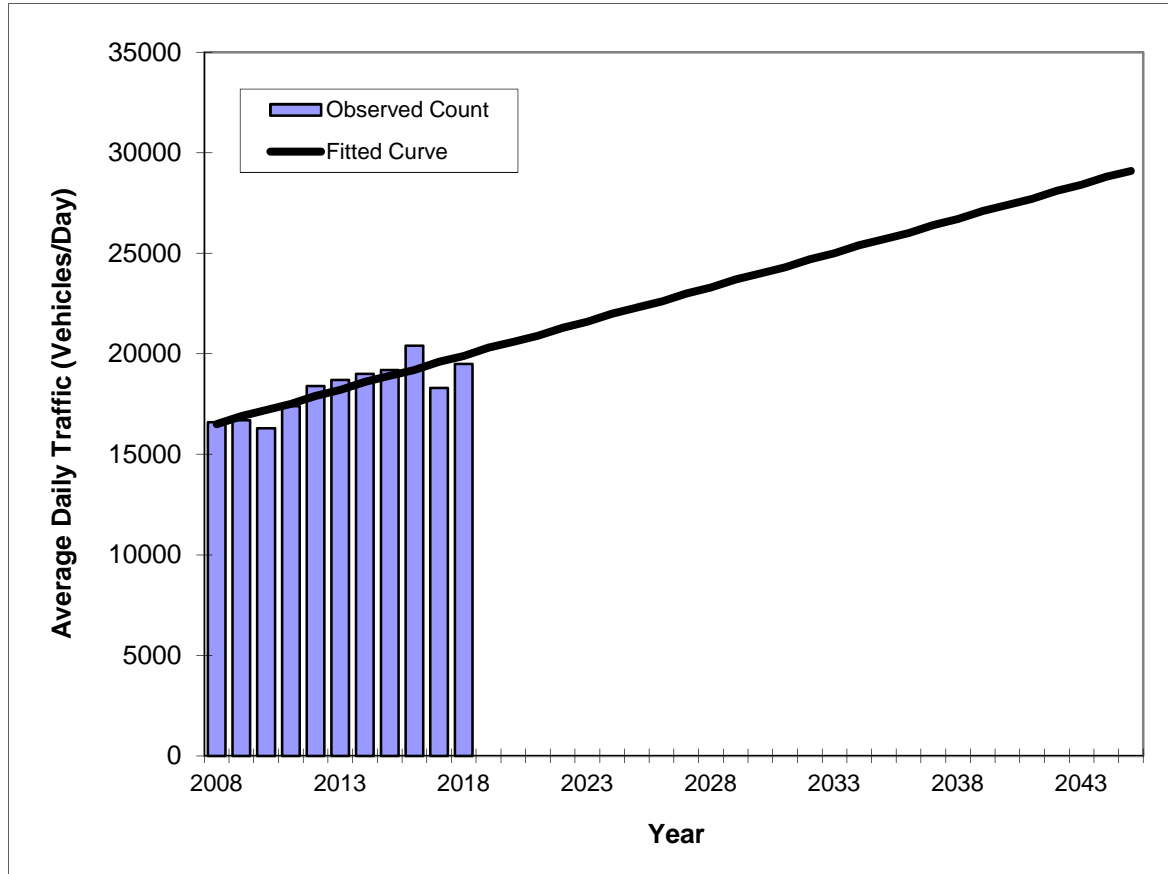


## Traffic Trends - V2.0

### OLD CANOE CREEK RD -- US 192 to Neptune Rd

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	OLD CANOE CREEK RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	16600	16500
2009	16700	16900
2010	16300	17200
2011	17400	17500
2012	18400	17900
2013	18700	18200
2014	19000	18600
2015	19200	18900
2016	20400	19200
2017	18300	19600
2018	19500	19900
<b>2018 Opening Year Trend</b>		
2018	N/A	19900
<b>2025 Mid-Year Trend</b>		
2025	N/A	22300
<b>2045 Design Year Trend</b>		
2045	N/A	29100
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	340
Trend R-squared:	72.57%
Trend Annual Historic Growth Rate:	2.06%
Trend Growth Rate (2018 to Design Year):	1.71%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

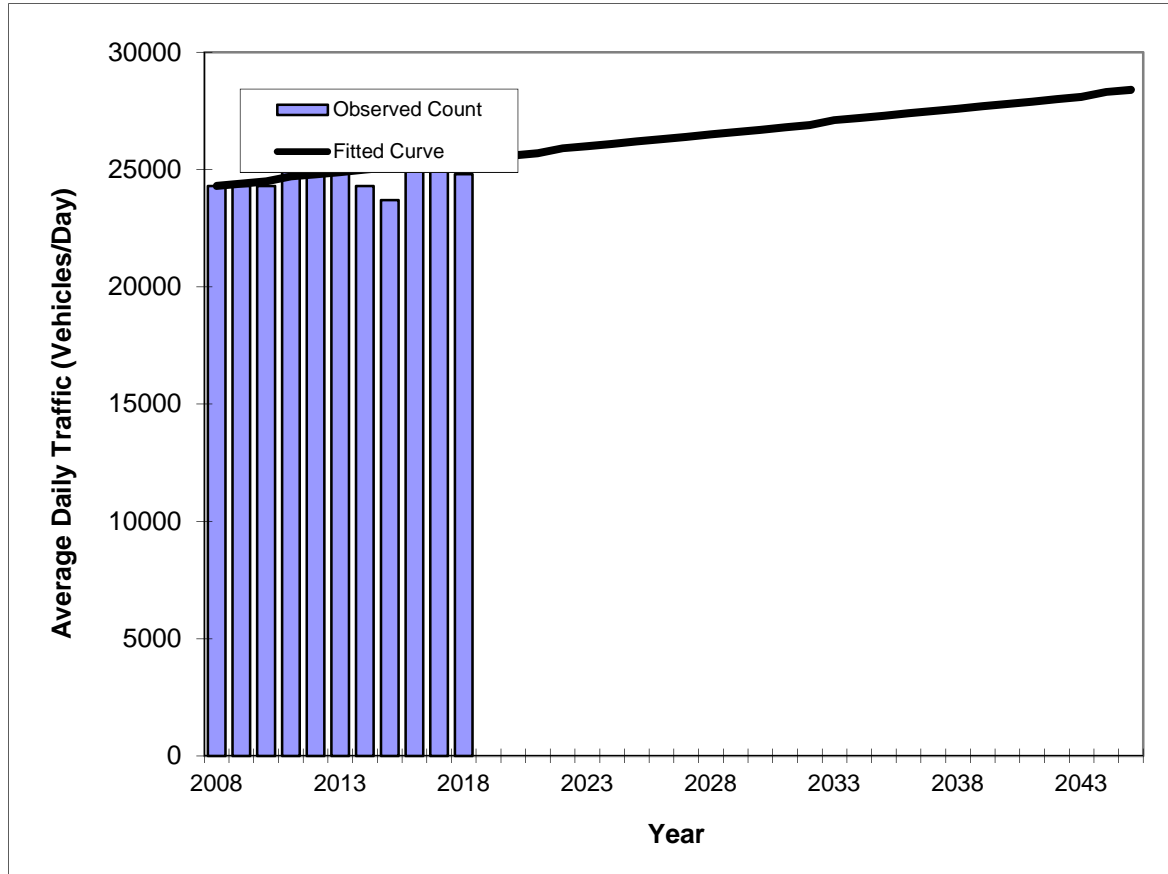
\*Axle-Adjusted

## Traffic Trends - V2.0

**OLD CANOE CREEK RD -- Neptune Rd to Kissimmee Park Rd**

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	OLD CANOE CREEK RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	24300	24300
2009	24300	24400
2010	24300	24500
2011	24900	24700
2012	25600	24800
2013	25000	24900
2014	24300	25000
2015	23700	25100
2016	26300	25200
2017	26100	25300
2018	24800	25400
<b>2018 Opening Year Trend</b>		
2018	N/A	25400
<b>2025 Mid-Year Trend</b>		
2025	N/A	26200
<b>2045 Design Year Trend</b>		
2045	N/A	28400
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	109
Trend R-squared:	19.30%
Trend Annual Historic Growth Rate:	0.45%
Trend Growth Rate (2018 to Design Year):	0.44%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

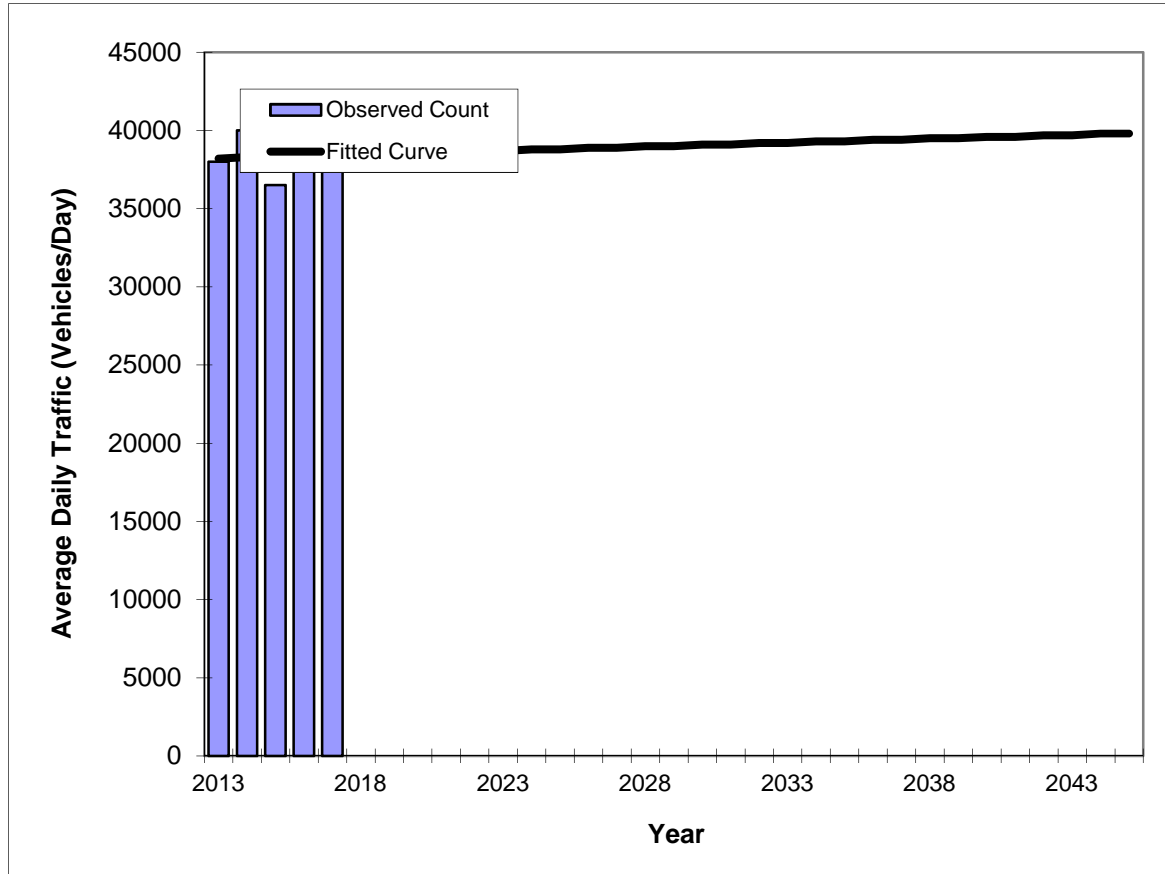
\*Axle-Adjusted

## Traffic Trends - V2.0

### US 192 -- Commerce Center to Neptune Rd

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	38000	38200
2014	40000	38300
2015	36500	38300
2016	37500	38400
2017	39500	38400
<b>2018 Opening Year Trend</b>		
2018	N/A	38500
<b>2025 Mid-Year Trend</b>		
2025	N/A	38800
<b>2045 Design Year Trend</b>		
2045	N/A	39800
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	50
Trend R-squared:	0.30%
Trend Annual Historic Growth Rate:	0.13%
Trend Growth Rate (2017 to Design Year):	0.13%
Printed:	11-Mar-19
<b>Straight Line Growth Option</b>	

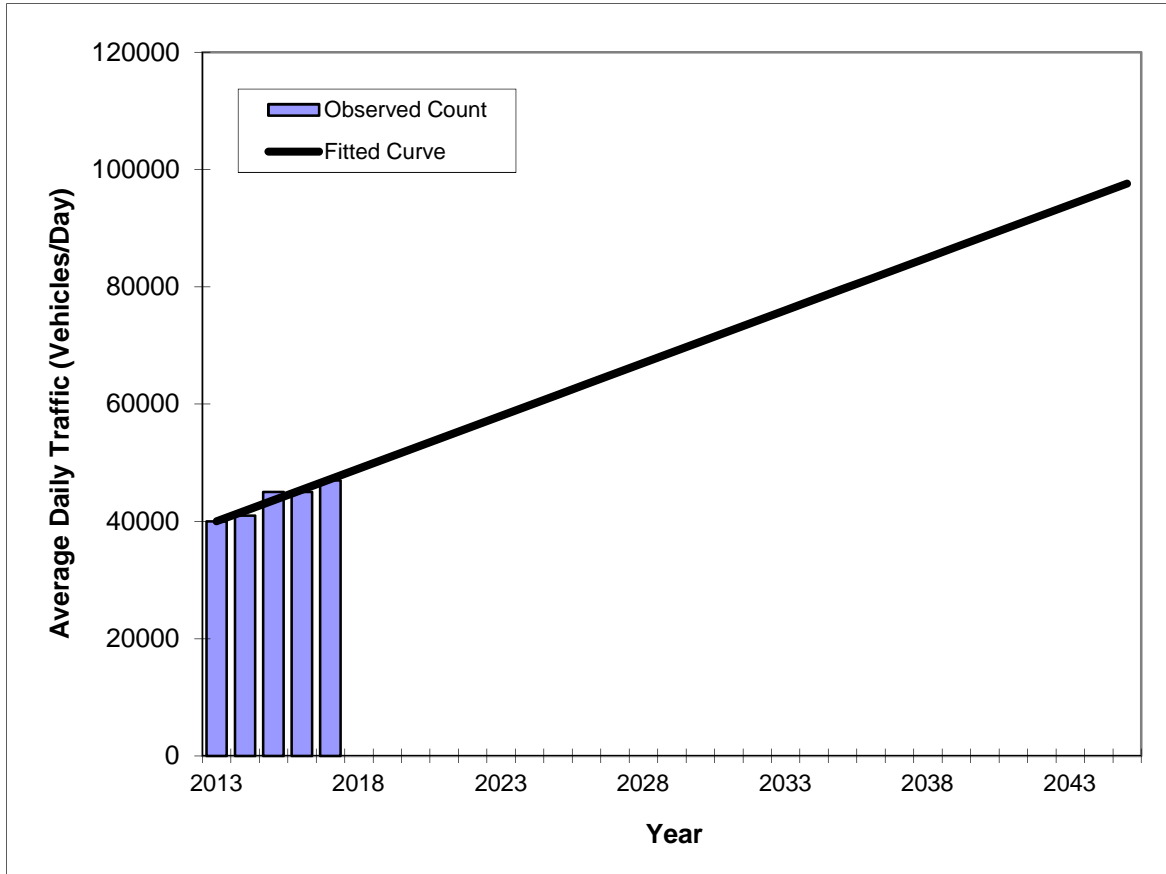
\*Axle-Adjusted

# Traffic Trends - V2.0

US 192 -- Neptune Rd to Columbia Ave

PIN#	12345
Location	1

County:	Osceola (92)
Station #:	0
Highway:	US 192



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	40000	40000
2014	41000	41800
2015	45000	43600
2016	45000	45400
2017	47000	47200
<b>2018 Opening Year Trend</b>		
2018	N/A	49000
<b>2025 Mid-Year Trend</b>		
2025	N/A	61600
<b>2045 Design Year Trend</b>		
2045	N/A	97600
<b>TRANPLAN Forecasts/Trends</b>		

\*\* Annual Trend Increase: 1,800  
 Trend R-squared: 92.05%  
 Trend Annual Historic Growth Rate: 4.50%  
 Trend Growth Rate (2017 to Design Year): 3.81%  
 Printed: 11-Mar-19  
**Straight Line Growth Option**

\*Axle-Adjusted

**Appendix D**  
Development of AM Peak-to-Daily Ratio

## MEMORANDUM

To: Victor Muchuruza, P.E.

From: Mike Woodward, P.E.  
Kimley-Horn and Associates, Inc.

Date: August 12, 2019

Subject: Development of AM Peak Hour Turning Movements, Neptune Road PD&E

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Multiple traffic counts were collected for the Neptune Road Project Development and Environment (PD&E) study. This memorandum is provided to support the use of 7.0 percent of the daily traffic for the development of AM peak hour turning movements. This is not the K-Factor. A standard 9.0 percent K-Factor will be used to develop the design traffic, which corresponds with the PM peak hour conditions.

Of the traffic counts taken on the portion of Neptune Road to be improved, the segment from Partin Settlement Road to Cross Prairie Parkway has the highest volume. This is expected to be consistent for future conditions as well.

Based on a 72-hour traffic count on Neptune Road, east of Partin Settlement Road, the PM peak hour represents the design hour for the roadway, accounting for between 9.1 percent and 9.9 percent of the daily traffic volume. The peak hour factors ranged from 0.89 to 0.90, suggesting no peak spreading. A copy of this count is included in **Attachment A**. The hourly counts by day are summarized in **Table 1** and the 15-minute counts used to identify the PM peak hour are identified in **Table 2**.

**Table 1:** Daily Traffic Count, Neptune Road, East of Partin Settlement Road

Ending Hour	Tues 5/8/2018	Wed 5/9/2018	Thurs 5/10/2018
1	214	199	215
2	100	91	134
3	91	103	88
4	87	102	107
5	209	211	213
6	538	531	510
7	1,478	1,436	1,372
8	1,728	1,677	1,708
9	1,589	1,486	1,510
10	1,285	1,321	1,269
11	1,264	1,211	1,218
12	1,272	1,220	1,246
13	1,315	1,288	1,283
14	1,419	1,330	1,304
15	1,523	1,492	1,523
16	1,866	1,652	1,579
17	2,183	2,221	2,007
18	<b>2,581</b>	1,504	<b>2,329</b>
19	1,517	<b>2,296</b>	1,608
20	1,159	1,134	1,204
21	952	1,013	1,018
22	676	767	766
23	612	508	488
24	321	310	323
<b>Total</b>	<b>25,979</b>	<b>25,103</b>	<b>25,022</b>

 Designates peak hour

**Table 2:** 15-Minute Counts to Identify PM Peak Hour

Ending Time	Tues 5/8/2018	Wed 5/9/2018	Thurs 5/10/2018
16:45	469	567	510
17:00	539	540	508
17:15	<b>535</b>	429	<b>522</b>
17:30	<b>674</b>	382	<b>651</b>
17:45	<b>722</b>	258	<b>602</b>
18:00	<b>650</b>	435	<b>554</b>
18:15	407	<b>637</b>	415
18:30	402	<b>544</b>	422
18:45	368	<b>584</b>	392
19:00	340	<b>531</b>	379
19:15	339	328	312
<b>PM Pk Hr</b>	<b>2,581</b>	<b>2,296</b>	<b>2,329</b>
Percent	9.9%	9.1%	9.3%
PHF	0.89	0.90	0.89

**Figure 1** illustrates the hourly traffic counts collected on Neptune Road, east of Partin Settlement Road on Tuesday, May 8, 2018. This was the highest count measured within the project limits and is typical of the traffic patterns on Neptune Road. In addition to the PM peak, a second peak was observed during the morning hours; however, the volumes are significantly lower than measured in the PM peak hour. This is a very normal occurrence in urban areas as the PM peak hour is typically higher than the AM peak hour. As summarized in **Table 3**, the morning peak hour accounted for between 6.7 percent and 6.9 percent of the daily traffic volume. The peak hour factors ranged from 0.89 to 0.91, suggesting no peak spreading.



Figure 1: Hourly Traffic Volumes (Tuesday, May 8, 2018)

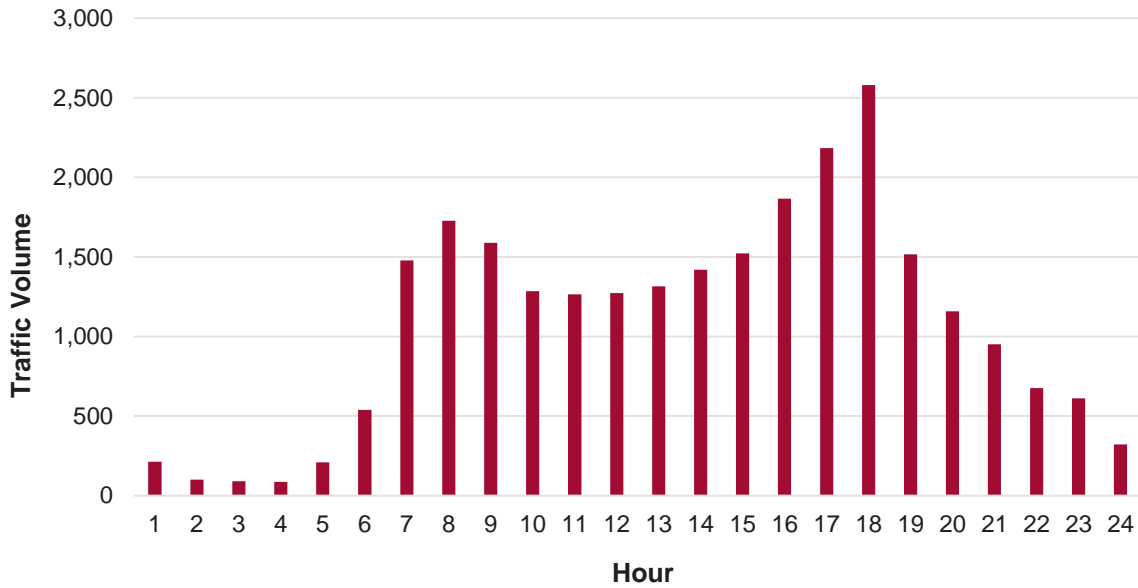


Table 3: 15-Minute Counts to Identify AM Peak Hour

Ending Time	Tues 5/8/2018	Wed 5/9/2018	Thurs 5/10/2018
6:15	298	278	281
6:30	358	339	294
6:45	396	377	370
7:00	426	442	427
7:15	414	383	395
7:30	359	382	372
7:45	468	449	460
8:00	487	463	481
8:15	397	355	407
8:30	453	397	346
8:45	392	380	378
9:00	347	354	379
<b>AM Pk Hr</b>	<b>1,805</b>	<b>1,677</b>	<b>1,708</b>
Percent	6.9%	6.7%	6.8%
PHF	0.93	0.91	0.89

Kimley-Horn proposes to use the standard K for developing future PM peak hour turning movements. However; we propose to develop the AM peak hour turning movements by applying 7.0% to the projected AADT.

Minimal guidance is provided by FDOT for developing the morning peak hour turning movements. Section 4.4.5 Develop Project Traffic Forecast in Detail, of the Project Traffic Forecasting Handbook (January 2014) provides the following:

4. *Use K and D factors to develop directional design hour traffic projections in the peak periods. AM and PM forecasts usually involve reversing the peak direction of flow.*
5. *Review the AM and PM design hour volumes for consistency with the trip generation activity pattern of the projected land uses in the vicinity and adjust if necessary. Such adjustments are made with reference to observed differences in travel characteristics such as numbers of trips and directional splits that occur during morning and evening peak periods. Directional traffic counts collected at local land use sites may provide the necessary data or the ITE Trip Generation Manual may be used to obtain the peak period trip generation characteristics of various land use/special generator sites.*

As noted above, while point 4 may suggest (no specific direction is provided) reversing the PM forecasts for the AM forecast, point 5 directs the manual adjustments for reasonableness. Based on the characteristics of Neptune Road traffic (and consistent with typical conditions for urban roadways) the AM peak hour traffic is significantly lower than the PM peak hour traffic. Therefore, we believe the use of 7.0 percent of the AADT to develop the AM peak hour turning movement volumes is appropriate and consistent with the guidance provided in point 5 above, which recognizes the need to adjust the project volumes based on specific characteristics of the corridor.

**Attachment A**

72-Hour Traffic Count  
Neptune Road, East of Partin Settlement Road

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue) <b>Stop Date</b> 05/10/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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8-May-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	8	14	12	19	49	175	230	249	178	169	133	
30	13	8	7	12	31	79	218	166	287	150	177	165	
45	11	6	10	14	32	77	216	280	218	178	155	152	
00	5	6	8	13	47	116	224	324	197	175	146	122	
<b>Hr Total</b>	<b>45</b>	<b>28</b>	<b>39</b>	<b>51</b>	<b>129</b>	<b>321</b>	<b>833</b>	<b>1000</b>	<b>951</b>	<b>681</b>	<b>647</b>	<b>572</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	135	141	154	165	259	166	135	137	85	75	125	34	
30	127	162	153	187	179	160	133	105	112	78	52	33	
45	158	156	147	166	168	188	136	100	94	68	27	24	
00	142	160	195	147	174	163	115	91	101	42	46	19	
<b>Hr Total</b>	<b>562</b>	<b>619</b>	<b>649</b>	<b>665</b>	<b>780</b>	<b>677</b>	<b>519</b>	<b>433</b>	<b>392</b>	<b>263</b>	<b>250</b>	<b>110</b>	
<b>24 Hour Total:</b>		11,216				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,000				PM 4:00-5:00		7:30	1,140	0.88			
AM 8:00-9:00		951				PM 5:00-6:00		16:00	780	0.75			

8-May-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	22	15	9	17	26	123	184	148	163	154	154	
30	41	21	17	9	15	41	140	193	166	140	144	196	
45	43	14	12	10	11	81	180	188	174	148	152	192	
00	36	15	8	8	37	69	202	163	150	153	167	158	
<b>Hr Total</b>	<b>169</b>	<b>72</b>	<b>52</b>	<b>36</b>	<b>80</b>	<b>217</b>	<b>645</b>	<b>728</b>	<b>638</b>	<b>604</b>	<b>617</b>	<b>700</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	178	202	222	284	364	369	272	202	132	93	129	58	
30	204	194	227	310	373	514	269	191	158	112	80	48	
45	193	180	226	315	301	534	232	183	142	105	62	58	
00	178	224	199	292	365	487	225	150	128	103	91	47	
<b>Hr Total</b>	<b>753</b>	<b>800</b>	<b>874</b>	<b>1201</b>	<b>1403</b>	<b>1904</b>	<b>998</b>	<b>726</b>	<b>560</b>	<b>413</b>	<b>362</b>	<b>211</b>	
<b>24 Hour Total:</b>		14,763				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		728				PM 4:00-5:00		6:45	767	0.95			
AM 8:00-9:00		638				PM 5:00-6:00		17:00	1,904	0.89			

8-May-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	65	30	29	21	36	75	298	414	397	341	323	287	
30	54	29	24	21	46	120	358	359	453	290	321	361	
45	54	20	22	24	43	158	396	468	392	326	307	344	
00	41	21	16	21	84	185	426	487	347	328	313	280	
<b>Hr Total</b>	<b>214</b>	<b>100</b>	<b>91</b>	<b>87</b>	<b>209</b>	<b>538</b>	<b>1478</b>	<b>1728</b>	<b>1589</b>	<b>1285</b>	<b>1264</b>	<b>1272</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	313	343	376	449	623	535	407	339	217	168	254	92	
30	331	356	380	497	552	674	402	296	270	190	132	81	
45	351	336	373	481	469	722	368	283	236	173	89	82	
00	320	384	394	439	539	650	340	241	229	145	137	66	
<b>Hr Total</b>	<b>1315</b>	<b>1419</b>	<b>1523</b>	<b>1866</b>	<b>2183</b>	<b>2581</b>	<b>1517</b>	<b>1159</b>	<b>952</b>	<b>676</b>	<b>612</b>	<b>321</b>	
<b>24 Hour Total:</b>		25,979				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,728				PM 4:00-5:00		7:30	1,805	0.93			
AM 8:00-9:00		1,589				PM 5:00-6:00		17:00	2,581	0.89			

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue) <b>Stop Date</b> 05/10/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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9-May-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	5	9	6	22	62	169	238	203	180	158	141	
30	14	2	9	19	35	82	221	170	260	197	149	132	
45	15	10	10	11	42	81	205	278	197	194	156	132	
00	8	8	6	12	34	123	242	306	199	174	141	158	
<b>Hr Total</b>	<b>54</b>	<b>25</b>	<b>34</b>	<b>48</b>	<b>133</b>	<b>348</b>	<b>837</b>	<b>992</b>	<b>859</b>	<b>745</b>	<b>604</b>	<b>563</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	140	139	136	157	220	123	162	119	97	71	56	38	
30	156	132	160	174	187	100	153	108	112	71	41	34	
45	139	167	133	148	207	50	167	83	102	53	33	22	
00	162	127	190	142	195	119	141	92	86	53	36	20	
<b>Hr Total</b>	<b>597</b>	<b>565</b>	<b>619</b>	<b>621</b>	<b>809</b>	<b>392</b>	<b>623</b>	<b>402</b>	<b>397</b>	<b>248</b>	<b>166</b>	<b>114</b>	
<b>24 Hour Total:</b>		10,795				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		992				PM 4:00-5:00		809		AM Peak Hour:	7:00	992	0.81
AM 8:00-9:00		859				PM 5:00-6:00		392		PM Peak Hour:	16:00	809	0.92

9-May-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	42	14	14	15	15	23	109	145	152	123	154	163	
30	37	19	16	16	18	43	118	212	137	115	132	168	
45	37	20	19	14	22	53	172	171	183	168	155	166	
00	29	13	20	9	23	64	200	157	155	170	166	160	
<b>Hr Total</b>	<b>145</b>	<b>66</b>	<b>69</b>	<b>54</b>	<b>78</b>	<b>183</b>	<b>599</b>	<b>685</b>	<b>627</b>	<b>576</b>	<b>607</b>	<b>657</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	178	151	214	242	334	306	475	209	143	152	95	55	
30	170	202	221	255	373	282	391	202	155	127	89	51	
45	181	193	235	260	360	208	417	162	161	116	88	43	
00	162	219	203	274	345	316	390	159	157	124	70	47	
<b>Hr Total</b>	<b>691</b>	<b>765</b>	<b>873</b>	<b>1031</b>	<b>1412</b>	<b>1112</b>	<b>1673</b>	<b>732</b>	<b>616</b>	<b>519</b>	<b>342</b>	<b>196</b>	
<b>24 Hour Total:</b>		14,308				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		685				PM 4:00-5:00		1,412		AM Peak Hour:	7:00	685	0.81
AM 8:00-9:00		627				PM 5:00-6:00		1,112		PM Peak Hour:	18:00	1,673	0.88

9-May-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	59	19	23	21	37	85	278	383	355	303	312	304	
30	51	21	25	35	53	125	339	382	397	312	281	300	
45	52	30	29	25	64	134	377	449	380	362	311	298	
00	37	21	26	21	57	187	442	463	354	344	307	318	
<b>Hr Total</b>	<b>199</b>	<b>91</b>	<b>103</b>	<b>102</b>	<b>211</b>	<b>531</b>	<b>1436</b>	<b>1677</b>	<b>1486</b>	<b>1321</b>	<b>1211</b>	<b>1220</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	318	290	350	399	554	429	637	328	240	223	151	93	
30	326	334	381	429	560	382	544	310	267	198	130	85	
45	320	360	368	408	567	258	584	245	263	169	121	65	
00	324	346	393	416	540	435	531	251	243	177	106	67	
<b>Hr Total</b>	<b>1288</b>	<b>1330</b>	<b>1492</b>	<b>1652</b>	<b>2221</b>	<b>1504</b>	<b>2296</b>	<b>1134</b>	<b>1013</b>	<b>767</b>	<b>508</b>	<b>310</b>	
<b>24 Hour Total:</b>		25,103				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,677				PM 4:00-5:00		2,221		AM Peak Hour:	7:00	1,677	0.91
AM 8:00-9:00		1,486				PM 5:00-6:00		1,504		PM Peak Hour:	18:00	2,296	0.90

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	

10-May-18 (Thu)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	19	6	10	33	60	164	221	243	171	141	121	
30	14	8	10	21	24	78	195	179	199	177	152	150	
45	16	11	12	11	41	80	208	294	214	163	124	140	
00	9	9	9	10	46	114	223	313	218	187	170	145	
<b>Hr Total</b>	<b>63</b>	<b>47</b>	<b>37</b>	<b>52</b>	<b>144</b>	<b>332</b>	<b>790</b>	<b>1007</b>	<b>874</b>	<b>698</b>	<b>587</b>	<b>556</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	141	161	135	39	176	173	153	104	91	85	49	39	
30	152	155	179	40	168	172	159	123	110	67	54	26	
45	147	144	142	236	189	177	150	109	93	68	39	25	
00	143	155	15	221	159	157	159	96	111	54	28	16	
<b>Hr Total</b>	<b>583</b>	<b>615</b>	<b>471</b>	<b>536</b>	<b>692</b>	<b>679</b>	<b>621</b>	<b>432</b>	<b>405</b>	<b>274</b>	<b>170</b>	<b>106</b>	
<b>24 Hour Total:</b> 10,771							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,007		PM 4:00-5:00 692					AM Peak Hour:		7:00	1,007	0.80		
AM 8:00-9:00 874		PM 5:00-6:00 679					PM Peak Hour:		16:00	692	0.92		

10-May-18 (Thu)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	46	24	14	11	14	21	117	174	164	155	146	186	
30	39	23	15	11	11	44	99	193	147	139	173	175	
45	34	23	12	13	14	57	162	166	164	126	165	180	
00	33	17	10	20	30	56	204	168	161	151	147	149	
<b>Hr Total</b>	<b>152</b>	<b>87</b>	<b>51</b>	<b>55</b>	<b>69</b>	<b>178</b>	<b>582</b>	<b>701</b>	<b>636</b>	<b>571</b>	<b>631</b>	<b>690</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	175	178	219	281	334	349	262	208	170	110	73	49	
30	168	178	287	248	311	479	263	222	168	124	97	59	
45	171	168	320	245	321	425	242	187	157	136	81	53	
00	186	165	226	269	349	397	220	155	118	122	67	56	
<b>Hr Total</b>	<b>700</b>	<b>689</b>	<b>1052</b>	<b>1043</b>	<b>1315</b>	<b>1650</b>	<b>987</b>	<b>772</b>	<b>613</b>	<b>492</b>	<b>318</b>	<b>217</b>	
<b>24 Hour Total:</b> 14,251							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 701		PM 4:00-5:00 1,315					AM Peak Hour:		7:00	701	0.91		
AM 8:00-9:00 636		PM 5:00-6:00 1,650					PM Peak Hour:		17:00	1,650	0.86		

10-May-18 (Thu)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	70	43	20	21	47	81	281	395	407	326	287	307	
30	53	31	25	32	35	122	294	372	346	316	325	325	
45	50	34	24	24	55	137	370	460	378	289	289	320	
00	42	26	19	30	76	170	427	481	379	338	317	294	
<b>Hr Total</b>	<b>215</b>	<b>134</b>	<b>88</b>	<b>107</b>	<b>213</b>	<b>510</b>	<b>1372</b>	<b>1708</b>	<b>1510</b>	<b>1269</b>	<b>1218</b>	<b>1246</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	316	339	354	320	510	522	415	312	261	195	122	88	
30	320	333	466	288	479	651	422	345	278	191	151	85	
45	318	312	462	481	510	602	392	296	250	204	120	78	
00	329	320	241	490	508	554	379	251	229	176	95	72	
<b>Hr Total</b>	<b>1283</b>	<b>1304</b>	<b>1523</b>	<b>1579</b>	<b>2007</b>	<b>2329</b>	<b>1608</b>	<b>1204</b>	<b>1018</b>	<b>766</b>	<b>488</b>	<b>323</b>	
<b>24 Hour Total:</b> 25,022							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,708		PM 4:00-5:00 2,007					AM Peak Hour:		7:00	1,708	0.89		
AM 8:00-9:00 1,510		PM 5:00-6:00 2,329					PM Peak Hour:		17:00	2,329	0.89		

# Roadway Count Summary

## Average

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	10	9	25	57	169	230	232	176	156	132
30	14	6	9	17	30	80	211	172	249	175	159	149
45	14	9	11	12	38	79	210	284	210	178	145	141
00	7	8	8	12	42	118	230	314	205	179	152	142
<b>Hr Total</b>	<b>54</b>	<b>34</b>	<b>38</b>	<b>50</b>	<b>135</b>	<b>334</b>	<b>820</b>	<b>1000</b>	<b>896</b>	<b>708</b>	<b>612</b>	<b>564</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	147	142	120	218	154	150	120	91	77	77	37
30	145	150	164	134	178	144	148	112	111	72	49	31
45	148	156	141	183	188	138	151	97	96	63	33	24
00	149	147	133	170	176	146	138	93	99	50	37	18
<b>Hr Total</b>	<b>581</b>	<b>600</b>	<b>580</b>	<b>607</b>	<b>760</b>	<b>582</b>	<b>587</b>	<b>422</b>	<b>397</b>	<b>262</b>	<b>196</b>	<b>110</b>

<b>24 Hour Total:</b>	10,929			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,000	PM 4:00-5:00	760	AM Peak Hour:	7:00	1,000	0.80
AM 8:00-9:00	896	PM 5:00-6:00	582	PM Peak Hour:	16:00	760	0.87

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	20	14	12	15	23	116	168	155	147	151	168
30	39	21	16	12	15	43	119	199	150	131	150	180
45	38	19	14	12	16	64	171	175	174	147	157	179
00	33	15	13	12	30	63	202	163	155	158	160	156
<b>Hr Total</b>	<b>156</b>	<b>75</b>	<b>57</b>	<b>48</b>	<b>76</b>	<b>193</b>	<b>608</b>	<b>705</b>	<b>634</b>	<b>583</b>	<b>618</b>	<b>683</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	177	218	269	344	341	336	206	148	118	99	54
30	181	191	245	271	352	425	308	205	160	121	89	53
45	182	180	260	273	327	389	297	177	153	119	77	51
00	175	203	209	278	353	400	278	155	134	116	76	50
<b>Hr Total</b>	<b>715</b>	<b>751</b>	<b>932</b>	<b>1091</b>	<b>1376</b>	<b>1555</b>	<b>1219</b>	<b>743</b>	<b>595</b>	<b>474</b>	<b>341</b>	<b>208</b>

<b>24 Hour Total:</b>	14,436			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	705	PM 4:00-5:00	1,376	AM Peak Hour:	7:00	705	0.88
AM 8:00-9:00	634	PM 5:00-6:00	1,555	PM Peak Hour:	17:00	1,555	0.91

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	24	21	40	80	286	397	386	323	307	299
30	53	27	25	29	45	122	330	371	399	306	309	329
45	52	28	25	24	54	143	381	459	383	326	302	321
00	40	23	20	24	72	181	432	477	360	337	312	297
<b>Hr Total</b>	<b>210</b>	<b>109</b>	<b>94</b>	<b>98</b>	<b>211</b>	<b>526</b>	<b>1429</b>	<b>1704</b>	<b>1528</b>	<b>1292</b>	<b>1230</b>	<b>1246</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	324	360	389	562	495	486	326	239	195	176	91
30	326	341	409	405	530	569	456	317	272	193	138	84
45	330	336	401	457	515	527	448	275	250	182	110	75
00	324	350	343	448	529	546	417	248	234	166	113	68
<b>Hr Total</b>	<b>1296</b>	<b>1351</b>	<b>1513</b>	<b>1699</b>	<b>2136</b>	<b>2137</b>	<b>1807</b>	<b>1166</b>	<b>995</b>	<b>736</b>	<b>537</b>	<b>318</b>

<b>24 Hour Total:</b>	25,368			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,704	PM 4:00-5:00	2,136	AM Peak Hour:	7:00	1,704	0.89
AM 8:00-9:00	1,528	PM 5:00-6:00	2,137	PM Peak Hour:	17:00	2,138	0.94

## **APPENDIX B**

Roadway Segment Counts  
FDOT's Florida Traffic Information (FTI) Data



# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	

8-May-18 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	8	14	12	19	49	175	230	249	178	169	133	
30	13	8	7	12	31	79	218	166	287	150	177	165	
45	11	6	10	14	32	77	216	280	218	178	155	152	
00	5	6	8	13	47	116	224	324	197	175	146	122	
<b>Hr Total</b>	<b>45</b>	<b>28</b>	<b>39</b>	<b>51</b>	<b>129</b>	<b>321</b>	<b>833</b>	<b>1000</b>	<b>951</b>	<b>681</b>	<b>647</b>	<b>572</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	135	141	154	165	259	166	135	137	85	75	125	34	
30	127	162	153	187	179	160	133	105	112	78	52	33	
45	158	156	147	166	168	188	136	100	94	68	27	24	
00	142	160	195	147	174	163	115	91	101	42	46	19	
<b>Hr Total</b>	<b>562</b>	<b>619</b>	<b>649</b>	<b>665</b>	<b>780</b>	<b>677</b>	<b>519</b>	<b>433</b>	<b>392</b>	<b>263</b>	<b>250</b>	<b>110</b>	
<b>24 Hour Total:</b>		11,216				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,000				PM 4:00-5:00		7:30	1,140	0.88			
AM 8:00-9:00		951				PM 5:00-6:00		16:00	780	0.75			

8-May-18 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	22	15	9	17	26	123	184	148	163	154	154	
30	41	21	17	9	15	41	140	193	166	140	144	196	
45	43	14	12	10	11	81	180	188	174	148	152	192	
00	36	15	8	8	37	69	202	163	150	153	167	158	
<b>Hr Total</b>	<b>169</b>	<b>72</b>	<b>52</b>	<b>36</b>	<b>80</b>	<b>217</b>	<b>645</b>	<b>728</b>	<b>638</b>	<b>604</b>	<b>617</b>	<b>700</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	178	202	222	284	364	369	272	202	132	93	129	58	
30	204	194	227	310	373	514	269	191	158	112	80	48	
45	193	180	226	315	301	534	232	183	142	105	62	58	
00	178	224	199	292	365	487	225	150	128	103	91	47	
<b>Hr Total</b>	<b>753</b>	<b>800</b>	<b>874</b>	<b>1201</b>	<b>1403</b>	<b>1904</b>	<b>998</b>	<b>726</b>	<b>560</b>	<b>413</b>	<b>362</b>	<b>211</b>	
<b>24 Hour Total:</b>		14,763				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		728				PM 4:00-5:00		6:45	767	0.95			
AM 8:00-9:00		638				PM 5:00-6:00		17:00	1,904	0.89			

8-May-18 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	65	30	29	21	36	75	298	414	397	341	323	287	
30	54	29	24	21	46	120	358	359	453	290	321	361	
45	54	20	22	24	43	158	396	468	392	326	307	344	
00	41	21	16	21	84	185	426	487	347	328	313	280	
<b>Hr Total</b>	<b>214</b>	<b>100</b>	<b>91</b>	<b>87</b>	<b>209</b>	<b>538</b>	<b>1478</b>	<b>1728</b>	<b>1589</b>	<b>1285</b>	<b>1264</b>	<b>1272</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	313	343	376	449	623	535	407	339	217	168	254	92	
30	331	356	380	497	552	674	402	296	270	190	132	81	
45	351	336	373	481	469	722	368	283	236	173	89	82	
00	320	384	394	439	539	650	340	241	229	145	137	66	
<b>Hr Total</b>	<b>1315</b>	<b>1419</b>	<b>1523</b>	<b>1866</b>	<b>2183</b>	<b>2581</b>	<b>1517</b>	<b>1159</b>	<b>952</b>	<b>676</b>	<b>612</b>	<b>321</b>	
<b>24 Hour Total:</b>		25,979				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,728				PM 4:00-5:00		7:30	1,805	0.93			
AM 8:00-9:00		1,589				PM 5:00-6:00		17:00	2,581	0.89			

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue) <b>Stop Date</b> 05/10/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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9-May-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	5	9	6	22	62	169	238	203	180	158	141	
30	14	2	9	19	35	82	221	170	260	197	149	132	
45	15	10	10	11	42	81	205	278	197	194	156	132	
00	8	8	6	12	34	123	242	306	199	174	141	158	
<b>Hr Total</b>	<b>54</b>	<b>25</b>	<b>34</b>	<b>48</b>	<b>133</b>	<b>348</b>	<b>837</b>	<b>992</b>	<b>859</b>	<b>745</b>	<b>604</b>	<b>563</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	140	139	136	157	220	123	162	119	97	71	56	38	
30	156	132	160	174	187	100	153	108	112	71	41	34	
45	139	167	133	148	207	50	167	83	102	53	33	22	
00	162	127	190	142	195	119	141	92	86	53	36	20	
<b>Hr Total</b>	<b>597</b>	<b>565</b>	<b>619</b>	<b>621</b>	<b>809</b>	<b>392</b>	<b>623</b>	<b>402</b>	<b>397</b>	<b>248</b>	<b>166</b>	<b>114</b>	
<b>24 Hour Total:</b>		10,795				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		992				PM 4:00-5:00		809		AM Peak Hour:	7:00	992	0.81
AM 8:00-9:00		859				PM 5:00-6:00		392		PM Peak Hour:	16:00	809	0.92

9-May-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	42	14	14	15	15	23	109	145	152	123	154	163	
30	37	19	16	16	18	43	118	212	137	115	132	168	
45	37	20	19	14	22	53	172	171	183	168	155	166	
00	29	13	20	9	23	64	200	157	155	170	166	160	
<b>Hr Total</b>	<b>145</b>	<b>66</b>	<b>69</b>	<b>54</b>	<b>78</b>	<b>183</b>	<b>599</b>	<b>685</b>	<b>627</b>	<b>576</b>	<b>607</b>	<b>657</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	178	151	214	242	334	306	475	209	143	152	95	55	
30	170	202	221	255	373	282	391	202	155	127	89	51	
45	181	193	235	260	360	208	417	162	161	116	88	43	
00	162	219	203	274	345	316	390	159	157	124	70	47	
<b>Hr Total</b>	<b>691</b>	<b>765</b>	<b>873</b>	<b>1031</b>	<b>1412</b>	<b>1112</b>	<b>1673</b>	<b>732</b>	<b>616</b>	<b>519</b>	<b>342</b>	<b>196</b>	
<b>24 Hour Total:</b>		14,308				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		685				PM 4:00-5:00		1,412		AM Peak Hour:	7:00	685	0.81
AM 8:00-9:00		627				PM 5:00-6:00		1,112		PM Peak Hour:	18:00	1,673	0.88

9-May-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	59	19	23	21	37	85	278	383	355	303	312	304	
30	51	21	25	35	53	125	339	382	397	312	281	300	
45	52	30	29	25	64	134	377	449	380	362	311	298	
00	37	21	26	21	57	187	442	463	354	344	307	318	
<b>Hr Total</b>	<b>199</b>	<b>91</b>	<b>103</b>	<b>102</b>	<b>211</b>	<b>531</b>	<b>1436</b>	<b>1677</b>	<b>1486</b>	<b>1321</b>	<b>1211</b>	<b>1220</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	318	290	350	399	554	429	637	328	240	223	151	93	
30	326	334	381	429	560	382	544	310	267	198	130	85	
45	320	360	368	408	567	258	584	245	263	169	121	65	
00	324	346	393	416	540	435	531	251	243	177	106	67	
<b>Hr Total</b>	<b>1288</b>	<b>1330</b>	<b>1492</b>	<b>1652</b>	<b>2221</b>	<b>1504</b>	<b>2296</b>	<b>1134</b>	<b>1013</b>	<b>767</b>	<b>508</b>	<b>310</b>	
<b>24 Hour Total:</b>		25,103				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,677				PM 4:00-5:00		2,221		AM Peak Hour:	7:00	1,677	0.91
AM 8:00-9:00		1,486				PM 5:00-6:00		1,504		PM Peak Hour:	18:00	2,296	0.90

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	

10-May-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	19	6	10	33	60	164	221	243	171	141	121
30	14	8	10	21	24	78	195	179	199	177	152	150
45	16	11	12	11	41	80	208	294	214	163	124	140
00	9	9	9	10	46	114	223	313	218	187	170	145
<b>Hr Total</b>	<b>63</b>	<b>47</b>	<b>37</b>	<b>52</b>	<b>144</b>	<b>332</b>	<b>790</b>	<b>1007</b>	<b>874</b>	<b>698</b>	<b>587</b>	<b>556</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	161	135	39	176	173	153	104	91	85	49	39
30	152	155	179	40	168	172	159	123	110	67	54	26
45	147	144	142	236	189	177	150	109	93	68	39	25
00	143	155	15	221	159	157	159	96	111	54	28	16
<b>Hr Total</b>	<b>583</b>	<b>615</b>	<b>471</b>	<b>536</b>	<b>692</b>	<b>679</b>	<b>621</b>	<b>432</b>	<b>405</b>	<b>274</b>	<b>170</b>	<b>106</b>
<b>24 Hour Total:</b>		10,771		<b>Peak Hour Analysis</b>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		1,007		PM 4:00-5:00		692		AM Peak Hour:	7:00	1,007	0.80	
AM 8:00-9:00		874		PM 5:00-6:00		679		PM Peak Hour:	16:00	692	0.92	

10-May-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	24	14	11	14	21	117	174	164	155	146	186
30	39	23	15	11	11	44	99	193	147	139	173	175
45	34	23	12	13	14	57	162	166	164	126	165	180
00	33	17	10	20	30	56	204	168	161	151	147	149
<b>Hr Total</b>	<b>152</b>	<b>87</b>	<b>51</b>	<b>55</b>	<b>69</b>	<b>178</b>	<b>582</b>	<b>701</b>	<b>636</b>	<b>571</b>	<b>631</b>	<b>690</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	178	219	281	334	349	262	208	170	110	73	49
30	168	178	287	248	311	479	263	222	168	124	97	59
45	171	168	320	245	321	425	242	187	157	136	81	53
00	186	165	226	269	349	397	220	155	118	122	67	56
<b>Hr Total</b>	<b>700</b>	<b>689</b>	<b>1052</b>	<b>1043</b>	<b>1315</b>	<b>1650</b>	<b>987</b>	<b>772</b>	<b>613</b>	<b>492</b>	<b>318</b>	<b>217</b>
<b>24 Hour Total:</b>		14,251		<b>Peak Hour Analysis</b>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		701		PM 4:00-5:00		1,315		AM Peak Hour:	7:00	701	0.91	
AM 8:00-9:00		636		PM 5:00-6:00		1,650		PM Peak Hour:	17:00	1,650	0.86	

10-May-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	43	20	21	47	81	281	395	407	326	287	307
30	53	31	25	32	35	122	294	372	346	316	325	325
45	50	34	24	24	55	137	370	460	378	289	289	320
00	42	26	19	30	76	170	427	481	379	338	317	294
<b>Hr Total</b>	<b>215</b>	<b>134</b>	<b>88</b>	<b>107</b>	<b>213</b>	<b>510</b>	<b>1372</b>	<b>1708</b>	<b>1510</b>	<b>1269</b>	<b>1218</b>	<b>1246</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	339	354	320	510	522	415	312	261	195	122	88
30	320	333	466	288	479	651	422	345	278	191	151	85
45	318	312	462	481	510	602	392	296	250	204	120	78
00	329	320	241	490	508	554	379	251	229	176	95	72
<b>Hr Total</b>	<b>1283</b>	<b>1304</b>	<b>1523</b>	<b>1579</b>	<b>2007</b>	<b>2329</b>	<b>1608</b>	<b>1204</b>	<b>1018</b>	<b>766</b>	<b>488</b>	<b>323</b>
<b>24 Hour Total:</b>		25,022		<b>Peak Hour Analysis</b>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		1,708		PM 4:00-5:00		2,007		AM Peak Hour:	7:00	1,708	0.89	
AM 8:00-9:00		1,510		PM 5:00-6:00		2,329		PM Peak Hour:	17:00	2,329	0.89	

# Roadway Count Summary

## Average

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1A:Neptune Rd: SE of Partin Settlement Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	10	9	25	57	169	230	232	176	156	132
30	14	6	9	17	30	80	211	172	249	175	159	149
45	14	9	11	12	38	79	210	284	210	178	145	141
00	7	8	8	12	42	118	230	314	205	179	152	142
<b>Hr Total</b>	<b>54</b>	<b>34</b>	<b>38</b>	<b>50</b>	<b>135</b>	<b>334</b>	<b>820</b>	<b>1000</b>	<b>896</b>	<b>708</b>	<b>612</b>	<b>564</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	147	142	120	218	154	150	120	91	77	77	37
30	145	150	164	134	178	144	148	112	111	72	49	31
45	148	156	141	183	188	138	151	97	96	63	33	24
00	149	147	133	170	176	146	138	93	99	50	37	18
<b>Hr Total</b>	<b>581</b>	<b>600</b>	<b>580</b>	<b>607</b>	<b>760</b>	<b>582</b>	<b>587</b>	<b>422</b>	<b>397</b>	<b>262</b>	<b>196</b>	<b>110</b>

<b>24 Hour Total:</b>	10,929			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,000	PM 4:00-5:00	760	AM Peak Hour:	7:00	1,000	0.80
AM 8:00-9:00	896	PM 5:00-6:00	582	PM Peak Hour:	16:00	760	0.87

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	20	14	12	15	23	116	168	155	147	151	168
30	39	21	16	12	15	43	119	199	150	131	150	180
45	38	19	14	12	16	64	171	175	174	147	157	179
00	33	15	13	12	30	63	202	163	155	158	160	156
<b>Hr Total</b>	<b>156</b>	<b>75</b>	<b>57</b>	<b>48</b>	<b>76</b>	<b>193</b>	<b>608</b>	<b>705</b>	<b>634</b>	<b>583</b>	<b>618</b>	<b>683</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	177	218	269	344	341	336	206	148	118	99	54
30	181	191	245	271	352	425	308	205	160	121	89	53
45	182	180	260	273	327	389	297	177	153	119	77	51
00	175	203	209	278	353	400	278	155	134	116	76	50
<b>Hr Total</b>	<b>715</b>	<b>751</b>	<b>932</b>	<b>1091</b>	<b>1376</b>	<b>1555</b>	<b>1219</b>	<b>743</b>	<b>595</b>	<b>474</b>	<b>341</b>	<b>208</b>

<b>24 Hour Total:</b>	14,436			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	705	PM 4:00-5:00	1,376	AM Peak Hour:	7:00	705	0.88
AM 8:00-9:00	634	PM 5:00-6:00	1,555	PM Peak Hour:	17:00	1,555	0.91

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	24	21	40	80	286	397	386	323	307	299
30	53	27	25	29	45	122	330	371	399	306	309	329
45	52	28	25	24	54	143	381	459	383	326	302	321
00	40	23	20	24	72	181	432	477	360	337	312	297
<b>Hr Total</b>	<b>210</b>	<b>109</b>	<b>94</b>	<b>98</b>	<b>211</b>	<b>526</b>	<b>1429</b>	<b>1704</b>	<b>1528</b>	<b>1292</b>	<b>1230</b>	<b>1246</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	324	360	389	562	495	486	326	239	195	176	91
30	326	341	409	405	530	569	456	317	272	193	138	84
45	330	336	401	457	515	527	448	275	250	182	110	75
00	324	350	343	448	529	546	417	248	234	166	113	68
<b>Hr Total</b>	<b>1296</b>	<b>1351</b>	<b>1513</b>	<b>1699</b>	<b>2136</b>	<b>2137</b>	<b>1807</b>	<b>1166</b>	<b>995</b>	<b>736</b>	<b>537</b>	<b>318</b>

<b>24 Hour Total:</b>	25,368			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,704	PM 4:00-5:00	2,136	AM Peak Hour:	7:00	1,704	0.89
AM 8:00-9:00	1,528	PM 5:00-6:00	2,137	PM Peak Hour:	17:00	2,138	0.94

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1B:Neptune Rd: NW of Partin Settlement Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	21	18	22	35	65	237	399	439	335	251	237	
30	23	28	10	22	40	89	350	367	472	325	258	260	
45	24	9	19	24	51	109	285	536	482	300	212	238	
00	14	12	16	18	52	163	336	561	346	265	233	246	
<b>Hr Total</b>	<b>82</b>	<b>70</b>	<b>63</b>	<b>86</b>	<b>178</b>	<b>426</b>	<b>1208</b>	<b>1863</b>	<b>1739</b>	<b>1225</b>	<b>954</b>	<b>981</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	212	253	283	338	356	368	297	194	154	128	133	63	
30	240	247	249	336	360	320	252	221	187	150	98	60	
45	229	296	286	300	319	343	269	196	195	125	78	36	
00	280	284	298	360	329	330	243	172	148	103	46	39	
<b>Hr Total</b>	<b>961</b>	<b>1080</b>	<b>1116</b>	<b>1334</b>	<b>1364</b>	<b>1361</b>	<b>1061</b>	<b>783</b>	<b>684</b>	<b>506</b>	<b>355</b>	<b>198</b>	
<b>24 Hour Total:</b>		19,678				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,863		PM 4:00-5:00		1,364		AM Peak Hour:	7:30	2,008	0.89		
AM 8:00-9:00		1,739		PM 5:00-6:00		1,361		PM Peak Hour:	15:45	1,395	0.97		

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	42	27	9	15	13	37	115	222	248	194	192	169	
30	28	18	14	2	12	53	143	228	207	171	154	177	
45	27	19	15	13	24	77	213	236	206	180	171	203	
00	25	25	12	15	37	92	220	236	206	204	180	174	
<b>Hr Total</b>	<b>122</b>	<b>89</b>	<b>50</b>	<b>45</b>	<b>86</b>	<b>259</b>	<b>691</b>	<b>922</b>	<b>867</b>	<b>749</b>	<b>697</b>	<b>723</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	199	204	220	271	384	404	334	210	157	149	98	57	
30	228	246	252	303	385	485	296	198	173	122	87	58	
45	203	219	239	313	366	443	264	195	146	114	81	81	
00	223	209	282	309	433	359	252	184	120	102	72	42	
<b>Hr Total</b>	<b>853</b>	<b>878</b>	<b>993</b>	<b>1196</b>	<b>1568</b>	<b>1691</b>	<b>1146</b>	<b>787</b>	<b>596</b>	<b>487</b>	<b>338</b>	<b>238</b>	
<b>24 Hour Total:</b>		16,071				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		922		PM 4:00-5:00		1,568		AM Peak Hour:	7:15	948	0.96		
AM 8:00-9:00		867		PM 5:00-6:00		1,691		PM Peak Hour:	16:45	1,765	0.91		

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	63	48	27	37	48	102	352	621	687	529	443	406	
30	51	46	24	24	52	142	493	595	679	496	412	437	
45	51	28	34	37	75	186	498	772	688	480	383	441	
00	39	37	28	33	89	255	556	797	552	469	413	420	
<b>Hr Total</b>	<b>204</b>	<b>159</b>	<b>113</b>	<b>131</b>	<b>264</b>	<b>685</b>	<b>1899</b>	<b>2785</b>	<b>2606</b>	<b>1974</b>	<b>1651</b>	<b>1704</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	411	457	503	609	740	772	631	404	311	277	231	120	
30	468	493	501	639	745	805	548	419	360	272	185	118	
45	432	515	525	613	685	786	533	391	341	239	159	117	
00	503	493	580	669	762	689	495	356	268	205	118	81	
<b>Hr Total</b>	<b>1814</b>	<b>1958</b>	<b>2109</b>	<b>2530</b>	<b>2932</b>	<b>3052</b>	<b>2207</b>	<b>1570</b>	<b>1280</b>	<b>993</b>	<b>693</b>	<b>436</b>	
<b>24 Hour Total:</b>		35,749				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,785		PM 4:00-5:00		2,932		AM Peak Hour:	7:30	2,935	0.92		
AM 8:00-9:00		2,606		PM 5:00-6:00		3,052		PM Peak Hour:	16:45	3,125	0.97		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1B:Neptune Rd: NW of Partin Settlement Rd	

25-Apr-18 (Wed) Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	17	13	24	29	66	252	402	447	264	245	267
30	29	22	11	26	35	104	299	422	472	308	269	269
45	25	14	12	20	60	122	355	462	382	281	233	224
00	18	10	10	13	47	153	351	512	355	238	258	255
<b>Hr Total</b>	<b>110</b>	<b>63</b>	<b>46</b>	<b>83</b>	<b>171</b>	<b>445</b>	<b>1257</b>	<b>1798</b>	<b>1656</b>	<b>1091</b>	<b>1005</b>	<b>1015</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	290	248	304	324	363	289	241	179	181	99	56
30	261	224	278	329	382	332	289	197	185	140	82	69
45	261	265	336	304	313	310	296	196	178	111	66	49
00	264	271	305	293	324	283	245	187	176	104	71	35
<b>Hr Total</b>	<b>1042</b>	<b>1050</b>	<b>1167</b>	<b>1230</b>	<b>1343</b>	<b>1288</b>	<b>1119</b>	<b>821</b>	<b>718</b>	<b>536</b>	<b>318</b>	<b>209</b>
<b>24 Hour Total:</b>		19,581				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,798				PM 4:00-5:00		7:00	1,798	0.88		
AM 8:00-9:00		1,656				PM 5:00-6:00		16:00	1,343	0.88		

25-Apr-18 (Wed) Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	29	10	8	16	31	123	233	214	166	161	197
30	28	17	11	12	21	68	143	207	191	181	175	210
45	33	16	16	10	21	68	209	241	241	181	165	203
00	19	18	15	16	30	87	206	259	219	198	196	189
<b>Hr Total</b>	<b>116</b>	<b>80</b>	<b>52</b>	<b>46</b>	<b>88</b>	<b>254</b>	<b>681</b>	<b>940</b>	<b>865</b>	<b>726</b>	<b>697</b>	<b>799</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	215	219	281	361	408	278	200	167	163	104	55
30	229	206	229	300	477	437	286	218	155	139	88	56
45	212	239	290	315	458	488	260	166	175	108	82	58
00	183	208	243	367	428	442	223	170	163	124	64	41
<b>Hr Total</b>	<b>789</b>	<b>868</b>	<b>981</b>	<b>1263</b>	<b>1724</b>	<b>1775</b>	<b>1047</b>	<b>754</b>	<b>660</b>	<b>534</b>	<b>338</b>	<b>210</b>
<b>24 Hour Total:</b>		16,287				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		940				PM 4:00-5:00		7:00	940	0.91		
AM 8:00-9:00		865				PM 5:00-6:00		17:00	1,775	0.91		

25-Apr-18 (Wed) TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	46	23	32	45	97	375	635	661	430	406	464
30	57	39	22	38	56	172	442	629	663	489	444	479
45	58	30	28	30	81	190	564	703	623	462	398	427
00	37	28	25	29	77	240	557	771	574	436	454	444
<b>Hr Total</b>	<b>226</b>	<b>143</b>	<b>98</b>	<b>129</b>	<b>259</b>	<b>699</b>	<b>1938</b>	<b>2738</b>	<b>2521</b>	<b>1817</b>	<b>1702</b>	<b>1814</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	421	505	467	585	685	771	567	441	346	344	203	111
30	490	430	507	629	859	769	575	415	340	279	170	125
45	473	504	626	619	771	798	556	362	353	219	148	107
00	447	479	548	660	752	725	468	357	339	228	135	76
<b>Hr Total</b>	<b>1831</b>	<b>1918</b>	<b>2148</b>	<b>2493</b>	<b>3067</b>	<b>3063</b>	<b>2166</b>	<b>1575</b>	<b>1378</b>	<b>1070</b>	<b>656</b>	<b>419</b>
<b>24 Hour Total:</b>		35,868				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		2,738				PM 4:00-5:00		7:00	2,738	0.89		
AM 8:00-9:00		2,521				PM 5:00-6:00		16:00	3,067	0.89		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1B:Neptune Rd: NW of Partin Settlement Rd	

26-Apr-18 (Thu)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	22	19	15	16	29	64	229	364	393	281	208	220	
30	24	7	18	16	41	100	304	406	443	302	255	269	
45	25	14	15	22	44	138	281	456	371	295	258	242	
00	24	15	10	22	55	145	297	546	374	285	246	283	
<b>Hr Total</b>	<b>95</b>	<b>55</b>	<b>58</b>	<b>76</b>	<b>169</b>	<b>447</b>	<b>1111</b>	<b>1772</b>	<b>1581</b>	<b>1163</b>	<b>967</b>	<b>1014</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	243	214	219	280	382	360	288	217	154	174	121	82	
30	234	298	277	297	334	321	273	223	140	123	71	60	
45	244	272	292	315	274	282	295	188	182	128	80	41	
00	250	279	286	319	304	267	248	190	183	91	52	44	
<b>Hr Total</b>	<b>971</b>	<b>1063</b>	<b>1074</b>	<b>1211</b>	<b>1294</b>	<b>1230</b>	<b>1104</b>	<b>818</b>	<b>659</b>	<b>516</b>	<b>324</b>	<b>227</b>	
<b>24 Hour Total:</b>		18,999				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,772				PM 4:00-5:00		7:00	1,772	0.81			
AM 8:00-9:00		1,581				PM 5:00-6:00		16:00	1,294	0.85			

26-Apr-18 (Thu)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	21	11	7	18	33	112	204	217	205	194	172	
30	42	25	23	20	15	65	151	216	191	184	167	198	
45	37	13	17	13	32	67	206	248	222	155	192	181	
00	33	21	20	19	29	83	256	263	211	189	192	211	
<b>Hr Total</b>	<b>159</b>	<b>80</b>	<b>71</b>	<b>59</b>	<b>94</b>	<b>248</b>	<b>725</b>	<b>931</b>	<b>841</b>	<b>733</b>	<b>745</b>	<b>762</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	196	226	235	314	416	406	290	239	162	122	105	78	
30	250	208	234	325	451	437	279	231	162	113	85	61	
45	217	216	244	328	368	459	259	205	140	137	87	60	
00	185	195	255	349	370	359	245	180	145	95	73	51	
<b>Hr Total</b>	<b>848</b>	<b>845</b>	<b>968</b>	<b>1316</b>	<b>1605</b>	<b>1661</b>	<b>1073</b>	<b>855</b>	<b>609</b>	<b>467</b>	<b>350</b>	<b>250</b>	
<b>24 Hour Total:</b>		16,295				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		931				PM 4:00-5:00		7:00	931	0.88			
AM 8:00-9:00		841				PM 5:00-6:00		17:00	1,661	0.90			

26-Apr-18 (Thu)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	69	40	26	23	47	97	341	568	610	486	402	392	
30	66	32	41	36	56	165	455	622	634	486	422	467	
45	62	27	32	35	76	205	487	704	593	450	450	423	
00	57	36	30	41	84	228	553	809	585	474	438	494	
<b>Hr Total</b>	<b>254</b>	<b>135</b>	<b>129</b>	<b>135</b>	<b>263</b>	<b>695</b>	<b>1836</b>	<b>2703</b>	<b>2422</b>	<b>1896</b>	<b>1712</b>	<b>1776</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	439	440	454	594	798	766	578	456	316	296	226	160	
30	484	506	511	622	785	758	552	454	302	236	156	121	
45	461	488	536	643	642	741	554	393	322	265	167	101	
00	435	474	541	668	674	626	493	370	328	186	125	95	
<b>Hr Total</b>	<b>1819</b>	<b>1908</b>	<b>2042</b>	<b>2527</b>	<b>2899</b>	<b>2891</b>	<b>2177</b>	<b>1673</b>	<b>1268</b>	<b>983</b>	<b>674</b>	<b>477</b>	
<b>24 Hour Total:</b>		35,294				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,703				PM 4:00-5:00		7:00	2,703	0.84			
AM 8:00-9:00		2,422				PM 5:00-6:00		16:00	2,899	0.91			

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1B:Neptune Rd: NW of Partin Settlement Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	19	15	21	31	65	239	388	426	293	235	241
30	25	19	13	21	39	98	318	398	462	312	261	266
45	25	12	15	22	52	123	307	485	412	292	234	235
00	19	12	12	18	51	154	328	540	358	263	246	261
<b>Hr Total</b>	<b>96</b>	<b>62</b>	<b>55</b>	<b>82</b>	<b>173</b>	<b>440</b>	<b>1192</b>	<b>1811</b>	<b>1658</b>	<b>1160</b>	<b>976</b>	<b>1003</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	252	250	307	354	364	291	217	162	161	118	67
30	245	256	268	321	359	324	271	214	171	138	84	63
45	245	278	305	306	302	312	287	193	185	121	75	42
00	265	278	296	324	319	293	245	183	169	99	56	39
<b>Hr Total</b>	<b>992</b>	<b>1064</b>	<b>1119</b>	<b>1258</b>	<b>1334</b>	<b>1293</b>	<b>1094</b>	<b>807</b>	<b>687</b>	<b>519</b>	<b>333</b>	<b>211</b>

<b>24 Hour Total:</b>	19,419			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,811	PM 4:00-5:00	1,334	AM Peak Hour:	7:00	1,811	0.84
AM 8:00-9:00	1,658	PM 5:00-6:00	1,293	PM Peak Hour:	16:00	1,334	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	26	10	10	16	34	117	220	226	188	182	179
30	33	20	16	11	16	62	146	217	196	179	165	195
45	32	16	16	12	26	71	209	242	223	172	176	196
00	26	21	16	17	32	87	227	253	212	197	189	191
<b>Hr Total</b>	<b>133</b>	<b>83</b>	<b>58</b>	<b>50</b>	<b>90</b>	<b>254</b>	<b>699</b>	<b>932</b>	<b>857</b>	<b>736</b>	<b>712</b>	<b>761</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	215	225	289	387	406	301	216	162	145	102	63
30	236	220	238	309	438	453	287	216	163	125	87	58
45	211	225	258	319	397	463	261	189	154	120	83	66
00	197	204	260	342	410	387	240	178	143	107	70	45
<b>Hr Total</b>	<b>831</b>	<b>864</b>	<b>981</b>	<b>1259</b>	<b>1632</b>	<b>1709</b>	<b>1089</b>	<b>799</b>	<b>622</b>	<b>497</b>	<b>342</b>	<b>232</b>

<b>24 Hour Total:</b>	16,222			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	932	PM 4:00-5:00	1,632	AM Peak Hour:	7:00	931	0.92
AM 8:00-9:00	857	PM 5:00-6:00	1,709	PM Peak Hour:	17:00	1,709	0.92

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	45	25	31	47	99	356	608	653	482	417	421
30	58	39	29	33	55	160	463	615	659	490	426	461
45	57	28	31	34	77	194	516	726	635	464	410	430
00	44	34	28	34	83	241	555	792	570	460	435	453
<b>Hr Total</b>	<b>228</b>	<b>146</b>	<b>113</b>	<b>132</b>	<b>262</b>	<b>694</b>	<b>1890</b>	<b>2741</b>	<b>2517</b>	<b>1896</b>	<b>1688</b>	<b>1765</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	424	467	475	596	741	770	592	434	324	306	220	130
30	481	476	506	630	796	777	558	429	334	262	170	121
45	455	502	562	625	699	775	548	382	339	241	158	108
00	462	482	556	666	729	680	485	361	312	206	126	84
<b>Hr Total</b>	<b>1822</b>	<b>1927</b>	<b>2099</b>	<b>2517</b>	<b>2965</b>	<b>3002</b>	<b>2183</b>	<b>1606</b>	<b>1309</b>	<b>1015</b>	<b>674</b>	<b>443</b>

<b>24 Hour Total:</b>	35,634			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	2,741	PM 4:00-5:00	2,965	AM Peak Hour:	7:00	2,742	0.87
AM 8:00-9:00	2,517	PM 5:00-6:00	3,002	PM Peak Hour:	17:00	3,002	0.97



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1C:Partin Settlement Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	4	4	4	5	18	39	82	104	75	60	45	
30	5	6	5	0	2	18	41	80	91	64	72	57	
45	3	3	6	5	9	23	84	97	74	58	54	65	
00	5	4	1	6	17	31	82	99	68	75	62	51	
<b>Hr Total</b>	<b>23</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>33</b>	<b>90</b>	<b>246</b>	<b>358</b>	<b>337</b>	<b>272</b>	<b>248</b>	<b>218</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	72	84	57	84	111	108	98	60	51	46	41	12	
30	61	80	76	99	113	123	89	68	59	44	20	12	
45	72	62	70	87	93	127	64	66	45	38	19	22	
00	85	67	93	114	125	84	58	45	38	27	20	8	
<b>Hr Total</b>	<b>290</b>	<b>293</b>	<b>296</b>	<b>384</b>	<b>442</b>	<b>442</b>	<b>309</b>	<b>239</b>	<b>193</b>	<b>155</b>	<b>100</b>	<b>54</b>	
<b>24 Hour Total:</b>		5,070				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		358				PM 4:00-5:00		442		AM Peak Hour:	7:30	391	0.94
AM 8:00-9:00		337				PM 5:00-6:00		442		PM Peak Hour:	16:45	483	0.95

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	12	5	4	7	10	64	165	174	99	82	95	
30	9	8	1	6	9	18	86	152	145	100	89	75	
45	15	8	9	8	11	31	103	172	136	91	88	77	
00	8	6	3	2	11	35	128	155	99	99	97	101	
<b>Hr Total</b>	<b>49</b>	<b>34</b>	<b>18</b>	<b>20</b>	<b>38</b>	<b>94</b>	<b>381</b>	<b>644</b>	<b>554</b>	<b>389</b>	<b>356</b>	<b>348</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	91	88	127	142	167	185	139	111	94	85	45	24	
30	102	99	127	140	176	186	149	99	76	60	45	30	
45	100	129	139	157	180	182	143	98	87	55	40	22	
00	95	123	113	177	163	171	124	106	68	65	29	24	
<b>Hr Total</b>	<b>388</b>	<b>439</b>	<b>506</b>	<b>616</b>	<b>686</b>	<b>724</b>	<b>555</b>	<b>414</b>	<b>325</b>	<b>265</b>	<b>159</b>	<b>100</b>	
<b>24 Hour Total:</b>		8,102				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		644				PM 4:00-5:00		686		AM Peak Hour:	7:15	653	0.94
AM 8:00-9:00		554				PM 5:00-6:00		724		PM Peak Hour:	17:00	724	0.97

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	27	16	9	8	12	28	103	247	278	174	142	140	
30	14	14	6	6	11	36	127	232	236	164	161	132	
45	18	11	15	13	20	54	187	269	210	149	142	142	
00	13	10	4	8	28	66	210	254	167	174	159	152	
<b>Hr Total</b>	<b>72</b>	<b>51</b>	<b>34</b>	<b>35</b>	<b>71</b>	<b>184</b>	<b>627</b>	<b>1002</b>	<b>891</b>	<b>661</b>	<b>604</b>	<b>566</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	163	172	184	226	278	293	237	171	145	131	86	36	
30	163	179	203	239	289	309	238	167	135	104	65	42	
45	172	191	209	244	273	309	207	164	132	93	59	44	
00	180	190	206	291	288	255	182	151	106	92	49	32	
<b>Hr Total</b>	<b>678</b>	<b>732</b>	<b>802</b>	<b>1000</b>	<b>1128</b>	<b>1166</b>	<b>864</b>	<b>653</b>	<b>518</b>	<b>420</b>	<b>259</b>	<b>154</b>	
<b>24 Hour Total:</b>		13,172				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,002				PM 4:00-5:00		1,128		AM Peak Hour:	7:30	1,037	0.93
AM 8:00-9:00		891				PM 5:00-6:00		1,166		PM Peak Hour:	16:45	1,199	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1C:Partin Settlement Rd: NEof Neptune Rd	

25-Apr-18 (Wed)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	6	1	1	3	16	48	88	91	63	57	72	
30	5	6	0	4	8	17	43	71	83	76	63	58	
45	5	5	8	2	10	25	77	92	78	61	52	70	
00	1	4	1	6	10	29	80	100	65	70	66	86	
<b>Hr Total</b>	<b>15</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>31</b>	<b>87</b>	<b>248</b>	<b>351</b>	<b>317</b>	<b>270</b>	<b>238</b>	<b>286</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	64	67	68	97	100	108	76	61	47	49	25	10	
30	77	71	51	108	118	120	95	63	57	48	15	6	
45	70	73	99	83	105	131	88	53	57	34	17	8	
00	55	80	81	124	114	133	70	61	61	38	20	3	
<b>Hr Total</b>	<b>266</b>	<b>291</b>	<b>299</b>	<b>412</b>	<b>437</b>	<b>492</b>	<b>329</b>	<b>238</b>	<b>222</b>	<b>169</b>	<b>77</b>	<b>27</b>	
<b>24 Hour Total:</b> 5,146							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 351		PM 4:00-5:00 437					AM Peak Hour:		7:00	351	0.88		
AM 8:00-9:00 317		PM 5:00-6:00 492					PM Peak Hour:		17:00	492	0.92		

25-Apr-18 (Wed)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	14	4	10	7	16	64	169	176	84	92	93	
30	23	9	8	7	5	21	96	166	146	93	73	91	
45	12	11	7	8	12	30	110	180	124	91	96	98	
00	8	5	6	3	10	42	107	155	107	78	86	96	
<b>Hr Total</b>	<b>64</b>	<b>39</b>	<b>25</b>	<b>28</b>	<b>34</b>	<b>109</b>	<b>377</b>	<b>670</b>	<b>553</b>	<b>346</b>	<b>347</b>	<b>378</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	110	105	127	171	164	199	172	109	89	87	55	26	
30	115	111	135	154	171	174	167	107	86	67	47	33	
45	116	118	143	143	139	153	155	115	93	55	28	26	
00	117	118	119	123	168	174	147	96	88	71	32	27	
<b>Hr Total</b>	<b>458</b>	<b>452</b>	<b>524</b>	<b>591</b>	<b>642</b>	<b>700</b>	<b>641</b>	<b>427</b>	<b>356</b>	<b>280</b>	<b>162</b>	<b>112</b>	
<b>24 Hour Total:</b> 8,315							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 670		PM 4:00-5:00 642					AM Peak Hour:		7:00	670	0.93		
AM 8:00-9:00 553		PM 5:00-6:00 700					PM Peak Hour:		17:00	700	0.88		

25-Apr-18 (Wed)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	25	20	5	11	10	32	112	257	267	147	149	165	
30	28	15	8	11	13	38	139	237	229	169	136	149	
45	17	16	15	10	22	55	187	272	202	152	148	168	
00	9	9	7	9	20	71	187	255	172	148	152	182	
<b>Hr Total</b>	<b>79</b>	<b>60</b>	<b>35</b>	<b>41</b>	<b>65</b>	<b>196</b>	<b>625</b>	<b>1021</b>	<b>870</b>	<b>616</b>	<b>585</b>	<b>664</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	174	172	195	268	264	307	248	170	136	136	80	36	
30	192	182	186	262	289	294	262	170	143	115	62	39	
45	186	191	242	226	244	284	243	168	150	89	45	34	
00	172	198	200	247	282	307	217	157	149	109	52	30	
<b>Hr Total</b>	<b>724</b>	<b>743</b>	<b>823</b>	<b>1003</b>	<b>1079</b>	<b>1192</b>	<b>970</b>	<b>665</b>	<b>578</b>	<b>449</b>	<b>239</b>	<b>139</b>	
<b>24 Hour Total:</b> 13,461							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,021		PM 4:00-5:00 1,079					AM Peak Hour:		7:00	1,021	0.94		
AM 8:00-9:00 870		PM 5:00-6:00 1,192					PM Peak Hour:		17:00	1,192	0.97		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1C:Partin Settlement Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	11	6	1	1	6	18	53	62	114	70	67	60		
30	7	4	6	7	5	25	54	83	83	72	55	63		
45	7	3	8	8	8	24	88	93	86	60	63	53		
00	6	4	6	6	12	26	85	109	72	48	59	75		
<b>Hr Total</b>	<b>31</b>	<b>17</b>	<b>21</b>	<b>22</b>	<b>31</b>	<b>93</b>	<b>280</b>	<b>347</b>	<b>355</b>	<b>250</b>	<b>244</b>	<b>251</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	59	78	73	96	99	112	93	70	48	47	30	32		
30	98	85	79	109	117	135	87	66	62	45	23	18		
45	76	84	85	92	117	124	87	58	46	37	20	13		
00	72	72	78	129	103	118	90	49	61	35	24	10		
<b>Hr Total</b>	<b>305</b>	<b>319</b>	<b>315</b>	<b>426</b>	<b>436</b>	<b>489</b>	<b>357</b>	<b>243</b>	<b>217</b>	<b>164</b>	<b>97</b>	<b>73</b>		
<b>24 Hour Total:</b>		5,383					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		347					PM 4:00-5:00		436		AM Peak Hour:	8:00	355	0.78
AM 8:00-9:00		355					PM 5:00-6:00		489		PM Peak Hour:	17:00	489	0.91

26-Apr-18 (Thu)	Westbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	24	11	3	9	6	14	70	155	147	116	91	106		
30	12	1	11	5	8	19	96	161	166	110	93	107		
45	13	7	6	12	7	26	90	180	119	103	92	95		
00	20	13	4	4	15	41	94	179	115	97	86	123		
<b>Hr Total</b>	<b>69</b>	<b>32</b>	<b>24</b>	<b>30</b>	<b>36</b>	<b>100</b>	<b>350</b>	<b>675</b>	<b>547</b>	<b>426</b>	<b>362</b>	<b>431</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	100	74	115	143	162	181	137	109	83	76	73	34		
30	108	105	146	144	157	162	155	109	74	75	36	33		
45	98	127	139	165	153	149	162	117	97	70	44	31		
00	103	142	151	162	160	149	132	118	80	54	37	28		
<b>Hr Total</b>	<b>409</b>	<b>448</b>	<b>551</b>	<b>614</b>	<b>632</b>	<b>641</b>	<b>586</b>	<b>453</b>	<b>334</b>	<b>275</b>	<b>190</b>	<b>126</b>		
<b>24 Hour Total:</b>		8,341					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		675					PM 4:00-5:00		632		AM Peak Hour:	7:00	675	0.94
AM 8:00-9:00		547					PM 5:00-6:00		641		PM Peak Hour:	17:00	641	0.89

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	35	17	4	10	12	32	123	217	261	186	158	166		
30	19	5	17	12	13	44	150	244	249	182	148	170		
45	20	10	14	20	15	50	178	273	205	163	155	148		
00	26	17	10	10	27	67	179	288	187	145	145	198		
<b>Hr Total</b>	<b>100</b>	<b>49</b>	<b>45</b>	<b>52</b>	<b>67</b>	<b>193</b>	<b>630</b>	<b>1022</b>	<b>902</b>	<b>676</b>	<b>606</b>	<b>682</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	159	152	188	239	261	293	230	179	131	123	103	66		
30	206	190	225	253	274	297	242	175	136	120	59	51		
45	174	211	224	257	270	273	249	175	143	107	64	44		
00	175	214	229	291	263	267	222	167	141	89	61	38		
<b>Hr Total</b>	<b>714</b>	<b>767</b>	<b>866</b>	<b>1040</b>	<b>1068</b>	<b>1130</b>	<b>943</b>	<b>696</b>	<b>551</b>	<b>439</b>	<b>287</b>	<b>199</b>		
<b>24 Hour Total:</b>		13,724					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,022					PM 4:00-5:00		1,068		AM Peak Hour:	7:00	1,022	0.89
AM 8:00-9:00		902					PM 5:00-6:00		1,130		PM Peak Hour:	17:00	1,130	0.95

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1C:Partin Settlement Rd: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	2	2	5	17	47	77	103	69	61	59
30	6	5	4	4	5	20	46	78	86	71	63	59
45	5	4	7	5	9	24	83	94	79	60	56	63
00	4	4	3	6	13	29	82	103	68	64	62	71
<b>Hr Total</b>	<b>23</b>	<b>18</b>	<b>16</b>	<b>17</b>	<b>32</b>	<b>90</b>	<b>258</b>	<b>352</b>	<b>336</b>	<b>264</b>	<b>242</b>	<b>252</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	76	66	92	103	109	89	64	49	47	32	18
30	79	79	69	105	116	126	90	66	59	46	19	12
45	73	73	85	87	105	127	80	59	49	36	19	14
00	71	73	84	122	114	112	73	52	53	33	21	7
<b>Hr Total</b>	<b>288</b>	<b>301</b>	<b>304</b>	<b>406</b>	<b>438</b>	<b>474</b>	<b>332</b>	<b>241</b>	<b>210</b>	<b>162</b>	<b>91</b>	<b>51</b>

<b>24 Hour Total:</b> 5,198		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 352	PM 4:00-5:00 438	AM Peak Hour:	7:00	352	0.86
AM 8:00-9:00 336	PM 5:00-6:00 474	PM Peak Hour:	17:00	474	0.93

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	4	8	7	13	66	163	166	100	88	98
30	15	6	7	6	7	19	93	160	152	101	85	91
45	13	9	7	9	10	29	101	177	126	95	92	90
00	12	8	4	3	12	39	110	163	107	91	90	107
<b>Hr Total</b>	<b>61</b>	<b>35</b>	<b>22</b>	<b>26</b>	<b>36</b>	<b>100</b>	<b>370</b>	<b>663</b>	<b>551</b>	<b>387</b>	<b>355</b>	<b>386</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	89	123	152	164	188	149	110	89	83	58	28
30	108	105	136	146	168	174	157	105	79	67	43	32
45	105	125	140	155	157	161	153	110	92	60	37	26
00	105	128	128	154	164	165	134	107	79	63	33	26
<b>Hr Total</b>	<b>418</b>	<b>447</b>	<b>527</b>	<b>607</b>	<b>653</b>	<b>688</b>	<b>593</b>	<b>432</b>	<b>339</b>	<b>273</b>	<b>171</b>	<b>112</b>

<b>24 Hour Total:</b> 8,252		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 663	PM 4:00-5:00 653	AM Peak Hour:	7:00	663	0.93
AM 8:00-9:00 551	PM 5:00-6:00 688	PM Peak Hour:	17:00	688	0.91

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	6	10	11	31	113	240	269	169	150	157
30	20	11	10	10	12	39	139	238	238	172	148	150
45	18	12	15	14	19	53	184	271	206	155	148	153
00	16	12	7	9	25	68	192	266	175	156	152	177
<b>Hr Total</b>	<b>83</b>	<b>53</b>	<b>38</b>	<b>43</b>	<b>67</b>	<b>191</b>	<b>628</b>	<b>1015</b>	<b>888</b>	<b>652</b>	<b>598</b>	<b>637</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	165	189	244	268	298	238	173	137	130	90	46
30	187	184	205	251	284	300	247	171	138	113	62	44
45	177	198	225	242	262	289	233	169	142	96	56	41
00	176	201	212	276	278	276	207	158	132	97	54	33
<b>Hr Total</b>	<b>705</b>	<b>748</b>	<b>831</b>	<b>1013</b>	<b>1092</b>	<b>1163</b>	<b>925</b>	<b>671</b>	<b>549</b>	<b>436</b>	<b>262</b>	<b>164</b>

<b>24 Hour Total:</b> 13,452		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,015	PM 4:00-5:00 1,092	AM Peak Hour:	7:00	1,015	0.94
AM 8:00-9:00 888	PM 5:00-6:00 1,163	PM Peak Hour:	17:00	1,163	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1D:Partin Settlement Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	2	8	1	2	2	
30	0	0	0	0	0	0	0	1	22	5	2	0	
45	0	0	0	0	0	1	0	2	10	2	1	1	
00	0	0	0	0	0	0	0	13	4	7	4	1	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>15</b>	<b>9</b>	<b>4</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	2	3	3	5	5	0	2	1	1	0	0	
30	4	2	7	5	3	0	1	2	0	5	0	0	
45	1	3	16	2	1	2	2	4	3	12	0	0	
00	1	3	11	11	8	0	1	0	8	3	1	0	
<b>Hr Total</b>	<b>9</b>	<b>10</b>	<b>37</b>	<b>21</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>0</b>	
<b>24 Hour Total:</b>		238					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		18					PM 4:00-5:00		17	7:45	53	0.60	
AM 8:00-9:00		44					PM 5:00-6:00		7	14:00	37	0.58	

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	6	20	5	5	2	
30	0	0	0	0	0	0	0	1	22	6	2	0	
45	0	0	0	0	1	0	0	4	15	4	2	2	
00	0	0	0	0	0	0	1	13	4	5	2	2	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>6</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	2	2	5	2	2	1	0	5	4	1	0	0	
30	4	1	8	5	0	0	4	8	0	1	0	0	
45	0	1	18	3	1	2	5	7	0	1	0	0	
00	2	3	11	3	3	0	6	0	2	0	1	0	
<b>Hr Total</b>	<b>8</b>	<b>7</b>	<b>42</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>15</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	
<b>24 Hour Total:</b>		248					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		24					PM 4:00-5:00		6	7:45	70	0.80	
AM 8:00-9:00		61					PM 5:00-6:00		3	14:00	42	0.58	

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	8	28	6	7	4	
30	0	0	0	0	0	0	0	2	44	11	4	0	
45	0	0	0	0	1	1	0	6	25	6	3	3	
00	0	0	0	0	0	0	1	26	8	12	6	3	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>105</b>	<b>35</b>	<b>20</b>	<b>10</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	5	4	8	5	7	6	0	7	5	2	0	0	
30	8	3	15	10	3	0	5	10	0	6	0	0	
45	1	4	34	5	2	4	7	11	3	13	0	0	
00	3	6	22	14	11	0	7	0	10	3	2	0	
<b>Hr Total</b>	<b>17</b>	<b>17</b>	<b>79</b>	<b>34</b>	<b>23</b>	<b>10</b>	<b>19</b>	<b>28</b>	<b>18</b>	<b>24</b>	<b>2</b>	<b>0</b>	
<b>24 Hour Total:</b>		486					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		42					PM 4:00-5:00		23	7:45	123	0.70	
AM 8:00-9:00		105					PM 5:00-6:00		10	14:00	79	0.58	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1D:Partin Settlement Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	1	1	12	5	0	2	
30	0	0	0	0	0	0	1	3	14	3	3	3	
45	0	0	0	0	0	0	0	2	10	0	1	2	
00	0	0	0	0	0	0	3	6	3	1	3	0	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>39</b>	<b>9</b>	<b>7</b>	<b>7</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	2	10	6	8	2	2	5	2	4	0	0	
30	2	1	10	3	5	2	14	0	6	0	0	0	
45	0	5	13	3	8	1	3	0	5	0	2	0	
00	2	2	5	3	7	2	4	0	0	0	0	0	
<b>Hr Total</b>	<b>7</b>	<b>10</b>	<b>38</b>	<b>15</b>	<b>28</b>	<b>7</b>	<b>23</b>	<b>5</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	
<b>24 Hour Total:</b>		231					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		12					PM 4:00-5:00		28				
AM 8:00-9:00		39					PM 5:00-6:00		7				
							<i>AM Peak Hour:</i>		8:00		0.70		
							<i>PM Peak Hour:</i>		14:00		0.73		

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	1	1	19	6	0	2	
30	0	0	0	0	0	0	1	6	20	0	2	4	
45	0	0	0	0	0	0	0	4	13	1	2	0	
00	0	0	0	0	0	0	3	12	4	2	3	1	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>23</b>	<b>56</b>	<b>9</b>	<b>7</b>	<b>7</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	2	4	6	8	4	3	8	1	0	0	0	
30	0	3	9	5	5	2	2	1	3	0	1	0	
45	1	7	8	3	9	2	1	1	1	0	0	0	
00	4	2	6	2	3	2	8	2	0	0	0	0	
<b>Hr Total</b>	<b>8</b>	<b>14</b>	<b>27</b>	<b>16</b>	<b>25</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	
<b>24 Hour Total:</b>		239					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		23					PM 4:00-5:00		25				
AM 8:00-9:00		56					PM 5:00-6:00		10				
							<i>AM Peak Hour:</i>		8:00		0.70		
							<i>PM Peak Hour:</i>		14:00		0.75		

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	2	2	31	11	0	4	
30	0	0	0	0	0	0	2	9	34	3	5	7	
45	0	0	0	0	0	0	0	6	23	1	3	2	
00	0	0	0	0	0	0	6	18	7	3	6	1	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>95</b>	<b>18</b>	<b>14</b>	<b>14</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	4	14	12	16	6	5	13	3	4	0	0	
30	2	4	19	8	10	4	16	1	9	0	1	0	
45	1	12	21	6	17	3	4	1	6	0	2	0	
00	6	4	11	5	10	4	12	2	0	0	0	0	
<b>Hr Total</b>	<b>15</b>	<b>24</b>	<b>65</b>	<b>31</b>	<b>53</b>	<b>17</b>	<b>37</b>	<b>17</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>0</b>	
<b>24 Hour Total:</b>		470					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		35					PM 4:00-5:00		53				
AM 8:00-9:00		95					PM 5:00-6:00		17				
							<i>AM Peak Hour:</i>		8:00		0.70		
							<i>PM Peak Hour:</i>		14:00		0.77		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1D:Partin Settlement Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	0	2	11	2	2	6	
30	0	0	0	0	0	0	0	3	17	2	1	2	
45	0	0	0	0	0	0	0	2	9	0	2	2	
00	0	0	0	0	0	0	0	8	2	2	0	4	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>6</b>	<b>5</b>	<b>14</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	5	4	2	6	9	2	2	5	0	7	0	18	
30	3	1	4	4	5	4	5	4	0	11	0	5	
45	4	1	10	1	10	0	1	0	1	4	0	2	
00	4	2	7	5	2	3	2	1	17	2	5	0	
<b>Hr Total</b>	<b>16</b>	<b>8</b>	<b>23</b>	<b>16</b>	<b>26</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>18</b>	<b>24</b>	<b>5</b>	<b>25</b>	
<b>24 Hour Total:</b>		270				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		15				PM 4:00-5:00		26		AM Peak Hour:		8:00 39 0.57	
AM 8:00-9:00		39				PM 5:00-6:00		9		PM Peak Hour:		16:00 26 0.65	

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	0	3	23	3	1	2	
30	0	0	0	0	0	0	0	4	18	2	2	3	
45	0	0	0	0	0	0	0	7	11	0	1	6	
00	0	0	0	0	0	0	2	11	6	1	0	3	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>58</b>	<b>6</b>	<b>4</b>	<b>14</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	4	3	3	7	6	0	3	8	2	0	3	6	
30	5	0	4	2	5	4	2	13	1	1	0	2	
45	5	2	12	2	3	2	2	13	2	2	3	0	
00	4	4	8	4	3	4	5	6	2	2	14	0	
<b>Hr Total</b>	<b>18</b>	<b>9</b>	<b>27</b>	<b>15</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>40</b>	<b>7</b>	<b>5</b>	<b>20</b>	<b>8</b>	
<b>24 Hour Total:</b>		298				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		25				PM 4:00-5:00		17		AM Peak Hour:		8:00 58 0.63	
AM 8:00-9:00		58				PM 5:00-6:00		10		PM Peak Hour:		19:00 40 0.77	

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	2	0	5	34	5	3	8	
30	0	0	0	0	0	0	0	7	35	4	3	5	
45	0	0	0	0	0	0	0	9	20	0	3	8	
00	0	0	0	0	0	0	2	19	8	3	0	7	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>97</b>	<b>12</b>	<b>9</b>	<b>28</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	9	7	5	13	15	2	5	13	2	7	3	24	
30	8	1	8	6	10	8	7	17	1	12	0	7	
45	9	3	22	3	13	2	3	13	3	6	3	2	
00	8	6	15	9	5	7	7	7	19	4	19	0	
<b>Hr Total</b>	<b>34</b>	<b>17</b>	<b>50</b>	<b>31</b>	<b>43</b>	<b>19</b>	<b>22</b>	<b>50</b>	<b>25</b>	<b>29</b>	<b>25</b>	<b>33</b>	
<b>24 Hour Total:</b>		568				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		40				PM 4:00-5:00		43		AM Peak Hour:		8:00 97 0.69	
AM 8:00-9:00		97				PM 5:00-6:00		19		PM Peak Hour:		14:00 50 0.57	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1D:Partin Settlement Rd: SWof Neptune Rd	

3 Avg	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	2	10	3	1	3	
30	0	0	0	0	0	0	0	2	18	3	2	2	
45	0	0	0	0	0	0	0	2	10	1	1	2	
00	0	0	0	0	0	0	1	9	3	3	2	2	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>41</b>	<b>10</b>	<b>6</b>	<b>9</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	4	3	5	5	7	3	1	4	1	4	0	6	
30	3	1	7	4	4	2	7	2	2	5	0	2	
45	2	3	13	2	6	1	2	1	3	5	1	1	
00	2	2	8	6	6	2	2	0	8	2	2	0	
<b>Hr Total</b>	<b>11</b>	<b>9</b>	<b>33</b>	<b>17</b>	<b>23</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>9</b>	
<b>24 Hour Total:</b> 244							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 15		PM 4:00-5:00 23					AM Peak Hour:		8:00	41	0.58		
AM 8:00-9:00 41		PM 5:00-6:00 8					PM Peak Hour:		14:00	33	0.63		

3 Avg	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	3	21	5	2	2	
30	0	0	0	0	0	0	0	4	20	3	2	2	
45	0	0	0	0	0	0	0	5	13	2	2	3	
00	0	0	0	0	0	0	2	12	5	3	2	2	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>59</b>	<b>13</b>	<b>8</b>	<b>9</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	2	4	5	5	2	2	7	2	0	1	2	
30	3	1	7	4	3	2	3	7	1	1	0	1	
45	2	3	13	3	4	2	3	7	1	1	1	0	
00	3	3	8	3	3	2	6	3	1	1	5	0	
<b>Hr Total</b>	<b>11</b>	<b>9</b>	<b>32</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>14</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>3</b>	
<b>24 Hour Total:</b> 261							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 24		PM 4:00-5:00 15					AM Peak Hour:		8:00	58	0.70		
AM 8:00-9:00 59		PM 5:00-6:00 8					PM Peak Hour:		14:00	32	0.63		

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	1	5	31	7	3	5	
30	0	0	0	0	0	0	1	6	38	6	4	4	
45	0	0	0	0	0	0	0	7	23	2	3	4	
00	0	0	0	0	0	0	3	21	8	6	4	4	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>39</b>	<b>100</b>	<b>21</b>	<b>14</b>	<b>17</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	7	5	9	10	13	5	3	11	3	4	1	8	
30	6	3	14	8	8	4	9	9	3	6	0	2	
45	4	6	26	5	11	3	5	8	4	6	2	1	
00	6	5	16	9	9	4	9	3	10	2	7	0	
<b>Hr Total</b>	<b>23</b>	<b>19</b>	<b>65</b>	<b>32</b>	<b>41</b>	<b>16</b>	<b>26</b>	<b>31</b>	<b>20</b>	<b>18</b>	<b>10</b>	<b>11</b>	
<b>24 Hour Total:</b> 509							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 39		PM 4:00-5:00 41					AM Peak Hour:		8:00	99	0.66		
AM 8:00-9:00 100		PM 5:00-6:00 16					PM Peak Hour:		14:00	65	0.63		



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1E:Neptune Rd: NW of Turnpike	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	11	10	17	25	63	204	279	223	197	130	145	
30	24	7	11	16	37	76	201	238	234	184	141	191	
45	11	8	8	17	34	90	209	244	235	170	129	137	
00	10	4	10	20	41	123	264	259	182	160	126	150	
<b>Hr Total</b>	<b>56</b>	<b>30</b>	<b>39</b>	<b>70</b>	<b>137</b>	<b>352</b>	<b>878</b>	<b>1020</b>	<b>874</b>	<b>711</b>	<b>526</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	131	154	177	196	212	205	144	170	116	88	57	42	
30	140	164	196	206	186	190	155	141	134	99	64	38	
45	174	170	183	209	185	182	162	110	107	65	44	22	
00	170	184	149	213	189	178	119	103	101	74	25	17	
<b>Hr Total</b>	<b>615</b>	<b>672</b>	<b>705</b>	<b>824</b>	<b>772</b>	<b>755</b>	<b>580</b>	<b>524</b>	<b>458</b>	<b>326</b>	<b>190</b>	<b>119</b>	
<b>24 Hour Total:</b>		11,856				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,020				PM 4:00-5:00		772		AM Peak Hour:		6:45 1,025 0.92	
AM 8:00-9:00		874				PM 5:00-6:00		755		PM Peak Hour:		15:15 840 0.99	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	19	6	8	12	17	71	170	117	119	134	160	
30	21	14	7	4	9	32	101	132	143	134	112	137	
45	22	16	11	3	10	56	118	146	133	145	104	141	
00	25	21	12	7	19	59	138	148	138	113	113	131	
<b>Hr Total</b>	<b>100</b>	<b>70</b>	<b>36</b>	<b>22</b>	<b>50</b>	<b>164</b>	<b>428</b>	<b>596</b>	<b>531</b>	<b>511</b>	<b>463</b>	<b>569</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	147	165	247	247	307	279	198	131	103	83	39	
30	147	150	193	243	300	327	282	134	130	114	76	49	
45	148	173	205	236	248	343	218	162	111	88	69	49	
00	168	165	273	252	313	306	214	155	89	92	57	39	
<b>Hr Total</b>	<b>629</b>	<b>635</b>	<b>836</b>	<b>978</b>	<b>1108</b>	<b>1283</b>	<b>993</b>	<b>649</b>	<b>461</b>	<b>397</b>	<b>285</b>	<b>176</b>	
<b>24 Hour Total:</b>		11,970				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		596				PM 4:00-5:00		1,108		AM Peak Hour:		7:00 596 0.88	
AM 8:00-9:00		531				PM 5:00-6:00		1,283		PM Peak Hour:		16:45 1,290 0.94	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	30	16	25	37	80	275	449	340	316	264	305	
30	45	21	18	20	46	108	302	370	377	318	253	328	
45	33	24	19	20	44	146	327	390	368	315	233	278	
00	35	25	22	27	60	182	402	407	320	273	239	281	
<b>Hr Total</b>	<b>156</b>	<b>100</b>	<b>75</b>	<b>92</b>	<b>187</b>	<b>516</b>	<b>1306</b>	<b>1616</b>	<b>1405</b>	<b>1222</b>	<b>989</b>	<b>1192</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	297	301	342	443	459	512	423	368	247	191	140	81	
30	287	314	389	449	486	517	437	275	264	213	140	87	
45	322	343	388	445	433	525	380	272	218	153	113	71	
00	338	349	422	465	502	484	333	258	190	166	82	56	
<b>Hr Total</b>	<b>1244</b>	<b>1307</b>	<b>1541</b>	<b>1802</b>	<b>1880</b>	<b>2038</b>	<b>1573</b>	<b>1173</b>	<b>919</b>	<b>723</b>	<b>475</b>	<b>295</b>	
<b>24 Hour Total:</b>		23,826				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,616				PM 4:00-5:00		1,880		AM Peak Hour:		7:00 1,616 0.90	
AM 8:00-9:00		1,405				PM 5:00-6:00		2,038		PM Peak Hour:		16:45 2,056 0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1E:Neptune Rd: NW of Turnpike	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	7	7	14	23	63	197	280	225	170	165	164	
30	15	11	5	14	29	79	220	237	217	190	137	165	
45	12	9	8	15	47	103	255	220	219	194	147	166	
00	6	5	6	14	35	130	284	255	197	153	158	137	
<b>Hr Total</b>	<b>52</b>	<b>32</b>	<b>26</b>	<b>57</b>	<b>134</b>	<b>375</b>	<b>956</b>	<b>992</b>	<b>858</b>	<b>707</b>	<b>607</b>	<b>632</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	157	181	169	179	213	205	169	146	131	128	52	33	
30	168	134	210	187	221	199	190	146	121	98	55	35	
45	158	152	181	202	192	202	174	139	110	80	41	26	
00	125	182	178	210	207	159	157	118	101	63	49	22	
<b>Hr Total</b>	<b>608</b>	<b>649</b>	<b>738</b>	<b>778</b>	<b>833</b>	<b>765</b>	<b>690</b>	<b>549</b>	<b>463</b>	<b>369</b>	<b>197</b>	<b>116</b>	
<b>24 Hour Total:</b>		12,183				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		992				PM 4:00-5:00		833		AM Peak Hour:		7:00 992 0.89	
AM 8:00-9:00		858				PM 5:00-6:00		765		PM Peak Hour:		16:00 833 0.94	

25-Apr-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	19	9	5	12	18	81	137	172	152	113	151	
30	24	15	6	8	8	37	97	135	135	117	131	165	
45	24	8	11	7	12	51	100	171	150	126	136	149	
00	25	17	12	9	14	56	140	157	164	156	140	152	
<b>Hr Total</b>	<b>108</b>	<b>59</b>	<b>38</b>	<b>29</b>	<b>46</b>	<b>162</b>	<b>418</b>	<b>600</b>	<b>621</b>	<b>551</b>	<b>520</b>	<b>617</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	125	145	134	230	193	299	292	169	146	130	92	37	
30	174	167	190	230	295	305	244	201	132	107	87	51	
45	170	181	243	261	281	297	226	148	126	84	66	46	
00	149	173	260	261	315	310	207	141	116	82	40	39	
<b>Hr Total</b>	<b>618</b>	<b>666</b>	<b>827</b>	<b>982</b>	<b>1084</b>	<b>1211</b>	<b>969</b>	<b>659</b>	<b>520</b>	<b>403</b>	<b>285</b>	<b>173</b>	
<b>24 Hour Total:</b>		12,166				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		600				PM 4:00-5:00		1,084		AM Peak Hour:		8:00 621 0.90	
AM 8:00-9:00		621				PM 5:00-6:00		1,211		PM Peak Hour:		17:00 1,211 0.98	

25-Apr-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	26	16	19	35	81	278	417	397	322	278	315	
30	39	26	11	22	37	116	317	372	352	307	268	330	
45	36	17	19	22	59	154	355	391	369	320	283	315	
00	31	22	18	23	49	186	424	412	361	309	298	289	
<b>Hr Total</b>	<b>160</b>	<b>91</b>	<b>64</b>	<b>86</b>	<b>180</b>	<b>537</b>	<b>1374</b>	<b>1592</b>	<b>1479</b>	<b>1258</b>	<b>1127</b>	<b>1249</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	282	326	303	409	406	504	461	315	277	258	144	70	
30	342	301	400	417	516	504	434	347	253	205	142	86	
45	328	333	424	463	473	499	400	287	236	164	107	72	
00	274	355	438	471	522	469	364	259	217	145	89	61	
<b>Hr Total</b>	<b>1226</b>	<b>1315</b>	<b>1565</b>	<b>1760</b>	<b>1917</b>	<b>1976</b>	<b>1659</b>	<b>1208</b>	<b>983</b>	<b>772</b>	<b>482</b>	<b>289</b>	
<b>24 Hour Total:</b>		24,349				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,592				PM 4:00-5:00		1,917		AM Peak Hour:		7:00 1,592 0.95	
AM 8:00-9:00		1,479				PM 5:00-6:00		1,976		PM Peak Hour:		17:00 1,976 0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 1E:Neptune Rd: NW of Turnpike	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	10	12	7	23	72	191	304	226	163	150	151	
30	17	7	12	11	36	90	226	266	227	190	155	178	
45	15	9	6	19	40	107	240	247	213	185	154	162	
00	9	10	9	18	48	122	263	230	213	168	139	176	
<b>Hr Total</b>	<b>55</b>	<b>36</b>	<b>39</b>	<b>55</b>	<b>147</b>	<b>391</b>	<b>920</b>	<b>1047</b>	<b>879</b>	<b>706</b>	<b>598</b>	<b>667</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	163	165	175	224	221	187	144	117	110	52	42	
30	158	184	185	199	178	198	197	156	110	77	62	43	
45	168	159	167	211	197	199	186	108	122	78	44	23	
00	169	191	153	204	191	175	150	113	101	63	45	27	
<b>Hr Total</b>	<b>633</b>	<b>697</b>	<b>670</b>	<b>789</b>	<b>790</b>	<b>793</b>	<b>720</b>	<b>521</b>	<b>450</b>	<b>328</b>	<b>203</b>	<b>135</b>	
<b>24 Hour Total:</b>		12,269				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,047				PM 4:00-5:00		7:00		1,047		0.86	
AM 8:00-9:00		879				PM 5:00-6:00		17:00		793		0.90	

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	36	18	6	9	7	18	65	169	148	145	156	147	
30	35	16	17	8	10	34	97	123	133	123	143	144	
45	39	12	15	8	18	42	109	173	133	130	140	144	
00	27	18	10	4	21	50	145	164	129	118	163	169	
<b>Hr Total</b>	<b>137</b>	<b>64</b>	<b>48</b>	<b>29</b>	<b>56</b>	<b>144</b>	<b>416</b>	<b>629</b>	<b>543</b>	<b>516</b>	<b>602</b>	<b>604</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	164	128	158	248	283	302	260	197	142	102	70	50	
30	175	160	192	237	315	308	211	178	110	90	58	54	
45	152	156	222	243	263	299	191	194	107	116	73	52	
00	140	140	267	165	297	305	194	170	105	74	61	52	
<b>Hr Total</b>	<b>631</b>	<b>584</b>	<b>839</b>	<b>893</b>	<b>1158</b>	<b>1214</b>	<b>856</b>	<b>739</b>	<b>464</b>	<b>382</b>	<b>262</b>	<b>208</b>	
<b>24 Hour Total:</b>		12,018				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		629				PM 4:00-5:00		7:00		629		0.91	
AM 8:00-9:00		543				PM 5:00-6:00		17:00		1,214		0.99	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	50	28	18	16	30	90	256	473	374	308	306	298	
30	52	23	29	19	46	124	323	389	360	313	298	322	
45	54	21	21	27	58	149	349	420	346	315	294	306	
00	36	28	19	22	69	172	408	394	342	286	302	345	
<b>Hr Total</b>	<b>192</b>	<b>100</b>	<b>87</b>	<b>84</b>	<b>203</b>	<b>535</b>	<b>1336</b>	<b>1676</b>	<b>1422</b>	<b>1222</b>	<b>1200</b>	<b>1271</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	302	291	323	423	507	523	447	341	259	212	122	92	
30	333	344	377	436	493	506	408	334	220	167	120	97	
45	320	315	389	454	460	498	377	302	229	194	117	75	
00	309	331	420	369	488	480	344	283	206	137	106	79	
<b>Hr Total</b>	<b>1264</b>	<b>1281</b>	<b>1509</b>	<b>1682</b>	<b>1948</b>	<b>2007</b>	<b>1576</b>	<b>1260</b>	<b>914</b>	<b>710</b>	<b>465</b>	<b>343</b>	
<b>24 Hour Total:</b>		24,287				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,676				PM 4:00-5:00		7:00		1,676		0.89	
AM 8:00-9:00		1,422				PM 5:00-6:00		17:00		2,007		0.96	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 1E:Neptune Rd: NW of Turnpike	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	10	13	24	66	197	288	225	177	148	153
30	19	8	9	14	34	82	216	247	226	188	144	178
45	13	9	7	17	40	100	235	237	222	183	143	155
00	8	6	8	17	41	125	270	248	197	160	141	154
<b>Hr Total</b>	<b>55</b>	<b>32</b>	<b>34</b>	<b>61</b>	<b>139</b>	<b>373</b>	<b>918</b>	<b>1020</b>	<b>870</b>	<b>708</b>	<b>576</b>	<b>640</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	166	170	183	216	210	167	153	121	109	54	39
30	155	161	197	197	195	196	181	148	122	91	60	39
45	167	160	177	207	191	194	174	119	113	74	43	24
00	155	186	160	209	196	171	142	111	101	67	40	22
<b>Hr Total</b>	<b>619</b>	<b>673</b>	<b>704</b>	<b>796</b>	<b>798</b>	<b>771</b>	<b>664</b>	<b>531</b>	<b>457</b>	<b>341</b>	<b>197</b>	<b>124</b>

<b>24 Hour Total:</b>	12,101			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,020	PM 4:00-5:00	798	AM Peak Hour:	7:00	1,020	0.89
AM 8:00-9:00	870	PM 5:00-6:00	771	PM Peak Hour:	16:00	798	0.92

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	7	7	10	18	72	159	146	139	134	153
30	27	15	10	7	9	34	98	130	137	125	129	149
45	28	12	12	6	13	50	109	163	139	134	127	145
00	26	19	11	7	18	55	141	156	144	129	139	151
<b>Hr Total</b>	<b>115</b>	<b>65</b>	<b>40</b>	<b>27</b>	<b>50</b>	<b>157</b>	<b>420</b>	<b>608</b>	<b>566</b>	<b>527</b>	<b>529</b>	<b>598</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	140	152	242	241	303	277	188	140	112	82	42
30	165	159	192	237	303	313	246	171	124	104	74	51
45	157	170	223	247	264	313	212	168	115	96	69	49
00	152	159	267	226	308	307	205	155	103	83	53	43
<b>Hr Total</b>	<b>626</b>	<b>628</b>	<b>834</b>	<b>952</b>	<b>1116</b>	<b>1236</b>	<b>940</b>	<b>682</b>	<b>482</b>	<b>395</b>	<b>278</b>	<b>185</b>

<b>24 Hour Total:</b>	12,056			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	608	PM 4:00-5:00	1,116	AM Peak Hour:	7:00	608	0.93
AM 8:00-9:00	566	PM 5:00-6:00	1,236	PM Peak Hour:	17:00	1,236	0.99

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	17	20	34	84	270	446	370	315	283	306
30	45	23	19	20	43	116	314	377	363	313	273	327
45	41	21	20	23	54	150	344	400	361	317	270	300
00	34	25	20	24	59	180	411	404	341	289	280	305
<b>Hr Total</b>	<b>169</b>	<b>97</b>	<b>76</b>	<b>87</b>	<b>190</b>	<b>530</b>	<b>1339</b>	<b>1627</b>	<b>1435</b>	<b>1234</b>	<b>1106</b>	<b>1238</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	306	323	425	457	513	444	341	261	220	135	81
30	321	320	389	434	498	509	426	319	246	195	134	90
45	323	330	400	454	455	507	386	287	228	170	112	73
00	307	345	427	435	504	478	347	267	204	149	92	65
<b>Hr Total</b>	<b>1245</b>	<b>1301</b>	<b>1539</b>	<b>1748</b>	<b>1914</b>	<b>2007</b>	<b>1603</b>	<b>1214</b>	<b>939</b>	<b>734</b>	<b>473</b>	<b>309</b>

<b>24 Hour Total:</b>	24,154			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,627	PM 4:00-5:00	1,914	AM Peak Hour:	7:00	1,628	0.91
AM 8:00-9:00	1,435	PM 5:00-6:00	2,007	PM Peak Hour:	17:00	2,007	0.98

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2A:Neptune Rd: SE of Stroupe Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	4	12	14	29	61	174	258	261	244	169	134	
30	16	11	9	17	35	82	248	230	293	203	169	201	
45	14	8	7	14	37	83	215	333	301	195	119	169	
00	5	2	11	22	37	136	241	332	227	174	154	155	
<b>Hr Total</b>	<b>47</b>	<b>25</b>	<b>39</b>	<b>67</b>	<b>138</b>	<b>362</b>	<b>878</b>	<b>1153</b>	<b>1082</b>	<b>816</b>	<b>611</b>	<b>659</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	143	162	160	209	213	220	168	146	106	84	59	35	
30	148	156	172	222	217	208	144	153	146	102	61	32	
45	161	184	197	199	169	163	165	110	117	81	54	19	
00	167	175	207	206	186	171	141	95	93	54	30	12	
<b>Hr Total</b>	<b>619</b>	<b>677</b>	<b>736</b>	<b>836</b>	<b>785</b>	<b>762</b>	<b>618</b>	<b>504</b>	<b>462</b>	<b>321</b>	<b>204</b>	<b>98</b>	
<b>24 Hour Total:</b>		12,499				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,153		PM 4:00-5:00		785		AM Peak Hour:	7:30	1,219	0.92		
AM 8:00-9:00		1,082		PM 5:00-6:00		762		PM Peak Hour:	15:15	840	0.95		

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	25	6	10	8	21	83	187	161	139	159	155	
30	31	14	10	6	10	38	116	177	145	145	111	145	
45	29	22	13	9	16	65	142	159	170	138	133	176	
00	21	22	11	13	20	68	167	157	156	142	140	143	
<b>Hr Total</b>	<b>116</b>	<b>83</b>	<b>40</b>	<b>38</b>	<b>54</b>	<b>192</b>	<b>508</b>	<b>680</b>	<b>632</b>	<b>564</b>	<b>543</b>	<b>619</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	148	215	229	275	376	286	198	167	137	109	55	
30	195	187	214	254	328	366	290	166	146	125	83	54	
45	166	183	206	281	313	355	246	168	138	108	83	66	
00	177	171	223	249	321	351	254	169	120	95	66	46	
<b>Hr Total</b>	<b>704</b>	<b>689</b>	<b>858</b>	<b>1013</b>	<b>1237</b>	<b>1448</b>	<b>1076</b>	<b>701</b>	<b>571</b>	<b>465</b>	<b>341</b>	<b>221</b>	
<b>24 Hour Total:</b>		13,393				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680		PM 4:00-5:00		1,237		AM Peak Hour:	6:45	690	0.92		
AM 8:00-9:00		632		PM 5:00-6:00		1,448		PM Peak Hour:	17:00	1,448	0.96		

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	29	18	24	37	82	257	445	422	383	328	289	
30	47	25	19	23	45	120	364	407	438	348	280	346	
45	43	30	20	23	53	148	357	492	471	333	252	345	
00	26	24	22	35	57	204	408	489	383	316	294	298	
<b>Hr Total</b>	<b>163</b>	<b>108</b>	<b>79</b>	<b>105</b>	<b>192</b>	<b>554</b>	<b>1386</b>	<b>1833</b>	<b>1714</b>	<b>1380</b>	<b>1154</b>	<b>1278</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	310	375	438	488	596	454	344	273	221	168	90	
30	343	343	386	476	545	574	434	319	292	227	144	86	
45	327	367	403	480	482	518	411	278	255	189	137	85	
00	344	346	430	455	507	522	395	264	213	149	96	58	
<b>Hr Total</b>	<b>1323</b>	<b>1366</b>	<b>1594</b>	<b>1849</b>	<b>2022</b>	<b>2210</b>	<b>1694</b>	<b>1205</b>	<b>1033</b>	<b>786</b>	<b>545</b>	<b>319</b>	
<b>24 Hour Total:</b>		25,892				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,833		PM 4:00-5:00		2,022		AM Peak Hour:	7:30	1,841	0.94		
AM 8:00-9:00		1,714		PM 5:00-6:00		2,210		PM Peak Hour:	17:00	2,210	0.93		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2A:Neptune Rd: SE of Stroupe Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	6	6	10	18	51	194	291	275	201	171	172	
30	12	8	5	17	30	85	216	250	300	203	177	160	
45	12	6	5	13	47	92	263	300	234	198	154	160	
00	7	3	3	18	28	146	249	312	222	176	168	160	
<b>Hr Total</b>	<b>46</b>	<b>23</b>	<b>19</b>	<b>58</b>	<b>123</b>	<b>374</b>	<b>922</b>	<b>1153</b>	<b>1031</b>	<b>778</b>	<b>670</b>	<b>652</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	146	189	159	190	221	207	187	155	136	125	51	28	
30	176	139	190	209	220	195	184	137	129	101	62	34	
45	163	184	202	206	215	200	175	145	109	83	44	29	
00	145	176	221	211	192	167	173	129	89	56	51	21	
<b>Hr Total</b>	<b>630</b>	<b>688</b>	<b>772</b>	<b>816</b>	<b>848</b>	<b>769</b>	<b>719</b>	<b>566</b>	<b>463</b>	<b>365</b>	<b>208</b>	<b>112</b>	
<b>24 Hour Total:</b>		12,805				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,153				PM 4:00-5:00		848	7:00	1,153	0.92		
AM 8:00-9:00		1,031				PM 5:00-6:00		769	16:00	848	0.96		

25-Apr-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	39	29	12	10	15	20	82	205	153	147	127	154	
30	38	13	11	11	13	49	108	170	145	122	138	166	
45	31	13	11	7	12	54	145	161	179	148	128	166	
00	21	19	16	13	19	63	145	160	177	153	153	145	
<b>Hr Total</b>	<b>129</b>	<b>74</b>	<b>50</b>	<b>41</b>	<b>59</b>	<b>186</b>	<b>480</b>	<b>696</b>	<b>654</b>	<b>570</b>	<b>546</b>	<b>631</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	140	179	203	224	230	329	287	202	154	138	104	58	
30	198	159	218	243	318	358	286	205	157	136	92	56	
45	180	213	226	283	341	319	228	168	149	85	78	58	
00	159	185	203	265	347	353	228	146	147	118	56	52	
<b>Hr Total</b>	<b>677</b>	<b>736</b>	<b>850</b>	<b>1015</b>	<b>1236</b>	<b>1359</b>	<b>1029</b>	<b>721</b>	<b>607</b>	<b>477</b>	<b>330</b>	<b>224</b>	
<b>24 Hour Total:</b>		13,377				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		696				PM 4:00-5:00		1,236	7:00	696	0.85		
AM 8:00-9:00		654				PM 5:00-6:00		1,359	17:00	1,359	0.95		

25-Apr-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	35	18	20	33	71	276	496	428	348	298	326	
30	50	21	16	28	43	134	324	420	445	325	315	326	
45	43	19	16	20	59	146	408	461	413	346	282	326	
00	28	22	19	31	47	209	394	472	399	329	321	305	
<b>Hr Total</b>	<b>175</b>	<b>97</b>	<b>69</b>	<b>99</b>	<b>182</b>	<b>560</b>	<b>1402</b>	<b>1849</b>	<b>1685</b>	<b>1348</b>	<b>1216</b>	<b>1283</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	286	368	362	414	451	536	474	357	290	263	155	86	
30	374	298	408	452	538	553	470	342	286	237	154	90	
45	343	397	428	489	556	519	403	313	258	168	122	87	
00	304	361	424	476	539	520	401	275	236	174	107	73	
<b>Hr Total</b>	<b>1307</b>	<b>1424</b>	<b>1622</b>	<b>1831</b>	<b>2084</b>	<b>2128</b>	<b>1748</b>	<b>1287</b>	<b>1070</b>	<b>842</b>	<b>538</b>	<b>336</b>	
<b>24 Hour Total:</b>		26,182				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,849				PM 4:00-5:00		2,084	7:00	1,849	0.93		
AM 8:00-9:00		1,685				PM 5:00-6:00		2,128	17:00	2,128	0.96		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2A:Neptune Rd: SE of Stroupe Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	10	11	7	22	68	210	270	256	208	164	142	
30	14	9	9	8	41	83	246	273	276	197	161	192	
45	13	8	11	15	35	123	238	312	243	197	190	153	
00	4	5	6	22	38	105	234	354	258	186	162	173	
<b>Hr Total</b>	<b>40</b>	<b>32</b>	<b>37</b>	<b>52</b>	<b>136</b>	<b>379</b>	<b>928</b>	<b>1209</b>	<b>1033</b>	<b>788</b>	<b>677</b>	<b>660</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	160	162	137	190	233	218	200	154	106	115	64	38	
30	182	200	177	201	212	212	183	169	115	71	57	46	
45	166	191	175	225	181	202	185	122	115	74	53	19	
00	179	194	216	199	217	199	177	121	114	62	37	26	
<b>Hr Total</b>	<b>687</b>	<b>747</b>	<b>705</b>	<b>815</b>	<b>843</b>	<b>831</b>	<b>745</b>	<b>566</b>	<b>450</b>	<b>322</b>	<b>211</b>	<b>129</b>	
<b>24 Hour Total:</b>		13,022				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,209				PM 4:00-5:00		843		AM Peak Hour:	7:00	1,209	0.85
AM 8:00-9:00		1,033				PM 5:00-6:00		831		PM Peak Hour:	16:00	843	0.90

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	19	14	10	13	25	77	179	149	159	173	148	
30	40	22	19	11	9	39	102	176	163	143	138	154	
45	44	14	12	9	24	54	142	164	139	113	148	151	
00	31	22	15	13	19	58	175	180	162	146	168	182	
<b>Hr Total</b>	<b>164</b>	<b>77</b>	<b>60</b>	<b>43</b>	<b>65</b>	<b>176</b>	<b>496</b>	<b>699</b>	<b>613</b>	<b>561</b>	<b>627</b>	<b>635</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	149	195	242	325	372	303	246	166	146	126	81	
30	192	167	194	243	344	402	288	249	147	130	89	78	
45	160	179	233	298	351	409	284	231	168	156	105	71	
00	137	193	233	208	318	366	252	238	174	104	84	68	
<b>Hr Total</b>	<b>655</b>	<b>688</b>	<b>855</b>	<b>991</b>	<b>1338</b>	<b>1549</b>	<b>1127</b>	<b>964</b>	<b>655</b>	<b>536</b>	<b>404</b>	<b>298</b>	
<b>24 Hour Total:</b>		14,276				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		699				PM 4:00-5:00		1,338		AM Peak Hour:	7:00	699	0.97
AM 8:00-9:00		613				PM 5:00-6:00		1,549		PM Peak Hour:	17:00	1,549	0.95

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	58	29	25	17	35	93	287	449	405	367	337	290	
30	54	31	28	19	50	122	348	449	439	340	299	346	
45	57	22	23	24	59	177	380	476	382	310	338	304	
00	35	27	21	35	57	163	409	534	420	332	330	355	
<b>Hr Total</b>	<b>204</b>	<b>109</b>	<b>97</b>	<b>95</b>	<b>201</b>	<b>555</b>	<b>1424</b>	<b>1908</b>	<b>1646</b>	<b>1349</b>	<b>1304</b>	<b>1295</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	326	311	332	432	558	590	503	400	272	261	190	119	
30	374	367	371	444	556	614	471	418	262	201	146	124	
45	326	370	408	523	532	611	469	353	283	230	158	90	
00	316	387	449	407	535	565	429	359	288	166	121	94	
<b>Hr Total</b>	<b>1342</b>	<b>1435</b>	<b>1560</b>	<b>1806</b>	<b>2181</b>	<b>2380</b>	<b>1872</b>	<b>1530</b>	<b>1105</b>	<b>858</b>	<b>615</b>	<b>427</b>	
<b>24 Hour Total:</b>		27,298				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,908				PM 4:00-5:00		2,181		AM Peak Hour:	7:00	1,908	0.89
AM 8:00-9:00		1,646				PM 5:00-6:00		2,380		PM Peak Hour:	17:00	2,380	0.97

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 2A:Neptune Rd: SE of Stroupe Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	10	10	23	60	193	273	264	218	168	149
30	14	9	8	14	35	83	237	251	290	201	169	184
45	13	7	8	14	40	99	239	315	259	197	154	161
00	5	3	7	21	34	129	241	333	236	179	161	163
<b>Hr Total</b>	<b>44</b>	<b>26</b>	<b>33</b>	<b>59</b>	<b>132</b>	<b>371</b>	<b>910</b>	<b>1172</b>	<b>1049</b>	<b>795</b>	<b>652</b>	<b>657</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	171	152	196	222	215	185	152	116	108	58	34
30	169	165	180	211	216	205	170	153	130	91	60	37
45	163	186	191	210	188	188	175	126	114	79	50	22
00	164	182	215	205	198	179	164	115	99	57	39	20
<b>Hr Total</b>	<b>646</b>	<b>704</b>	<b>738</b>	<b>822</b>	<b>824</b>	<b>787</b>	<b>694</b>	<b>546</b>	<b>459</b>	<b>335</b>	<b>207</b>	<b>113</b>

<b>24 Hour Total:</b>	12,775			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,172	PM 4:00-5:00	824	AM Peak Hour:	7:00	1,172	0.88
AM 8:00-9:00	1,049	PM 5:00-6:00	787	PM Peak Hour:	16:00	825	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	11	10	12	22	81	190	154	148	153	152
30	36	16	13	9	11	42	109	174	151	137	129	155
45	35	16	12	8	17	58	143	161	163	133	136	164
00	24	21	14	13	19	63	162	166	165	147	154	157
<b>Hr Total</b>	<b>136</b>	<b>77</b>	<b>50</b>	<b>40</b>	<b>59</b>	<b>185</b>	<b>495</b>	<b>691</b>	<b>633</b>	<b>565</b>	<b>572</b>	<b>628</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	159	204	232	277	359	292	215	162	140	113	65
30	195	171	209	247	330	375	288	207	150	130	88	63
45	169	192	222	287	335	361	253	189	152	116	89	65
00	158	183	220	241	329	357	245	184	147	106	69	55
<b>Hr Total</b>	<b>679</b>	<b>705</b>	<b>855</b>	<b>1007</b>	<b>1271</b>	<b>1452</b>	<b>1078</b>	<b>795</b>	<b>611</b>	<b>492</b>	<b>359</b>	<b>248</b>

<b>24 Hour Total:</b>	13,683			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	691	PM 4:00-5:00	1,271	AM Peak Hour:	7:00	692	0.91
AM 8:00-9:00	633	PM 5:00-6:00	1,452	PM Peak Hour:	17:00	1,452	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	31	20	20	35	82	273	463	418	366	321	302
30	50	26	21	23	46	125	345	425	441	338	298	339
45	48	24	20	22	57	157	382	476	422	330	291	325
00	30	24	21	34	54	192	404	498	401	326	315	319
<b>Hr Total</b>	<b>181</b>	<b>105</b>	<b>82</b>	<b>99</b>	<b>192</b>	<b>556</b>	<b>1404</b>	<b>1862</b>	<b>1682</b>	<b>1360</b>	<b>1225</b>	<b>1285</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	330	356	428	499	574	477	367	278	248	171	98
30	364	336	388	457	546	580	458	360	280	222	148	100
45	332	378	413	497	523	549	428	315	265	196	139	87
00	321	365	434	446	527	536	408	299	246	163	108	75
<b>Hr Total</b>	<b>1324</b>	<b>1409</b>	<b>1591</b>	<b>1828</b>	<b>2095</b>	<b>2239</b>	<b>1771</b>	<b>1341</b>	<b>1069</b>	<b>829</b>	<b>566</b>	<b>360</b>

<b>24 Hour Total:</b>	26,455			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,862	PM 4:00-5:00	2,095	AM Peak Hour:	7:00	1,863	0.93
AM 8:00-9:00	1,682	PM 5:00-6:00	2,239	PM Peak Hour:	17:00	2,239	0.96



# Roadway Count Summary

Start Date 04/24/2018 (Tue)	Start Time 00:00
Stop Date 04/26/2018 (Thu)	Stop Time 24:00
County Osceola	
Location 2B:Neptune Rd: NW of Stroupe Rd	

24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	4	12	14	29	61	174	258	261	244	169	134	
30	16	11	9	17	35	82	248	230	293	203	169	201	
45	14	8	7	14	37	83	215	333	301	195	119	169	
00	5	2	11	22	37	136	241	332	227	174	154	155	
<b>Hr Total</b>	<b>47</b>	<b>25</b>	<b>39</b>	<b>67</b>	<b>138</b>	<b>362</b>	<b>878</b>	<b>1153</b>	<b>1082</b>	<b>816</b>	<b>611</b>	<b>659</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	143	162	160	209	213	220	168	146	106	84	59	35	
30	148	156	172	222	217	208	144	153	146	102	61	32	
45	161	184	197	199	169	163	165	110	117	81	54	19	
00	167	175	207	206	186	171	141	95	93	54	30	12	
<b>Hr Total</b>	<b>619</b>	<b>677</b>	<b>736</b>	<b>836</b>	<b>785</b>	<b>762</b>	<b>618</b>	<b>504</b>	<b>462</b>	<b>321</b>	<b>204</b>	<b>98</b>	
<b>24 Hour Total:</b>		12,499				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,153		PM 4:00-5:00		785		AM Peak Hour:	7:30	1,219	0.92		
AM 8:00-9:00		1,082		PM 5:00-6:00		762		PM Peak Hour:	15:15	840	0.95		

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	25	6	10	8	21	83	187	161	139	159	155	
30	31	14	10	6	10	38	116	177	145	145	111	145	
45	29	22	13	9	16	65	142	159	170	138	133	176	
00	21	22	11	13	20	68	167	157	156	142	140	143	
<b>Hr Total</b>	<b>116</b>	<b>83</b>	<b>40</b>	<b>38</b>	<b>54</b>	<b>192</b>	<b>508</b>	<b>680</b>	<b>632</b>	<b>564</b>	<b>543</b>	<b>619</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	148	215	229	275	376	286	198	167	137	109	55	
30	195	187	214	254	328	366	290	166	146	125	83	54	
45	166	183	206	281	313	355	246	168	138	108	83	66	
00	177	171	223	249	321	351	254	169	120	95	66	46	
<b>Hr Total</b>	<b>704</b>	<b>689</b>	<b>858</b>	<b>1013</b>	<b>1237</b>	<b>1448</b>	<b>1076</b>	<b>701</b>	<b>571</b>	<b>465</b>	<b>341</b>	<b>221</b>	
<b>24 Hour Total:</b>		13,393				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680		PM 4:00-5:00		1,237		AM Peak Hour:	6:45	690	0.92		
AM 8:00-9:00		632		PM 5:00-6:00		1,448		PM Peak Hour:	17:00	1,448	0.96		

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	29	18	24	37	82	257	445	422	383	328	289	
30	47	25	19	23	45	120	364	407	438	348	280	346	
45	43	30	20	23	53	148	357	492	471	333	252	345	
00	26	24	22	35	57	204	408	489	383	316	294	298	
<b>Hr Total</b>	<b>163</b>	<b>108</b>	<b>79</b>	<b>105</b>	<b>192</b>	<b>554</b>	<b>1386</b>	<b>1833</b>	<b>1714</b>	<b>1380</b>	<b>1154</b>	<b>1278</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	310	375	438	488	596	454	344	273	221	168	90	
30	343	343	386	476	545	574	434	319	292	227	144	86	
45	327	367	403	480	482	518	411	278	255	189	137	85	
00	344	346	430	455	507	522	395	264	213	149	96	58	
<b>Hr Total</b>	<b>1323</b>	<b>1366</b>	<b>1594</b>	<b>1849</b>	<b>2022</b>	<b>2210</b>	<b>1694</b>	<b>1205</b>	<b>1033</b>	<b>786</b>	<b>545</b>	<b>319</b>	
<b>24 Hour Total:</b>		25,892				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,833		PM 4:00-5:00		2,022		AM Peak Hour:	7:30	1,841	0.94		
AM 8:00-9:00		1,714		PM 5:00-6:00		2,210		PM Peak Hour:	17:00	2,210	0.93		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2B:Neptune Rd: NW of Stroupe Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed) Northbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	6	6	10	18	51	194	291	275	201	171	172	
30	12	8	5	17	30	85	216	250	300	203	177	160	
45	12	6	5	13	47	92	263	300	234	198	154	160	
00	7	3	3	18	28	146	249	312	222	176	168	160	
<b>Hr Total</b>	<b>46</b>	<b>23</b>	<b>19</b>	<b>58</b>	<b>123</b>	<b>374</b>	<b>922</b>	<b>1153</b>	<b>1031</b>	<b>778</b>	<b>670</b>	<b>652</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	146	189	159	190	221	207	187	155	136	125	51	28	
30	176	139	190	209	220	195	184	137	129	101	62	34	
45	163	184	202	206	215	200	175	145	109	83	44	29	
00	145	176	221	211	192	167	173	129	89	56	51	21	
<b>Hr Total</b>	<b>630</b>	<b>688</b>	<b>772</b>	<b>816</b>	<b>848</b>	<b>769</b>	<b>719</b>	<b>566</b>	<b>463</b>	<b>365</b>	<b>208</b>	<b>112</b>	
<b>24 Hour Total:</b>		12,805				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,153				PM 4:00-5:00		848		AM Peak Hour:		7:00 1,153 0.92	
AM 8:00-9:00		1,031				PM 5:00-6:00		769		PM Peak Hour:		16:00 848 0.96	

25-Apr-18 (Wed) Southbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	39	29	12	10	15	20	82	205	153	147	127	154	
30	38	13	11	11	13	49	108	170	145	122	138	166	
45	31	13	11	7	12	54	145	161	179	148	128	166	
00	21	19	16	13	19	63	145	160	177	153	153	145	
<b>Hr Total</b>	<b>129</b>	<b>74</b>	<b>50</b>	<b>41</b>	<b>59</b>	<b>186</b>	<b>480</b>	<b>696</b>	<b>654</b>	<b>570</b>	<b>546</b>	<b>631</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	140	179	203	224	230	329	287	202	154	138	104	58	
30	198	159	218	243	318	358	286	205	157	136	92	56	
45	180	213	226	283	341	319	228	168	149	85	78	58	
00	159	185	203	265	347	353	228	146	147	118	56	52	
<b>Hr Total</b>	<b>677</b>	<b>736</b>	<b>850</b>	<b>1015</b>	<b>1236</b>	<b>1359</b>	<b>1029</b>	<b>721</b>	<b>607</b>	<b>477</b>	<b>330</b>	<b>224</b>	
<b>24 Hour Total:</b>		13,377				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		696				PM 4:00-5:00		1,236		AM Peak Hour:		7:00 696 0.85	
AM 8:00-9:00		654				PM 5:00-6:00		1,359		PM Peak Hour:		17:00 1,359 0.95	

25-Apr-18 (Wed) TOTAL TWO WAY (Northbound Volume + Southbound Volume)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	35	18	20	33	71	276	496	428	348	298	326	
30	50	21	16	28	43	134	324	420	445	325	315	326	
45	43	19	16	20	59	146	408	461	413	346	282	326	
00	28	22	19	31	47	209	394	472	399	329	321	305	
<b>Hr Total</b>	<b>175</b>	<b>97</b>	<b>69</b>	<b>99</b>	<b>182</b>	<b>560</b>	<b>1402</b>	<b>1849</b>	<b>1685</b>	<b>1348</b>	<b>1216</b>	<b>1283</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	286	368	362	414	451	536	474	357	290	263	155	86	
30	374	298	408	452	538	553	470	342	286	237	154	90	
45	343	397	428	489	556	519	403	313	258	168	122	87	
00	304	361	424	476	539	520	401	275	236	174	107	73	
<b>Hr Total</b>	<b>1307</b>	<b>1424</b>	<b>1622</b>	<b>1831</b>	<b>2084</b>	<b>2128</b>	<b>1748</b>	<b>1287</b>	<b>1070</b>	<b>842</b>	<b>538</b>	<b>336</b>	
<b>24 Hour Total:</b>		26,182				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,849				PM 4:00-5:00		2,084		AM Peak Hour:		7:00 1,849 0.93	
AM 8:00-9:00		1,685				PM 5:00-6:00		2,128		PM Peak Hour:		17:00 2,128 0.96	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2B:Neptune Rd: NW of Stroupe Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	10	11	7	22	68	210	270	256	208	164	142
30	14	9	9	8	41	83	246	273	276	197	161	192
45	13	8	11	15	35	123	238	312	243	197	190	153
00	4	5	6	22	38	105	234	354	258	186	162	173
<b>Hr Total</b>	<b>40</b>	<b>32</b>	<b>37</b>	<b>52</b>	<b>136</b>	<b>379</b>	<b>928</b>	<b>1209</b>	<b>1033</b>	<b>788</b>	<b>677</b>	<b>660</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	162	137	190	233	218	200	154	106	115	64	38
30	182	200	177	201	212	212	183	169	115	71	57	46
45	166	191	175	225	181	202	185	122	115	74	53	19
00	179	194	216	199	217	199	177	121	114	62	37	26
<b>Hr Total</b>	<b>687</b>	<b>747</b>	<b>705</b>	<b>815</b>	<b>843</b>	<b>831</b>	<b>745</b>	<b>566</b>	<b>450</b>	<b>322</b>	<b>211</b>	<b>129</b>
<b>24 Hour Total:</b>		13,022				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,209		PM 4:00-5:00		843		AM Peak Hour:	7:00	1,209	0.85	
AM 8:00-9:00		1,033		PM 5:00-6:00		831		PM Peak Hour:	16:00	843	0.90	

26-Apr-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	19	14	10	13	25	77	179	149	159	173	148
30	40	22	19	11	9	39	102	176	163	143	138	154
45	44	14	12	9	24	54	142	164	139	113	148	151
00	31	22	15	13	19	58	175	180	162	146	168	182
<b>Hr Total</b>	<b>164</b>	<b>77</b>	<b>60</b>	<b>43</b>	<b>65</b>	<b>176</b>	<b>496</b>	<b>699</b>	<b>613</b>	<b>561</b>	<b>627</b>	<b>635</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	149	195	242	325	372	303	246	166	146	126	81
30	192	167	194	243	344	402	288	249	147	130	89	78
45	160	179	233	298	351	409	284	231	168	156	105	71
00	137	193	233	208	318	366	252	238	174	104	84	68
<b>Hr Total</b>	<b>655</b>	<b>688</b>	<b>855</b>	<b>991</b>	<b>1338</b>	<b>1549</b>	<b>1127</b>	<b>964</b>	<b>655</b>	<b>536</b>	<b>404</b>	<b>298</b>
<b>24 Hour Total:</b>		14,276				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		699		PM 4:00-5:00		1,338		AM Peak Hour:	7:00	699	0.97	
AM 8:00-9:00		613		PM 5:00-6:00		1,549		PM Peak Hour:	17:00	1,549	0.95	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	29	25	17	35	93	287	449	405	367	337	290
30	54	31	28	19	50	122	348	449	439	340	299	346
45	57	22	23	24	59	177	380	476	382	310	338	304
00	35	27	21	35	57	163	409	534	420	332	330	355
<b>Hr Total</b>	<b>204</b>	<b>109</b>	<b>97</b>	<b>95</b>	<b>201</b>	<b>555</b>	<b>1424</b>	<b>1908</b>	<b>1646</b>	<b>1349</b>	<b>1304</b>	<b>1295</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	326	311	332	432	558	590	503	400	272	261	190	119
30	374	367	371	444	556	614	471	418	262	201	146	124
45	326	370	408	523	532	611	469	353	283	230	158	90
00	316	387	449	407	535	565	429	359	288	166	121	94
<b>Hr Total</b>	<b>1342</b>	<b>1435</b>	<b>1560</b>	<b>1806</b>	<b>2181</b>	<b>2380</b>	<b>1872</b>	<b>1530</b>	<b>1105</b>	<b>858</b>	<b>615</b>	<b>427</b>
<b>24 Hour Total:</b>		27,298				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,908		PM 4:00-5:00		2,181		AM Peak Hour:	7:00	1,908	0.89	
AM 8:00-9:00		1,646		PM 5:00-6:00		2,380		PM Peak Hour:	17:00	2,380	0.97	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 2B:Neptune Rd: NW of Stroupe Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	10	10	23	60	193	273	264	218	168	149
30	14	9	8	14	35	83	237	251	290	201	169	184
45	13	7	8	14	40	99	239	315	259	197	154	161
00	5	3	7	21	34	129	241	333	236	179	161	163
<b>Hr Total</b>	<b>44</b>	<b>26</b>	<b>33</b>	<b>59</b>	<b>132</b>	<b>371</b>	<b>910</b>	<b>1172</b>	<b>1049</b>	<b>795</b>	<b>652</b>	<b>657</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	171	152	196	222	215	185	152	116	108	58	34
30	169	165	180	211	216	205	170	153	130	91	60	37
45	163	186	191	210	188	188	175	126	114	79	50	22
00	164	182	215	205	198	179	164	115	99	57	39	20
<b>Hr Total</b>	<b>646</b>	<b>704</b>	<b>738</b>	<b>822</b>	<b>824</b>	<b>787</b>	<b>694</b>	<b>546</b>	<b>459</b>	<b>335</b>	<b>207</b>	<b>113</b>

<b>24 Hour Total:</b>	12,775			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,172	PM 4:00-5:00	824	AM Peak Hour:	7:00	1,172	0.88
AM 8:00-9:00	1,049	PM 5:00-6:00	787	PM Peak Hour:	16:00	825	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	11	10	12	22	81	190	154	148	153	152
30	36	16	13	9	11	42	109	174	151	137	129	155
45	35	16	12	8	17	58	143	161	163	133	136	164
00	24	21	14	13	19	63	162	166	165	147	154	157
<b>Hr Total</b>	<b>136</b>	<b>77</b>	<b>50</b>	<b>40</b>	<b>59</b>	<b>185</b>	<b>495</b>	<b>691</b>	<b>633</b>	<b>565</b>	<b>572</b>	<b>628</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	159	204	232	277	359	292	215	162	140	113	65
30	195	171	209	247	330	375	288	207	150	130	88	63
45	169	192	222	287	335	361	253	189	152	116	89	65
00	158	183	220	241	329	357	245	184	147	106	69	55
<b>Hr Total</b>	<b>679</b>	<b>705</b>	<b>855</b>	<b>1007</b>	<b>1271</b>	<b>1452</b>	<b>1078</b>	<b>795</b>	<b>611</b>	<b>492</b>	<b>359</b>	<b>248</b>

<b>24 Hour Total:</b>	13,683			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	691	PM 4:00-5:00	1,271	AM Peak Hour:	7:00	692	0.91
AM 8:00-9:00	633	PM 5:00-6:00	1,452	PM Peak Hour:	17:00	1,452	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	31	20	20	35	82	273	463	418	366	321	302
30	50	26	21	23	46	125	345	425	441	338	298	339
45	48	24	20	22	57	157	382	476	422	330	291	325
00	30	24	21	34	54	192	404	498	401	326	315	319
<b>Hr Total</b>	<b>181</b>	<b>105</b>	<b>82</b>	<b>99</b>	<b>192</b>	<b>556</b>	<b>1404</b>	<b>1862</b>	<b>1682</b>	<b>1360</b>	<b>1225</b>	<b>1285</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	330	356	428	499	574	477	367	278	248	171	98
30	364	336	388	457	546	580	458	360	280	222	148	100
45	332	378	413	497	523	549	428	315	265	196	139	87
00	321	365	434	446	527	536	408	299	246	163	108	75
<b>Hr Total</b>	<b>1324</b>	<b>1409</b>	<b>1591</b>	<b>1828</b>	<b>2095</b>	<b>2239</b>	<b>1771</b>	<b>1341</b>	<b>1069</b>	<b>829</b>	<b>566</b>	<b>360</b>

<b>24 Hour Total:</b>	26,455			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,862	PM 4:00-5:00	2,095	AM Peak Hour:	7:00	1,863	0.93
AM 8:00-9:00	1,682	PM 5:00-6:00	2,239	PM Peak Hour:	17:00	2,239	0.96

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2C:Stroupe Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	2	3	3	4	19	21	65	58	57	30	26	
30	4	3	3	4	8	24	45	63	47	37	32	34	
45	5	3	2	4	8	24	52	54	49	41	19	34	
00	2	1	2	8	9	30	62	44	44	40	35	29	
<b>Hr Total</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>29</b>	<b>97</b>	<b>180</b>	<b>226</b>	<b>198</b>	<b>175</b>	<b>116</b>	<b>123</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	33	25	28	40	51	48	37	42	25	23	11	7	
30	34	33	44	49	45	57	41	36	31	23	12	8	
45	32	41	69	34	41	28	41	29	22	17	12	4	
00	29	29	57	52	37	35	30	27	22	18	5	0	
<b>Hr Total</b>	<b>128</b>	<b>128</b>	<b>198</b>	<b>175</b>	<b>174</b>	<b>168</b>	<b>149</b>	<b>134</b>	<b>100</b>	<b>81</b>	<b>40</b>	<b>19</b>	
<b>24 Hour Total:</b>		2,691					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		226					PM 4:00-5:00		174	6:45	244	0.94	
AM 8:00-9:00		198					PM 5:00-6:00		168	14:30	215	0.78	

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	2	0	2	0	3	2	0	
30	0	3	0	0	0	1	2	2	2	4	4	1	
45	0	1	0	0	0	1	1	4	6	3	2	2	
00	0	0	0	2	0	1	3	5	0	3	5	2	
<b>Hr Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>13</b>	<b>5</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	5	1	5	1	2	9	13	3	5	1	4	0	
30	3	3	8	4	7	8	3	0	1	4	2	1	
45	7	2	7	4	4	8	7	3	0	1	1	1	
00	2	0	3	7	3	13	5	4	0	2	0	0	
<b>Hr Total</b>	<b>17</b>	<b>6</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>38</b>	<b>28</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>2</b>	
<b>24 Hour Total:</b>		246					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		13					PM 4:00-5:00		16	7:00	13	0.65	
AM 8:00-9:00		8					PM 5:00-6:00		38	17:15	42	0.81	

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	2	3	3	4	21	21	67	58	60	32	26	
30	4	6	3	4	8	25	47	65	49	41	36	35	
45	5	4	2	4	8	25	53	58	55	44	21	36	
00	2	1	2	10	9	31	65	49	44	43	40	31	
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>21</b>	<b>29</b>	<b>102</b>	<b>186</b>	<b>239</b>	<b>206</b>	<b>188</b>	<b>129</b>	<b>128</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	38	26	33	41	53	57	50	45	30	24	15	7	
30	37	36	52	53	52	65	44	36	32	27	14	9	
45	39	43	76	38	45	36	48	32	22	18	13	5	
00	31	29	60	59	40	48	35	31	22	20	5	0	
<b>Hr Total</b>	<b>145</b>	<b>134</b>	<b>221</b>	<b>191</b>	<b>190</b>	<b>206</b>	<b>177</b>	<b>144</b>	<b>106</b>	<b>89</b>	<b>47</b>	<b>21</b>	
<b>24 Hour Total:</b>		2,937					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		239					PM 4:00-5:00		190	6:45	255	0.95	
AM 8:00-9:00		206					PM 5:00-6:00		206	14:30	230	0.76	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 2C:Stroupe Rd: NEof Neptune Rd	

25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	2	1	6	5	17	33	69	59	51	28	33	
30	4	1	3	4	8	16	42	80	46	33	22	32	
45	6	3	4	5	17	21	55	61	43	46	30	27	
00	2	1	2	7	5	33	44	44	35	44	29	36	
<b>Hr Total</b>	<b>15</b>	<b>7</b>	<b>10</b>	<b>22</b>	<b>35</b>	<b>87</b>	<b>174</b>	<b>254</b>	<b>183</b>	<b>174</b>	<b>109</b>	<b>128</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	31	36	40	50	44	42	42	38	32	30	11	6	
30	47	28	39	52	49	40	45	43	37	19	18	4	
45	31	49	48	47	48	41	42	40	21	24	11	9	
00	26	33	77	56	41	32	54	28	14	15	9	3	
<b>Hr Total</b>	<b>135</b>	<b>146</b>	<b>204</b>	<b>205</b>	<b>182</b>	<b>155</b>	<b>183</b>	<b>149</b>	<b>104</b>	<b>88</b>	<b>49</b>	<b>22</b>	
<b>24 Hour Total:</b> 2,820							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 254		PM 4:00-5:00 182					AM Peak Hour:		7:00	254	0.79		
AM 8:00-9:00 183		PM 5:00-6:00 155					PM Peak Hour:		15:00	205	0.92		

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	1	1	0	1	0	5	2	2	7	2	
30	0	1	0	0	0	0	1	2	7	3	3	5	
45	0	0	0	0	0	0	2	1	2	1	3	9	
00	2	1	0	0	0	0	1	0	1	6	1	2	
<b>Hr Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>18</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	5	5	5	3	8	10	10	4	2	3	2	1	
30	3	9	5	2	8	8	5	1	2	2	1	1	
45	6	1	5	2	7	4	11	3	1	0	0	1	
00	4	4	4	8	15	10	8	1	3	2	2	0	
<b>Hr Total</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>38</b>	<b>32</b>	<b>34</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>3</b>	
<b>24 Hour Total:</b> 282							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 8		PM 4:00-5:00 38					AM Peak Hour:		11:00	18	0.50		
AM 8:00-9:00 12		PM 5:00-6:00 32					PM Peak Hour:		16:00	38	0.63		

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	2	2	7	5	18	33	74	61	53	35	35	
30	4	2	3	4	8	16	43	82	53	36	25	37	
45	6	3	4	5	17	21	57	62	45	47	33	36	
00	4	2	2	7	5	33	45	44	36	50	30	38	
<b>Hr Total</b>	<b>17</b>	<b>9</b>	<b>11</b>	<b>23</b>	<b>35</b>	<b>88</b>	<b>178</b>	<b>262</b>	<b>195</b>	<b>186</b>	<b>123</b>	<b>146</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	36	41	45	53	52	52	52	42	34	33	13	7	
30	50	37	44	54	57	48	50	44	39	21	19	5	
45	37	50	53	49	55	45	53	43	22	24	11	10	
00	30	37	81	64	56	42	62	29	17	17	11	3	
<b>Hr Total</b>	<b>153</b>	<b>165</b>	<b>223</b>	<b>220</b>	<b>220</b>	<b>187</b>	<b>217</b>	<b>158</b>	<b>112</b>	<b>95</b>	<b>54</b>	<b>25</b>	
<b>24 Hour Total:</b> 3,102							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 262		PM 4:00-5:00 220					AM Peak Hour:		7:00	262	0.80		
AM 8:00-9:00 195		PM 5:00-6:00 187					PM Peak Hour:		14:00	223	0.69		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 2C:Stroupe Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	2	2	2	7	21	37	65	48	48	34	29	
30	3	3	4	3	11	22	51	73	55	48	37	35	
45	3	2	5	6	12	28	47	59	61	45	31	27	
00	2	1	2	7	10	25	48	56	42	31	29	26	
<b>Hr Total</b>	<b>10</b>	<b>8</b>	<b>13</b>	<b>18</b>	<b>40</b>	<b>96</b>	<b>183</b>	<b>253</b>	<b>206</b>	<b>172</b>	<b>131</b>	<b>117</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	31	35	23	45	49	46	45	43	25	22	11	7	
30	35	27	37	42	44	40	38	38	33	19	12	8	
45	37	37	48	47	42	37	35	29	22	17	18	4	
00	45	32	55	43	45	44	39	27	27	18	8	8	
<b>Hr Total</b>	<b>148</b>	<b>131</b>	<b>163</b>	<b>177</b>	<b>180</b>	<b>167</b>	<b>157</b>	<b>137</b>	<b>107</b>	<b>76</b>	<b>49</b>	<b>27</b>	
<b>24 Hour Total:</b>		2,766				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		253				PM 4:00-5:00		180	AM Peak Hour:	7:00	253	0.87	
AM 8:00-9:00		206				PM 5:00-6:00		167	PM Peak Hour:	16:00	180	0.92	

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	0	0	1	0	2	1	3	1	2	3	7	
30	1	0	2	0	0	2	0	1	6	6	4	1	
45	0	0	0	1	0	2	4	0	4	5	2	6	
00	0	0	1	0	0	1	0	2	2	4	2	4	
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>17</b>	<b>11</b>	<b>18</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	1	3	3	7	4	3	3	2	2	1	2	
30	3	2	1	0	3	5	5	3	2	1	1	0	
45	3	3	7	1	4	4	4	1	0	0	1	2	
00	2	4	6	6	2	8	7	2	0	4	2	1	
<b>Hr Total</b>	<b>8</b>	<b>10</b>	<b>17</b>	<b>10</b>	<b>16</b>	<b>21</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>5</b>	
<b>24 Hour Total:</b>		216				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		6				PM 4:00-5:00		16	AM Peak Hour:	11:00	18	0.64	
AM 8:00-9:00		13				PM 5:00-6:00		21	PM Peak Hour:	17:00	21	0.66	

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	2	2	3	7	23	38	68	49	50	37	36	
30	4	3	6	3	11	24	51	74	61	54	41	36	
45	3	2	5	7	12	30	51	59	65	50	33	33	
00	2	1	3	7	10	26	48	58	44	35	31	30	
<b>Hr Total</b>	<b>13</b>	<b>8</b>	<b>16</b>	<b>20</b>	<b>40</b>	<b>103</b>	<b>188</b>	<b>259</b>	<b>219</b>	<b>189</b>	<b>142</b>	<b>135</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	31	36	26	48	56	50	48	46	27	24	12	9	
30	38	29	38	42	47	45	43	41	35	20	13	8	
45	40	40	55	48	46	41	39	30	22	17	19	6	
00	47	36	61	49	47	52	46	29	27	22	10	9	
<b>Hr Total</b>	<b>156</b>	<b>141</b>	<b>180</b>	<b>187</b>	<b>196</b>	<b>188</b>	<b>176</b>	<b>146</b>	<b>111</b>	<b>83</b>	<b>54</b>	<b>32</b>	
<b>24 Hour Total:</b>		2,982				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		259				PM 4:00-5:00		196	AM Peak Hour:	7:00	259	0.88	
AM 8:00-9:00		219				PM 5:00-6:00		188	PM Peak Hour:	16:00	196	0.88	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 2C:Stroupe Rd: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	4	5	19	30	66	55	52	31	29
30	4	2	3	4	9	21	46	72	49	39	30	34
45	5	3	4	5	12	24	51	58	51	44	27	29
00	2	1	2	7	8	29	51	48	40	38	31	30
<b>Hr Total</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>20</b>	<b>34</b>	<b>93</b>	<b>178</b>	<b>244</b>	<b>195</b>	<b>173</b>	<b>119</b>	<b>122</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	32	30	45	48	45	41	41	27	25	11	7
30	39	29	40	48	46	46	41	39	34	20	14	7
45	33	42	55	43	44	35	39	33	22	19	14	6
00	33	31	63	50	41	37	41	27	21	17	7	4
<b>Hr Total</b>	<b>137</b>	<b>134</b>	<b>188</b>	<b>186</b>	<b>179</b>	<b>163</b>	<b>162</b>	<b>140</b>	<b>104</b>	<b>81</b>	<b>46</b>	<b>24</b>

<b>24 Hour Total:</b> 2,755		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 244	PM 4:00-5:00 179	AM Peak Hour:	7:00	244	0.85
AM 8:00-9:00 195	PM 5:00-6:00 163	PM Peak Hour:	14:00	188	0.75

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	0	3	1	2	4	3
30	0	1	1	0	0	1	1	2	5	4	4	2
45	0	0	0	0	0	1	2	2	4	3	2	6
00	1	0	0	1	0	1	1	2	1	4	3	3
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>14</b>

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

<b>24 Hour Total:</b> 243		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 9	PM 4:00-5:00 24	AM Peak Hour:	9:00	14	0.81
AM 8:00-9:00 11	PM 5:00-6:00 30	PM Peak Hour:	17:00	30	0.73

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	4	5	21	31	70	56	54	35	32
30	4	4	4	4	9	22	47	74	54	44	34	36
45	5	3	4	5	12	25	54	60	55	47	29	35
00	3	1	2	8	8	30	53	50	41	43	34	33
<b>Hr Total</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>21</b>	<b>34</b>	<b>98</b>	<b>185</b>	<b>254</b>	<b>206</b>	<b>188</b>	<b>132</b>	<b>136</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	34	35	47	54	53	50	44	30	27	13	8
30	42	34	45	50	52	53	46	40	35	23	15	7
45	39	44	61	45	49	41	47	35	22	20	14	7
00	36	34	67	57	48	47	48	30	22	20	9	4
<b>Hr Total</b>	<b>152</b>	<b>146</b>	<b>208</b>	<b>199</b>	<b>203</b>	<b>194</b>	<b>191</b>	<b>149</b>	<b>109</b>	<b>90</b>	<b>51</b>	<b>26</b>

<b>24 Hour Total:</b> 3,010		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 254	PM 4:00-5:00 203	AM Peak Hour:	7:00	253	0.86
AM 8:00-9:00 206	PM 5:00-6:00 194	PM Peak Hour:	14:00	208	0.77



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3A:Neptune Rd: SE of Cross Prairie Py	

24-Apr-18 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	9	13	16	26	65	180	256	226	221	157	139	
30	18	12	11	17	41	88	231	220	295	192	164	189	
45	17	8	8	17	38	86	190	309	284	194	113	160	
00	7	4	12	19	40	129	224	311	217	161	156	154	
<b>Hr Total</b>	<b>53</b>	<b>33</b>	<b>44</b>	<b>69</b>	<b>145</b>	<b>368</b>	<b>825</b>	<b>1096</b>	<b>1022</b>	<b>768</b>	<b>590</b>	<b>642</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	143	167	149	205	217	205	154	155	117	88	58	37	
30	147	157	175	214	214	204	148	156	149	103	62	40	
45	167	180	189	202	173	174	165	114	112	78	54	22	
00	169	166	206	205	199	181	131	102	90	59	27	16	
<b>Hr Total</b>	<b>626</b>	<b>670</b>	<b>719</b>	<b>826</b>	<b>803</b>	<b>764</b>	<b>598</b>	<b>527</b>	<b>468</b>	<b>328</b>	<b>201</b>	<b>115</b>	
<b>24 Hour Total:</b> 12,300							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:30	1,141	0.92		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		15:15	838	0.97		

24-Apr-18 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	29	27	4	9	8	22	74	181	146	128	150	157	
30	25	12	10	4	8	37	118	170	131	136	104	140	
45	29	20	12	7	16	57	136	152	151	142	121	169	
00	18	20	11	15	20	68	158	162	157	132	142	132	
<b>Hr Total</b>	<b>101</b>	<b>79</b>	<b>37</b>	<b>35</b>	<b>52</b>	<b>184</b>	<b>486</b>	<b>665</b>	<b>585</b>	<b>538</b>	<b>517</b>	<b>598</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	161	138	203	224	261	350	284	189	152	121	94	42	
30	183	174	200	251	309	349	271	145	139	118	83	52	
45	151	171	189	267	289	339	227	167	124	96	78	56	
00	186	158	216	226	308	314	234	142	102	88	56	40	
<b>Hr Total</b>	<b>681</b>	<b>641</b>	<b>808</b>	<b>968</b>	<b>1167</b>	<b>1352</b>	<b>1016</b>	<b>643</b>	<b>517</b>	<b>423</b>	<b>311</b>	<b>190</b>	
<b>24 Hour Total:</b> 12,594							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	665	0.92		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	1,352	0.97		

24-Apr-18 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	40	36	17	25	34	87	254	437	372	349	307	296	
30	43	24	21	21	49	125	349	390	426	328	268	329	
45	46	28	20	24	54	143	326	461	435	336	234	329	
00	25	24	23	34	60	197	382	473	374	293	298	286	
<b>Hr Total</b>	<b>154</b>	<b>112</b>	<b>81</b>	<b>104</b>	<b>197</b>	<b>552</b>	<b>1311</b>	<b>1761</b>	<b>1607</b>	<b>1306</b>	<b>1107</b>	<b>1240</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	304	305	352	429	478	555	438	344	269	209	152	79	
30	330	331	375	465	523	553	419	301	288	221	145	92	
45	318	351	378	469	462	513	392	281	236	174	132	78	
00	355	324	422	431	507	495	365	244	192	147	83	56	
<b>Hr Total</b>	<b>1307</b>	<b>1311</b>	<b>1527</b>	<b>1794</b>	<b>1970</b>	<b>2116</b>	<b>1614</b>	<b>1170</b>	<b>985</b>	<b>751</b>	<b>512</b>	<b>305</b>	
<b>24 Hour Total:</b> 24,894							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	1,761	0.93		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:45	2,128	0.96		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3A:Neptune Rd: SE of Cross Prairie Py	

25-Apr-18 (Wed)		Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	22	5	11	14	22	64	204	257	253	188	168	159	
30	17	11	5	14	30	94	200	240	286	195	156	159	
45	14	9	5	15	54	95	247	279	226	202	144	155	
00	8	4	7	17	35	134	234	294	218	159	164	156	
<b>Hr Total</b>	<b>61</b>	<b>29</b>	<b>28</b>	<b>60</b>	<b>141</b>	<b>387</b>	<b>885</b>	<b>1070</b>	<b>983</b>	<b>744</b>	<b>632</b>	<b>629</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	144	178	150	182	224	199	179	153	125	124	57	26	
30	173	131	178	184	222	191	174	145	125	99	61	39	
45	153	173	202	196	215	191	166	135	105	82	41	27	
00	145	161	240	203	194	159	177	111	87	57	55	25	
<b>Hr Total</b>	<b>615</b>	<b>643</b>	<b>770</b>	<b>765</b>	<b>855</b>	<b>740</b>	<b>696</b>	<b>544</b>	<b>442</b>	<b>362</b>	<b>214</b>	<b>117</b>	
<b>24 Hour Total:</b> 12,412							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,070		PM 4:00-5:00		855		AM Peak Hour:	7:00	1,070	0.91		
AM 8:00-9:00		983		PM 5:00-6:00		740		PM Peak Hour:	16:00	855	0.95		

25-Apr-18 (Wed)		Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	26	10	10	13	19	81	206	147	137	121	148	
30	30	11	11	8	12	47	107	161	142	120	134	159	
45	32	12	8	6	11	49	135	158	168	143	117	162	
00	21	17	15	11	18	68	133	149	165	144	140	129	
<b>Hr Total</b>	<b>118</b>	<b>66</b>	<b>44</b>	<b>35</b>	<b>54</b>	<b>183</b>	<b>456</b>	<b>674</b>	<b>622</b>	<b>544</b>	<b>512</b>	<b>598</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	130	169	192	209	222	297	264	182	142	136	94	51	
30	176	149	205	238	301	335	272	191	136	115	86	48	
45	175	201	218	268	323	300	209	163	142	75	71	50	
00	144	179	200	248	324	336	206	126	131	97	48	38	
<b>Hr Total</b>	<b>625</b>	<b>698</b>	<b>815</b>	<b>963</b>	<b>1170</b>	<b>1268</b>	<b>951</b>	<b>662</b>	<b>551</b>	<b>423</b>	<b>299</b>	<b>187</b>	
<b>24 Hour Total:</b> 12,518							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		674		PM 4:00-5:00		1,170		AM Peak Hour:	7:00	674	0.82		
AM 8:00-9:00		622		PM 5:00-6:00		1,268		PM Peak Hour:	17:00	1,268	0.94		

25-Apr-18 (Wed)		TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	57	31	21	24	35	83	285	463	400	325	289	307	
30	47	22	16	22	42	141	307	401	428	315	290	318	
45	46	21	13	21	65	144	382	437	394	345	261	317	
00	29	21	22	28	53	202	367	443	383	303	304	285	
<b>Hr Total</b>	<b>179</b>	<b>95</b>	<b>72</b>	<b>95</b>	<b>195</b>	<b>570</b>	<b>1341</b>	<b>1744</b>	<b>1605</b>	<b>1288</b>	<b>1144</b>	<b>1227</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	274	347	342	391	446	496	443	335	267	260	151	77	
30	349	280	383	422	523	526	446	336	261	214	147	87	
45	328	374	420	464	538	491	375	298	247	157	112	77	
00	289	340	440	451	518	495	383	237	218	154	103	63	
<b>Hr Total</b>	<b>1240</b>	<b>1341</b>	<b>1585</b>	<b>1728</b>	<b>2025</b>	<b>2008</b>	<b>1647</b>	<b>1206</b>	<b>993</b>	<b>785</b>	<b>513</b>	<b>304</b>	
<b>24 Hour Total:</b> 24,930							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,744		PM 4:00-5:00		2,025		AM Peak Hour:	7:00	1,744	0.94		
AM 8:00-9:00		1,605		PM 5:00-6:00		2,008		PM Peak Hour:	16:00	2,025	0.94		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 3A:Neptune Rd: SE of Cross Prairie Py	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	16	8	25	72	200	256	235	190	153	147
30	15	7	11	11	45	96	229	261	257	194	153	188
45	17	9	6	17	40	118	218	289	236	184	181	148
00	11	9	7	21	44	110	228	322	236	187	137	164
<b>Hr Total</b>	<b>55</b>	<b>33</b>	<b>40</b>	<b>57</b>	<b>154</b>	<b>396</b>	<b>875</b>	<b>1128</b>	<b>964</b>	<b>755</b>	<b>624</b>	<b>647</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	155	126	178	232	209	175	139	107	121	62	41
30	166	189	159	192	204	195	191	160	104	75	54	44
45	166	171	172	216	182	193	185	123	116	69	52	22
00	169	184	211	185	200	171	167	116	94	62	43	26
<b>Hr Total</b>	<b>644</b>	<b>699</b>	<b>668</b>	<b>771</b>	<b>818</b>	<b>768</b>	<b>718</b>	<b>538</b>	<b>421</b>	<b>327</b>	<b>211</b>	<b>133</b>

<b>24 Hour Total:</b> 12,444		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,128	PM 4:00-5:00 818	AM Peak Hour:	7:00	1,128	0.88
AM 8:00-9:00 964	PM 5:00-6:00 768	PM Peak Hour:	16:00	818	0.88

26-Apr-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	16	13	9	13	24	72	179	131	147	161	144
30	36	22	18	10	10	38	96	176	162	137	129	155
45	42	12	11	9	22	45	137	147	122	119	135	139
00	27	16	14	13	19	54	159	169	151	136	162	165
<b>Hr Total</b>	<b>148</b>	<b>66</b>	<b>56</b>	<b>41</b>	<b>64</b>	<b>161</b>	<b>464</b>	<b>671</b>	<b>566</b>	<b>539</b>	<b>587</b>	<b>603</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	136	192	226	291	310	231	191	131	98	87	60
30	183	154	186	237	313	344	237	197	113	92	62	55
45	138	164	199	271	309	342	199	170	119	121	72	60
00	143	161	215	181	274	301	192	170	111	75	58	46
<b>Hr Total</b>	<b>619</b>	<b>615</b>	<b>792</b>	<b>915</b>	<b>1187</b>	<b>1297</b>	<b>859</b>	<b>728</b>	<b>474</b>	<b>386</b>	<b>279</b>	<b>221</b>

<b>24 Hour Total:</b> 12,338		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 671	PM 4:00-5:00 1,187	AM Peak Hour:	7:00	671	0.94
AM 8:00-9:00 566	PM 5:00-6:00 1,297	PM Peak Hour:	17:00	1,297	0.94

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	24	29	17	38	96	272	435	366	337	314	291
30	51	29	29	21	55	134	325	437	419	331	282	343
45	59	21	17	26	62	163	355	436	358	303	316	287
00	38	25	21	34	63	164	387	491	387	323	299	329
<b>Hr Total</b>	<b>203</b>	<b>99</b>	<b>96</b>	<b>98</b>	<b>218</b>	<b>557</b>	<b>1339</b>	<b>1799</b>	<b>1530</b>	<b>1294</b>	<b>1211</b>	<b>1250</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	291	318	404	523	519	406	330	238	219	149	101
30	349	343	345	429	517	539	428	357	217	167	116	99
45	304	335	371	487	491	535	384	293	235	190	124	82
00	312	345	426	366	474	472	359	286	205	137	101	72
<b>Hr Total</b>	<b>1263</b>	<b>1314</b>	<b>1460</b>	<b>1686</b>	<b>2005</b>	<b>2065</b>	<b>1577</b>	<b>1266</b>	<b>895</b>	<b>713</b>	<b>490</b>	<b>354</b>

<b>24 Hour Total:</b> 24,782		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,799	PM 4:00-5:00 2,005	AM Peak Hour:	7:00	1,799	0.92
AM 8:00-9:00 1,530	PM 5:00-6:00 2,065	PM Peak Hour:	17:00	2,065	0.96

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3A:Neptune Rd: SE of Cross Prairie Py	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	13	13	24	67	195	256	238	200	159	148
30	17	10	9	14	39	93	220	240	279	194	158	179
45	16	9	6	16	44	100	218	292	249	193	146	154
00	9	6	9	19	40	124	229	309	224	169	152	158
<b>Hr Total</b>	<b>57</b>	<b>32</b>	<b>37</b>	<b>62</b>	<b>147</b>	<b>384</b>	<b>862</b>	<b>1097</b>	<b>990</b>	<b>756</b>	<b>615</b>	<b>639</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	167	142	188	224	204	169	149	116	111	59	35
30	162	159	171	197	213	197	171	154	126	92	59	41
45	162	175	188	205	190	186	172	124	111	76	49	24
00	161	170	219	198	198	170	158	110	90	59	42	22
<b>Hr Total</b>	<b>628</b>	<b>671</b>	<b>720</b>	<b>788</b>	<b>825</b>	<b>757</b>	<b>670</b>	<b>537</b>	<b>443</b>	<b>338</b>	<b>209</b>	<b>122</b>

<b>24 Hour Total:</b>	12,386			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,097	PM 4:00-5:00	825	AM Peak Hour:	7:00	1,098	0.89
AM 8:00-9:00	990	PM 5:00-6:00	757	PM Peak Hour:	16:00	825	0.92

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	23	9	9	11	22	76	189	141	137	144	150
30	30	15	13	7	10	41	107	169	145	131	122	151
45	34	15	10	7	16	50	136	152	147	135	124	157
00	22	18	13	13	19	63	150	160	158	137	148	142
<b>Hr Total</b>	<b>122</b>	<b>71</b>	<b>45</b>	<b>36</b>	<b>56</b>	<b>176</b>	<b>469</b>	<b>670</b>	<b>591</b>	<b>540</b>	<b>538</b>	<b>600</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	148	196	220	258	319	260	187	142	118	92	51
30	181	159	197	242	308	343	260	178	129	108	77	52
45	155	179	202	269	307	327	212	167	128	97	74	55
00	158	166	210	218	302	317	211	146	115	87	54	41
<b>Hr Total</b>	<b>643</b>	<b>652</b>	<b>805</b>	<b>949</b>	<b>1175</b>	<b>1306</b>	<b>943</b>	<b>678</b>	<b>514</b>	<b>410</b>	<b>297</b>	<b>199</b>

<b>24 Hour Total:</b>	12,485			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	670	PM 4:00-5:00	1,175	AM Peak Hour:	7:00	670	0.89
AM 8:00-9:00	591	PM 5:00-6:00	1,306	PM Peak Hour:	17:00	1,306	0.95

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	30	22	22	36	89	270	445	379	337	303	298
30	47	25	22	21	49	133	327	409	424	325	280	330
45	50	23	17	24	60	150	354	445	396	328	270	311
00	31	23	22	32	59	188	379	469	381	306	300	300
<b>Hr Total</b>	<b>179</b>	<b>101</b>	<b>83</b>	<b>99</b>	<b>204</b>	<b>560</b>	<b>1330</b>	<b>1768</b>	<b>1580</b>	<b>1296</b>	<b>1153</b>	<b>1239</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	292	314	337	408	482	523	429	336	258	229	151	86
30	343	318	368	439	521	539	431	331	255	201	136	93
45	317	353	390	473	497	513	384	291	239	174	123	79
00	319	336	429	416	500	487	369	256	205	146	96	64
<b>Hr Total</b>	<b>1271</b>	<b>1321</b>	<b>1524</b>	<b>1736</b>	<b>2000</b>	<b>2062</b>	<b>1613</b>	<b>1214</b>	<b>957</b>	<b>750</b>	<b>506</b>	<b>322</b>

<b>24 Hour Total:</b>	24,868			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,768	PM 4:00-5:00	2,000	AM Peak Hour:	7:00	1,768	0.94
AM 8:00-9:00	1,580	PM 5:00-6:00	2,062	PM Peak Hour:	17:00	2,063	0.96

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 3B:Neptune Rd: NW of Cross Prairie Py	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	4	12	14	29	61	174	258	261	244	169	134	
30	16	11	9	17	35	82	248	230	293	203	169	201	
45	14	8	7	14	37	83	215	333	301	195	119	169	
00	5	2	11	22	37	136	241	332	227	174	154	155	
<b>Hr Total</b>	<b>47</b>	<b>25</b>	<b>39</b>	<b>67</b>	<b>138</b>	<b>362</b>	<b>878</b>	<b>1153</b>	<b>1082</b>	<b>816</b>	<b>611</b>	<b>659</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	143	162	160	209	213	220	168	146	106	84	59	35	
30	148	156	172	222	217	208	144	153	146	102	61	32	
45	161	184	197	199	169	163	165	110	117	81	54	19	
00	167	175	207	206	186	171	141	95	93	54	30	12	
<b>Hr Total</b>	<b>619</b>	<b>677</b>	<b>736</b>	<b>836</b>	<b>785</b>	<b>762</b>	<b>618</b>	<b>504</b>	<b>462</b>	<b>321</b>	<b>204</b>	<b>98</b>	
<b>24 Hour Total:</b>		12,499				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,153		PM 4:00-5:00		785		AM Peak Hour:	7:30	1,219	0.92		
AM 8:00-9:00		1,082		PM 5:00-6:00		762		PM Peak Hour:	15:15	840	0.95		

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	25	6	10	8	21	83	187	161	139	159	155	
30	31	14	10	6	10	38	116	177	145	145	111	145	
45	29	22	13	9	16	65	142	159	170	138	133	176	
00	21	22	11	13	20	68	167	157	156	142	140	143	
<b>Hr Total</b>	<b>116</b>	<b>83</b>	<b>40</b>	<b>38</b>	<b>54</b>	<b>192</b>	<b>508</b>	<b>680</b>	<b>632</b>	<b>564</b>	<b>543</b>	<b>619</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	148	215	229	275	376	286	198	167	137	109	55	
30	195	187	214	254	328	366	290	166	146	125	83	54	
45	166	183	206	281	313	355	246	168	138	108	83	66	
00	177	171	223	249	321	351	254	169	120	95	66	46	
<b>Hr Total</b>	<b>704</b>	<b>689</b>	<b>858</b>	<b>1013</b>	<b>1237</b>	<b>1448</b>	<b>1076</b>	<b>701</b>	<b>571</b>	<b>465</b>	<b>341</b>	<b>221</b>	
<b>24 Hour Total:</b>		13,393				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680		PM 4:00-5:00		1,237		AM Peak Hour:	6:45	690	0.92		
AM 8:00-9:00		632		PM 5:00-6:00		1,448		PM Peak Hour:	17:00	1,448	0.96		

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	29	18	24	37	82	257	445	422	383	328	289	
30	47	25	19	23	45	120	364	407	438	348	280	346	
45	43	30	20	23	53	148	357	492	471	333	252	345	
00	26	24	22	35	57	204	408	489	383	316	294	298	
<b>Hr Total</b>	<b>163</b>	<b>108</b>	<b>79</b>	<b>105</b>	<b>192</b>	<b>554</b>	<b>1386</b>	<b>1833</b>	<b>1714</b>	<b>1380</b>	<b>1154</b>	<b>1278</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	310	375	438	488	596	454	344	273	221	168	90	
30	343	343	386	476	545	574	434	319	292	227	144	86	
45	327	367	403	480	482	518	411	278	255	189	137	85	
00	344	346	430	455	507	522	395	264	213	149	96	58	
<b>Hr Total</b>	<b>1323</b>	<b>1366</b>	<b>1594</b>	<b>1849</b>	<b>2022</b>	<b>2210</b>	<b>1694</b>	<b>1205</b>	<b>1033</b>	<b>786</b>	<b>545</b>	<b>319</b>	
<b>24 Hour Total:</b>		25,892				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,833		PM 4:00-5:00		2,022		AM Peak Hour:	7:30	1,841	0.94		
AM 8:00-9:00		1,714		PM 5:00-6:00		2,210		PM Peak Hour:	17:00	2,210	0.93		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3B:Neptune Rd: NW of Cross Prairie Py	

25-Apr-18 (Wed) <span style="float: right;">Northbound Volume</span>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	6	10	18	51	194	291	275	201	171	172
30	12	8	5	17	30	85	216	250	300	203	177	160
45	12	6	5	13	47	92	263	300	234	198	154	160
00	7	3	3	18	28	146	249	312	222	176	168	160
<b>Hr Total</b>	<b>46</b>	<b>23</b>	<b>19</b>	<b>58</b>	<b>123</b>	<b>374</b>	<b>922</b>	<b>1153</b>	<b>1031</b>	<b>778</b>	<b>670</b>	<b>652</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	189	159	190	221	207	187	155	136	125	51	28
30	176	139	190	209	220	195	184	137	129	101	62	34
45	163	184	202	206	215	200	175	145	109	83	44	29
00	145	176	221	211	192	167	173	129	89	56	51	21
<b>Hr Total</b>	<b>630</b>	<b>688</b>	<b>772</b>	<b>816</b>	<b>848</b>	<b>769</b>	<b>719</b>	<b>566</b>	<b>463</b>	<b>365</b>	<b>208</b>	<b>112</b>
<b>24 Hour Total:</b>		12,805				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,153				PM 4:00-5:00		848	7:00	1,153	0.92	
AM 8:00-9:00		1,031				PM 5:00-6:00		769	16:00	848	0.96	

25-Apr-18 (Wed) <span style="float: right;">Southbound Volume</span>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	29	12	10	15	20	82	205	153	147	127	154
30	38	13	11	11	13	49	108	170	145	122	138	166
45	31	13	11	7	12	54	145	161	179	148	128	166
00	21	19	16	13	19	63	145	160	177	153	153	145
<b>Hr Total</b>	<b>129</b>	<b>74</b>	<b>50</b>	<b>41</b>	<b>59</b>	<b>186</b>	<b>480</b>	<b>696</b>	<b>654</b>	<b>570</b>	<b>546</b>	<b>631</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	179	203	224	230	329	287	202	154	138	104	58
30	198	159	218	243	318	358	286	205	157	136	92	56
45	180	213	226	283	341	319	228	168	149	85	78	58
00	159	185	203	265	347	353	228	146	147	118	56	52
<b>Hr Total</b>	<b>677</b>	<b>736</b>	<b>850</b>	<b>1015</b>	<b>1236</b>	<b>1359</b>	<b>1029</b>	<b>721</b>	<b>607</b>	<b>477</b>	<b>330</b>	<b>224</b>
<b>24 Hour Total:</b>		13,377				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		696				PM 4:00-5:00		1,236	7:00	696	0.85	
AM 8:00-9:00		654				PM 5:00-6:00		1,359	17:00	1,359	0.95	

25-Apr-18 (Wed) <span style="float: right;">TOTAL TWO WAY (Northbound Volume + Southbound Volume)</span>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	35	18	20	33	71	276	496	428	348	298	326
30	50	21	16	28	43	134	324	420	445	325	315	326
45	43	19	16	20	59	146	408	461	413	346	282	326
00	28	22	19	31	47	209	394	472	399	329	321	305
<b>Hr Total</b>	<b>175</b>	<b>97</b>	<b>69</b>	<b>99</b>	<b>182</b>	<b>560</b>	<b>1402</b>	<b>1849</b>	<b>1685</b>	<b>1348</b>	<b>1216</b>	<b>1283</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	286	368	362	414	451	536	474	357	290	263	155	86
30	374	298	408	452	538	553	470	342	286	237	154	90
45	343	397	428	489	556	519	403	313	258	168	122	87
00	304	361	424	476	539	520	401	275	236	174	107	73
<b>Hr Total</b>	<b>1307</b>	<b>1424</b>	<b>1622</b>	<b>1831</b>	<b>2084</b>	<b>2128</b>	<b>1748</b>	<b>1287</b>	<b>1070</b>	<b>842</b>	<b>538</b>	<b>336</b>
<b>24 Hour Total:</b>		26,182				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,849				PM 4:00-5:00		2,084	7:00	1,849	0.93	
AM 8:00-9:00		1,685				PM 5:00-6:00		2,128	17:00	2,128	0.96	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 3B:Neptune Rd: NW of Cross Prairie Py	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	10	11	7	22	68	210	270	256	208	164	142	
30	14	9	9	8	41	83	246	273	276	197	161	192	
45	13	8	11	15	35	123	238	312	243	197	190	153	
00	4	5	6	22	38	105	234	354	258	186	162	173	
<b>Hr Total</b>	<b>40</b>	<b>32</b>	<b>37</b>	<b>52</b>	<b>136</b>	<b>379</b>	<b>928</b>	<b>1209</b>	<b>1033</b>	<b>788</b>	<b>677</b>	<b>660</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	160	162	137	190	233	218	200	154	106	115	64	38	
30	182	200	177	201	212	212	183	169	115	71	57	46	
45	166	191	175	225	181	202	185	122	115	74	53	19	
00	179	194	216	199	217	199	177	121	114	62	37	26	
<b>Hr Total</b>	<b>687</b>	<b>747</b>	<b>705</b>	<b>815</b>	<b>843</b>	<b>831</b>	<b>745</b>	<b>566</b>	<b>450</b>	<b>322</b>	<b>211</b>	<b>129</b>	
<b>24 Hour Total:</b>		13,022				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,209				PM 4:00-5:00		843		AM Peak Hour:		7:00 1,209 0.85	
AM 8:00-9:00		1,033				PM 5:00-6:00		831		PM Peak Hour:		16:00 843 0.90	

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	19	14	10	13	25	77	179	149	159	173	148	
30	40	22	19	11	9	39	102	176	163	143	138	154	
45	44	14	12	9	24	54	142	164	139	113	148	151	
00	31	22	15	13	19	58	175	180	162	146	168	182	
<b>Hr Total</b>	<b>164</b>	<b>77</b>	<b>60</b>	<b>43</b>	<b>65</b>	<b>176</b>	<b>496</b>	<b>699</b>	<b>613</b>	<b>561</b>	<b>627</b>	<b>635</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	149	195	242	325	372	303	246	166	146	126	81	
30	192	167	194	243	344	402	288	249	147	130	89	78	
45	160	179	233	298	351	409	284	231	168	156	105	71	
00	137	193	233	208	318	366	252	238	174	104	84	68	
<b>Hr Total</b>	<b>655</b>	<b>688</b>	<b>855</b>	<b>991</b>	<b>1338</b>	<b>1549</b>	<b>1127</b>	<b>964</b>	<b>655</b>	<b>536</b>	<b>404</b>	<b>298</b>	
<b>24 Hour Total:</b>		14,276				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		699				PM 4:00-5:00		1,338		AM Peak Hour:		7:00 699 0.97	
AM 8:00-9:00		613				PM 5:00-6:00		1,549		PM Peak Hour:		17:00 1,549 0.95	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	58	29	25	17	35	93	287	449	405	367	337	290	
30	54	31	28	19	50	122	348	449	439	340	299	346	
45	57	22	23	24	59	177	380	476	382	310	338	304	
00	35	27	21	35	57	163	409	534	420	332	330	355	
<b>Hr Total</b>	<b>204</b>	<b>109</b>	<b>97</b>	<b>95</b>	<b>201</b>	<b>555</b>	<b>1424</b>	<b>1908</b>	<b>1646</b>	<b>1349</b>	<b>1304</b>	<b>1295</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	326	311	332	432	558	590	503	400	272	261	190	119	
30	374	367	371	444	556	614	471	418	262	201	146	124	
45	326	370	408	523	532	611	469	353	283	230	158	90	
00	316	387	449	407	535	565	429	359	288	166	121	94	
<b>Hr Total</b>	<b>1342</b>	<b>1435</b>	<b>1560</b>	<b>1806</b>	<b>2181</b>	<b>2380</b>	<b>1872</b>	<b>1530</b>	<b>1105</b>	<b>858</b>	<b>615</b>	<b>427</b>	
<b>24 Hour Total:</b>		27,298				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,908				PM 4:00-5:00		2,181		AM Peak Hour:		7:00 1,908 0.89	
AM 8:00-9:00		1,646				PM 5:00-6:00		2,380		PM Peak Hour:		17:00 2,380 0.97	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3B:Neptune Rd: NW of Cross Prairie Py	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	10	10	23	60	193	273	264	218	168	149
30	14	9	8	14	35	83	237	251	290	201	169	184
45	13	7	8	14	40	99	239	315	259	197	154	161
00	5	3	7	21	34	129	241	333	236	179	161	163
<b>Hr Total</b>	<b>44</b>	<b>26</b>	<b>33</b>	<b>59</b>	<b>132</b>	<b>371</b>	<b>910</b>	<b>1172</b>	<b>1049</b>	<b>795</b>	<b>652</b>	<b>657</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	171	152	196	222	215	185	152	116	108	58	34
30	169	165	180	211	216	205	170	153	130	91	60	37
45	163	186	191	210	188	188	175	126	114	79	50	22
00	164	182	215	205	198	179	164	115	99	57	39	20
<b>Hr Total</b>	<b>646</b>	<b>704</b>	<b>738</b>	<b>822</b>	<b>824</b>	<b>787</b>	<b>694</b>	<b>546</b>	<b>459</b>	<b>335</b>	<b>207</b>	<b>113</b>

<b>24 Hour Total:</b>	12,775			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,172	PM 4:00-5:00	824	AM Peak Hour:	7:00	1,172	0.88
AM 8:00-9:00	1,049	PM 5:00-6:00	787	PM Peak Hour:	16:00	825	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	11	10	12	22	81	190	154	148	153	152
30	36	16	13	9	11	42	109	174	151	137	129	155
45	35	16	12	8	17	58	143	161	163	133	136	164
00	24	21	14	13	19	63	162	166	165	147	154	157
<b>Hr Total</b>	<b>136</b>	<b>77</b>	<b>50</b>	<b>40</b>	<b>59</b>	<b>185</b>	<b>495</b>	<b>691</b>	<b>633</b>	<b>565</b>	<b>572</b>	<b>628</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	159	204	232	277	359	292	215	162	140	113	65
30	195	171	209	247	330	375	288	207	150	130	88	63
45	169	192	222	287	335	361	253	189	152	116	89	65
00	158	183	220	241	329	357	245	184	147	106	69	55
<b>Hr Total</b>	<b>679</b>	<b>705</b>	<b>855</b>	<b>1007</b>	<b>1271</b>	<b>1452</b>	<b>1078</b>	<b>795</b>	<b>611</b>	<b>492</b>	<b>359</b>	<b>248</b>

<b>24 Hour Total:</b>	13,683			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	691	PM 4:00-5:00	1,271	AM Peak Hour:	7:00	692	0.91
AM 8:00-9:00	633	PM 5:00-6:00	1,452	PM Peak Hour:	17:00	1,452	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	31	20	20	35	82	273	463	418	366	321	302
30	50	26	21	23	46	125	345	425	441	338	298	339
45	48	24	20	22	57	157	382	476	422	330	291	325
00	30	24	21	34	54	192	404	498	401	326	315	319
<b>Hr Total</b>	<b>181</b>	<b>105</b>	<b>82</b>	<b>99</b>	<b>192</b>	<b>556</b>	<b>1404</b>	<b>1862</b>	<b>1682</b>	<b>1360</b>	<b>1225</b>	<b>1285</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	330	356	428	499	574	477	367	278	248	171	98
30	364	336	388	457	546	580	458	360	280	222	148	100
45	332	378	413	497	523	549	428	315	265	196	139	87
00	321	365	434	446	527	536	408	299	246	163	108	75
<b>Hr Total</b>	<b>1324</b>	<b>1409</b>	<b>1591</b>	<b>1828</b>	<b>2095</b>	<b>2239</b>	<b>1771</b>	<b>1341</b>	<b>1069</b>	<b>829</b>	<b>566</b>	<b>360</b>

<b>24 Hour Total:</b>	26,455			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,862	PM 4:00-5:00	2,095	AM Peak Hour:	7:00	1,863	0.93
AM 8:00-9:00	1,682	PM 5:00-6:00	2,239	PM Peak Hour:	17:00	2,239	0.96



# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue) <b>Stop Date</b> 05/10/2018 (Thu) <b>County</b> Osceola <b>Location</b> 3C:Cross Prairie Py: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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8-May-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	1	3	6	4	11	20	54	41	32	25	28	
30	0	4	0	1	5	7	35	55	34	26	24	21	
45	4	2	5	1	5	20	40	46	32	31	25	22	
00	1	4	3	4	9	14	49	58	22	26	19	27	
<b>Hr Total</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>23</b>	<b>52</b>	<b>144</b>	<b>213</b>	<b>129</b>	<b>115</b>	<b>93</b>	<b>98</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	23	33	23	21	28	21	32	24	21	15	9	3	
30	17	26	34	40	23	30	20	17	22	12	5	2	
45	28	24	29	53	32	34	24	16	12	11	3	4	
00	23	22	35	41	29	27	20	18	16	6	6	2	
<b>Hr Total</b>	<b>91</b>	<b>105</b>	<b>121</b>	<b>155</b>	<b>112</b>	<b>112</b>	<b>96</b>	<b>75</b>	<b>71</b>	<b>44</b>	<b>23</b>	<b>11</b>	
<b>24 Hour Total:</b>		1,926				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		213				PM 4:00-5:00		112	AM Peak Hour:	7:00	213	0.92	
AM 8:00-9:00		129				PM 5:00-6:00		112	PM Peak Hour:	15:15	162	0.76	

8-May-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	4	3	2	2	0	13	28	28	22	28	25	
30	6	1	3	1	1	6	32	31	45	12	16	26	
45	6	5	3	2	1	8	20	23	25	23	21	20	
00	1	2	2	2	0	11	47	20	18	20	22	20	
<b>Hr Total</b>	<b>23</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>25</b>	<b>112</b>	<b>102</b>	<b>116</b>	<b>77</b>	<b>87</b>	<b>91</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	17	25	23	43	39	29	27	39	21	25	10	8	
30	30	18	26	36	47	34	32	33	40	19	12	10	
45	33	22	24	20	31	40	28	24	20	14	8	8	
00	26	27	26	45	47	39	35	28	34	18	14	8	
<b>Hr Total</b>	<b>106</b>	<b>92</b>	<b>99</b>	<b>144</b>	<b>164</b>	<b>142</b>	<b>122</b>	<b>124</b>	<b>115</b>	<b>76</b>	<b>44</b>	<b>34</b>	
<b>24 Hour Total:</b>		1,929				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		102				PM 4:00-5:00		164	AM Peak Hour:	6:45	129	0.69	
AM 8:00-9:00		116				PM 5:00-6:00		142	PM Peak Hour:	16:00	164	0.87	

8-May-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	5	6	8	6	11	33	82	69	54	53	53	
30	6	5	3	2	6	13	67	86	79	38	40	47	
45	10	7	8	3	6	28	60	69	57	54	46	42	
00	2	6	5	6	9	25	96	78	40	46	41	47	
<b>Hr Total</b>	<b>32</b>	<b>23</b>	<b>22</b>	<b>19</b>	<b>27</b>	<b>77</b>	<b>256</b>	<b>315</b>	<b>245</b>	<b>192</b>	<b>180</b>	<b>189</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	40	58	46	64	67	50	59	63	42	40	19	11	
30	47	44	60	76	70	64	52	50	62	31	17	12	
45	61	46	53	73	63	74	52	40	32	25	11	12	
00	49	49	61	86	76	66	55	46	50	24	20	10	
<b>Hr Total</b>	<b>197</b>	<b>197</b>	<b>220</b>	<b>299</b>	<b>276</b>	<b>254</b>	<b>218</b>	<b>199</b>	<b>186</b>	<b>120</b>	<b>67</b>	<b>45</b>	
<b>24 Hour Total:</b>		3,855				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		315				PM 4:00-5:00		276	AM Peak Hour:	6:45	333	0.87	
AM 8:00-9:00		245				PM 5:00-6:00		254	PM Peak Hour:	15:15	302	0.88	

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue) <b>Stop Date</b> 05/10/2018 (Thu) <b>County</b> Osceola <b>Location</b> 3C:Cross Prairie Py: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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9-May-18 (Wed)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	3	1	3	3	10	14	35	39	28	27	26	
30	4	1	3	4	5	6	20	41	39	27	28	21	
45	0	1	8	1	6	8	41	43	40	21	20	17	
00	2	0	1	5	5	8	62	70	25	32	31	25	
<b>Hr Total</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>32</b>	<b>137</b>	<b>189</b>	<b>143</b>	<b>108</b>	<b>106</b>	<b>89</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	26	22	25	42	25	25	29	17	15	9	15	2	
30	25	28	38	34	32	21	25	22	17	15	5	4	
45	20	34	25	30	28	22	21	20	12	6	5	1	
00	23	26	34	35	34	26	18	17	16	13	4	3	
<b>Hr Total</b>	<b>94</b>	<b>110</b>	<b>122</b>	<b>141</b>	<b>119</b>	<b>94</b>	<b>93</b>	<b>76</b>	<b>60</b>	<b>43</b>	<b>29</b>	<b>10</b>	
<b>24 Hour Total:</b>		1,851				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		189				PM 4:00-5:00		119		AM Peak Hour:	7:00	189	0.68
AM 8:00-9:00		143				PM 5:00-6:00		94		PM Peak Hour:	15:00	141	0.84

9-May-18 (Wed)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	3	3	1	1	1	4	23	52	14	15	21	
30	8	3	4	1	1	1	8	36	32	15	22	32	
45	3	2	2	3	1	1	25	25	19	16	18	27	
00	8	2	4	0	2	6	44	19	21	24	23	27	
<b>Hr Total</b>	<b>29</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>81</b>	<b>103</b>	<b>124</b>	<b>69</b>	<b>78</b>	<b>107</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	18	25	26	29	56	31	48	44	28	27	15	9	
30	25	27	25	22	21	12	42	28	19	16	14	4	
45	29	18	23	29	34	13	36	31	26	22	18	8	
00	18	19	30	41	37	33	54	28	23	27	15	9	
<b>Hr Total</b>	<b>90</b>	<b>89</b>	<b>104</b>	<b>121</b>	<b>148</b>	<b>89</b>	<b>180</b>	<b>131</b>	<b>96</b>	<b>92</b>	<b>62</b>	<b>30</b>	
<b>24 Hour Total:</b>		1,865				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		103				PM 4:00-5:00		148		AM Peak Hour:	8:00	124	0.60
AM 8:00-9:00		124				PM 5:00-6:00		89		PM Peak Hour:	18:00	180	0.83

9-May-18 (Wed)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	6	4	4	4	11	18	58	91	42	42	47	
30	12	4	7	5	6	7	28	77	71	42	50	53	
45	3	3	10	4	7	9	66	68	59	37	38	44	
00	10	2	5	5	7	14	106	89	46	56	54	52	
<b>Hr Total</b>	<b>35</b>	<b>15</b>	<b>26</b>	<b>18</b>	<b>24</b>	<b>41</b>	<b>218</b>	<b>292</b>	<b>267</b>	<b>177</b>	<b>184</b>	<b>196</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	44	47	51	71	81	56	77	61	43	36	30	11	
30	50	55	63	56	53	33	67	50	36	31	19	8	
45	49	52	48	59	62	35	57	51	38	28	23	9	
00	41	45	64	76	71	59	72	45	39	40	19	12	
<b>Hr Total</b>	<b>184</b>	<b>199</b>	<b>226</b>	<b>262</b>	<b>267</b>	<b>183</b>	<b>273</b>	<b>207</b>	<b>156</b>	<b>135</b>	<b>91</b>	<b>40</b>	
<b>24 Hour Total:</b>		3,716				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		292				PM 4:00-5:00		267		AM Peak Hour:	7:00	292	0.82
AM 8:00-9:00		267				PM 5:00-6:00		183		PM Peak Hour:	18:00	273	0.89

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3C:Cross Prairie Py: NEof Neptune Rd	

10-May-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	4	4	2	2	7	21	41	39	21	32	22	
30	2	0	1	4	3	14	27	38	34	36	28	35	
45	1	2	6	3	4	6	43	53	31	17	21	35	
00	2	1	3	5	13	11	46	49	28	21	23	27	
<b>Hr Total</b>	<b>8</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>22</b>	<b>38</b>	<b>137</b>	<b>181</b>	<b>132</b>	<b>95</b>	<b>104</b>	<b>119</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	27	23	28	30	24	20	22	17	11	11	10	2	
30	24	20	23	31	23	25	28	24	15	10	12	2	
45	26	23	30	30	21	22	20	29	12	12	6	4	
00	36	18	28	36	33	25	24	15	7	6	1	1	
<b>Hr Total</b>	<b>113</b>	<b>84</b>	<b>109</b>	<b>127</b>	<b>101</b>	<b>92</b>	<b>94</b>	<b>85</b>	<b>45</b>	<b>39</b>	<b>29</b>	<b>9</b>	
<b>24 Hour Total:</b> 1,798							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 181		PM 4:00-5:00 101					AM Peak Hour:		7:00	181	0.85		
AM 8:00-9:00 132		PM 5:00-6:00 92					PM Peak Hour:		15:00	127	0.88		

10-May-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	8	5	3	2	1	0	10	22	36	24	16	31	
30	4	3	3	2	1	2	4	35	18	15	11	22	
45	5	2	1	4	3	7	17	24	24	18	24	21	
00	2	6	1	0	0	3	40	26	26	21	21	25	
<b>Hr Total</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>12</b>	<b>71</b>	<b>107</b>	<b>104</b>	<b>78</b>	<b>72</b>	<b>99</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	20	21	28	17	42	28	34	32	28	23	19	6	
30	19	21	14	13	36	38	35	40	25	16	18	5	
45	18	13	11	68	41	20	36	19	26	21	16	14	
00	24	21	19	58	34	33	27	25	18	24	10	7	
<b>Hr Total</b>	<b>81</b>	<b>76</b>	<b>72</b>	<b>156</b>	<b>153</b>	<b>119</b>	<b>132</b>	<b>116</b>	<b>97</b>	<b>84</b>	<b>63</b>	<b>32</b>	
<b>24 Hour Total:</b> 1,780							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 107		PM 4:00-5:00 153					AM Peak Hour:		7:00	107	0.76		
AM 8:00-9:00 104		PM 5:00-6:00 119					PM Peak Hour:		15:00	156	0.57		

10-May-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	9	7	4	3	7	31	63	75	45	48	53	
30	6	3	4	6	4	16	31	73	52	51	39	57	
45	6	4	7	7	7	13	60	77	55	35	45	56	
00	4	7	4	5	13	14	86	75	54	42	44	52	
<b>Hr Total</b>	<b>27</b>	<b>23</b>	<b>22</b>	<b>22</b>	<b>27</b>	<b>50</b>	<b>208</b>	<b>288</b>	<b>236</b>	<b>173</b>	<b>176</b>	<b>218</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	47	44	56	47	66	48	56	49	39	34	29	8	
30	43	41	37	44	59	63	63	64	40	26	30	7	
45	44	36	41	98	62	42	56	48	38	33	22	18	
00	60	39	47	94	67	58	51	40	25	30	11	8	
<b>Hr Total</b>	<b>194</b>	<b>160</b>	<b>181</b>	<b>283</b>	<b>254</b>	<b>211</b>	<b>226</b>	<b>201</b>	<b>142</b>	<b>123</b>	<b>92</b>	<b>41</b>	
<b>24 Hour Total:</b> 3,578							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 288		PM 4:00-5:00 254					AM Peak Hour:		7:00	288	0.94		
AM 8:00-9:00 236		PM 5:00-6:00 211					PM Peak Hour:		15:00	283	0.72		

# Roadway Count Summary

## Average

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 3C:Cross Prairie Py: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	3	4	3	9	18	43	40	27	28	25
30	2	2	1	3	4	9	27	45	36	30	27	26
45	2	2	6	2	5	11	41	47	34	23	22	25
00	2	2	2	5	9	11	52	59	25	26	24	26
<b>Hr Total</b>	<b>8</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>21</b>	<b>40</b>	<b>138</b>	<b>194</b>	<b>135</b>	<b>106</b>	<b>101</b>	<b>102</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	26	25	31	26	22	28	19	16	12	11	2
30	22	25	32	35	26	25	24	21	18	12	7	3
45	25	27	28	38	27	26	22	22	12	10	5	3
00	27	22	32	37	32	26	21	17	13	8	4	2
<b>Hr Total</b>	<b>99</b>	<b>100</b>	<b>117</b>	<b>141</b>	<b>111</b>	<b>99</b>	<b>95</b>	<b>79</b>	<b>59</b>	<b>42</b>	<b>27</b>	<b>10</b>

<b>24 Hour Total:</b> 1,859		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	194	PM 4:00-5:00	111	AM Peak Hour: 7:00	194
AM 8:00-9:00	135	PM 5:00-6:00	99	PM Peak Hour: 15:00	141
					0.82
					0.94

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	3	2	1	0	9	24	39	20	20	26
30	6	2	3	1	1	3	15	34	32	14	16	27
45	5	3	2	3	2	5	21	24	23	19	21	23
00	4	3	2	1	1	7	44	22	22	22	22	24
<b>Hr Total</b>	<b>24</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>15</b>	<b>89</b>	<b>104</b>	<b>116</b>	<b>75</b>	<b>79</b>	<b>100</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	24	26	30	46	29	36	38	26	25	15	8
30	25	22	22	24	35	28	36	34	28	17	15	6
45	27	18	19	39	35	24	33	25	24	19	14	10
00	23	22	25	48	39	35	39	27	25	23	13	8
<b>Hr Total</b>	<b>93</b>	<b>86</b>	<b>92</b>	<b>141</b>	<b>155</b>	<b>116</b>	<b>144</b>	<b>124</b>	<b>103</b>	<b>84</b>	<b>57</b>	<b>32</b>

<b>24 Hour Total:</b> 1,863		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	104	PM 4:00-5:00	155	AM Peak Hour: 8:00	115
AM 8:00-9:00	116	PM 5:00-6:00	116	PM Peak Hour: 16:00	155
					0.74
					0.85

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	6	5	4	10	27	68	78	47	48	51
30	8	4	5	4	5	12	42	79	67	44	43	52
45	6	5	8	5	7	17	62	71	57	42	43	47
00	5	5	5	5	10	18	96	81	47	48	46	50
<b>Hr Total</b>	<b>31</b>	<b>21</b>	<b>24</b>	<b>19</b>	<b>26</b>	<b>57</b>	<b>227</b>	<b>299</b>	<b>249</b>	<b>181</b>	<b>180</b>	<b>200</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	50	51	61	71	51	64	58	41	37	26	10
30	47	47	53	59	61	53	61	55	46	29	22	9
45	51	45	47	77	62	50	55	46	36	29	19	13
00	50	44	57	85	71	61	59	44	38	31	17	10
<b>Hr Total</b>	<b>192</b>	<b>186</b>	<b>208</b>	<b>282</b>	<b>265</b>	<b>215</b>	<b>239</b>	<b>203</b>	<b>161</b>	<b>126</b>	<b>84</b>	<b>42</b>

<b>24 Hour Total:</b> 3,717		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	299	PM 4:00-5:00	265	AM Peak Hour: 7:00	298
AM 8:00-9:00	249	PM 5:00-6:00	215	PM Peak Hour: 15:00	281
					0.92
					0.82

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4A:Neptune Rd: SE of Henry Partin Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	10	13	15	25	61	183	247	186	198	158	138	
30	17	10	10	17	39	86	212	233	295	191	152	183	
45	17	9	7	16	38	87	178	281	259	187	123	142	
00	5	3	12	21	38	125	201	299	198	147	141	154	
<b>Hr Total</b>	<b>52</b>	<b>32</b>	<b>42</b>	<b>69</b>	<b>140</b>	<b>359</b>	<b>774</b>	<b>1060</b>	<b>938</b>	<b>723</b>	<b>574</b>	<b>617</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	132	163	149	195	224	201	145	149	111	85	54	36	
30	139	137	178	209	207	208	141	146	144	102	64	42	
45	171	187	181	209	171	171	168	106	113	73	48	18	
00	177	152	195	193	202	176	132	109	87	63	28	19	
<b>Hr Total</b>	<b>619</b>	<b>639</b>	<b>703</b>	<b>806</b>	<b>804</b>	<b>756</b>	<b>586</b>	<b>510</b>	<b>455</b>	<b>323</b>	<b>194</b>	<b>115</b>	
<b>24 Hour Total:</b>		11,890				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,060				PM 4:00-5:00		804		AM Peak Hour:		7:30 1,061 0.89	
AM 8:00-9:00		938				PM 5:00-6:00		756		PM Peak Hour:		15:15 835 0.93	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	30	23	5	8	10	24	63	175	127	120	137	149	
30	23	14	9	2	8	38	126	179	116	136	104	125	
45	28	18	12	7	14	58	147	143	144	131	109	161	
00	18	19	11	13	18	66	156	155	149	135	141	139	
<b>Hr Total</b>	<b>99</b>	<b>74</b>	<b>37</b>	<b>30</b>	<b>50</b>	<b>186</b>	<b>492</b>	<b>652</b>	<b>536</b>	<b>522</b>	<b>491</b>	<b>574</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	147	138	192	197	259	329	282	192	145	117	94	38	
30	173	165	193	248	299	343	254	138	135	103	77	49	
45	149	168	178	254	267	324	223	160	106	89	74	55	
00	169	150	230	203	296	299	227	141	92	88	54	38	
<b>Hr Total</b>	<b>638</b>	<b>621</b>	<b>793</b>	<b>902</b>	<b>1121</b>	<b>1295</b>	<b>986</b>	<b>631</b>	<b>478</b>	<b>397</b>	<b>299</b>	<b>180</b>	
<b>24 Hour Total:</b>		12,084				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		652				PM 4:00-5:00		1,121		AM Peak Hour:		6:30 657 0.92	
AM 8:00-9:00		536				PM 5:00-6:00		1,295		PM Peak Hour:		17:00 1,295 0.94	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	33	18	23	35	85	246	422	313	318	295	287	
30	40	24	19	19	47	124	338	412	411	327	256	308	
45	45	27	19	23	52	145	325	424	403	318	232	303	
00	23	22	23	34	56	191	357	454	347	282	282	293	
<b>Hr Total</b>	<b>151</b>	<b>106</b>	<b>79</b>	<b>99</b>	<b>190</b>	<b>545</b>	<b>1266</b>	<b>1712</b>	<b>1474</b>	<b>1245</b>	<b>1065</b>	<b>1191</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	279	301	341	392	483	530	427	341	256	202	148	74	
30	312	302	371	457	506	551	395	284	279	205	141	91	
45	320	355	359	463	438	495	391	266	219	162	122	73	
00	346	302	425	396	498	475	359	250	179	151	82	57	
<b>Hr Total</b>	<b>1257</b>	<b>1260</b>	<b>1496</b>	<b>1708</b>	<b>1925</b>	<b>2051</b>	<b>1572</b>	<b>1141</b>	<b>933</b>	<b>720</b>	<b>493</b>	<b>295</b>	
<b>24 Hour Total:</b>		23,974				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,712				PM 4:00-5:00		1,925		AM Peak Hour:		7:00 1,712 0.94	
AM 8:00-9:00		1,474				PM 5:00-6:00		2,051		PM Peak Hour:		16:45 2,074 0.94	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4A:Neptune Rd: SE of Henry Partin Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed) Northbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	7	9	13	23	66	195	252	241	178	159	155	
30	17	11	5	13	26	86	204	239	248	180	152	160	
45	11	9	6	14	52	96	235	270	218	202	139	148	
00	8	5	8	16	34	129	218	283	209	147	163	153	
<b>Hr Total</b>	<b>54</b>	<b>32</b>	<b>28</b>	<b>56</b>	<b>135</b>	<b>377</b>	<b>852</b>	<b>1044</b>	<b>916</b>	<b>707</b>	<b>613</b>	<b>616</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	145	172	154	186	227	191	172	153	126	120	52	30	
30	161	137	183	181	208	202	180	141	122	101	55	35	
45	159	158	198	205	213	191	164	128	104	82	42	24	
00	131	157	228	192	196	162	166	115	92	63	48	25	
<b>Hr Total</b>	<b>596</b>	<b>624</b>	<b>763</b>	<b>764</b>	<b>844</b>	<b>746</b>	<b>682</b>	<b>537</b>	<b>444</b>	<b>366</b>	<b>197</b>	<b>114</b>	
<b>24 Hour Total:</b>		12,107				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,044				PM 4:00-5:00		844		AM Peak Hour:		7:00 1,044 0.92	
AM 8:00-9:00		916				PM 5:00-6:00		746		PM Peak Hour:		16:00 844 0.93	

25-Apr-18 (Wed) Southbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	24	10	9	11	21	80	196	142	140	128	139	
30	28	9	9	7	12	43	103	171	124	117	130	156	
45	29	11	8	6	11	54	134	147	154	137	121	152	
00	20	18	15	11	16	65	134	146	155	141	145	130	
<b>Hr Total</b>	<b>109</b>	<b>62</b>	<b>42</b>	<b>33</b>	<b>50</b>	<b>183</b>	<b>451</b>	<b>660</b>	<b>575</b>	<b>535</b>	<b>524</b>	<b>577</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	112	166	177	205	208	286	271	170	142	127	91	46	
30	175	147	191	232	301	319	246	180	127	108	85	50	
45	171	182	222	251	309	278	204	157	139	76	67	47	
00	144	184	196	233	309	316	197	118	119	88	44	36	
<b>Hr Total</b>	<b>602</b>	<b>679</b>	<b>786</b>	<b>921</b>	<b>1127</b>	<b>1199</b>	<b>918</b>	<b>625</b>	<b>527</b>	<b>399</b>	<b>287</b>	<b>179</b>	
<b>24 Hour Total:</b>		12,050				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		660				PM 4:00-5:00		1,127		AM Peak Hour:		7:00 660 0.84	
AM 8:00-9:00		575				PM 5:00-6:00		1,199		PM Peak Hour:		17:00 1,199 0.94	

25-Apr-18 (Wed) TOTAL TWO WAY (Northbound Volume + Southbound Volume)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	50	31	19	22	34	87	275	448	383	318	287	294	
30	45	20	14	20	38	129	307	410	372	297	282	316	
45	40	20	14	20	63	150	369	417	372	339	260	300	
00	28	23	23	27	50	194	352	429	364	288	308	283	
<b>Hr Total</b>	<b>163</b>	<b>94</b>	<b>70</b>	<b>89</b>	<b>185</b>	<b>560</b>	<b>1303</b>	<b>1704</b>	<b>1491</b>	<b>1242</b>	<b>1137</b>	<b>1193</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	257	338	331	391	435	477	443	323	268	247	143	76	
30	336	284	374	413	509	521	426	321	249	209	140	85	
45	330	340	420	456	522	469	368	285	243	158	109	71	
00	275	341	424	425	505	478	363	233	211	151	92	61	
<b>Hr Total</b>	<b>1198</b>	<b>1303</b>	<b>1549</b>	<b>1685</b>	<b>1971</b>	<b>1945</b>	<b>1600</b>	<b>1162</b>	<b>971</b>	<b>765</b>	<b>484</b>	<b>293</b>	
<b>24 Hour Total:</b>		24,157				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,704				PM 4:00-5:00		1,971		AM Peak Hour:		7:00 1,704 0.95	
AM 8:00-9:00		1,491				PM 5:00-6:00		1,945		PM Peak Hour:		16:00 1,971 0.94	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4A:Neptune Rd: SE of Henry Partin Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	13	8	24	75	199	237	238	175	137	140
30	15	6	11	12	42	96	218	248	228	190	154	183
45	15	8	6	15	37	105	209	282	222	176	164	155
00	11	9	9	18	43	107	212	300	234	171	148	153
<b>Hr Total</b>	<b>53</b>	<b>31</b>	<b>39</b>	<b>53</b>	<b>146</b>	<b>383</b>	<b>838</b>	<b>1067</b>	<b>922</b>	<b>712</b>	<b>603</b>	<b>631</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	144	124	180	227	208	179	141	106	105	61	37
30	155	189	161	185	207	191	184	152	105	82	51	43
45	161	168	166	237	174	185	185	129	125	66	51	20
00	163	179	203	176	195	174	158	109	98	63	45	25
<b>Hr Total</b>	<b>628</b>	<b>680</b>	<b>654</b>	<b>778</b>	<b>803</b>	<b>758</b>	<b>706</b>	<b>531</b>	<b>434</b>	<b>316</b>	<b>208</b>	<b>125</b>
<b>24 Hour Total:</b>		12,099				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,067				PM 4:00-5:00		803	AM Peak Hour:	7:00	1,067	0.89
AM 8:00-9:00		922				PM 5:00-6:00		758	PM Peak Hour:	16:00	803	0.88

26-Apr-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	11	7	14	22	70	183	129	147	161	131
30	33	20	17	10	7	36	101	156	157	128	129	159
45	40	12	12	9	22	45	134	144	110	116	134	136
00	23	17	13	13	19	52	157	170	151	133	162	156
<b>Hr Total</b>	<b>131</b>	<b>67</b>	<b>53</b>	<b>39</b>	<b>62</b>	<b>155</b>	<b>462</b>	<b>653</b>	<b>547</b>	<b>524</b>	<b>586</b>	<b>582</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	130	185	218	297	294	238	190	127	91	86	55
30	175	152	182	240	300	335	218	178	96	89	60	52
45	144	161	192	247	296	308	170	173	118	112	69	58
00	141	165	198	149	266	295	204	163	114	69	60	41
<b>Hr Total</b>	<b>616</b>	<b>608</b>	<b>757</b>	<b>854</b>	<b>1159</b>	<b>1232</b>	<b>830</b>	<b>704</b>	<b>455</b>	<b>361</b>	<b>275</b>	<b>206</b>
<b>24 Hour Total:</b>		11,918				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		653				PM 4:00-5:00		1,159	AM Peak Hour:	7:00	653	0.89
AM 8:00-9:00		547				PM 5:00-6:00		1,232	PM Peak Hour:	17:00	1,232	0.92

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	26	24	15	38	97	269	420	367	322	298	271
30	48	26	28	22	49	132	319	404	385	318	283	342
45	55	20	18	24	59	150	343	426	332	292	298	291
00	34	26	22	31	62	159	369	470	385	304	310	309
<b>Hr Total</b>	<b>184</b>	<b>98</b>	<b>92</b>	<b>92</b>	<b>208</b>	<b>538</b>	<b>1300</b>	<b>1720</b>	<b>1469</b>	<b>1236</b>	<b>1189</b>	<b>1213</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	274	309	398	524	502	417	331	233	196	147	92
30	330	341	343	425	507	526	402	330	201	171	111	95
45	305	329	358	484	470	493	355	302	243	178	120	78
00	304	344	401	325	461	469	362	272	212	132	105	66
<b>Hr Total</b>	<b>1244</b>	<b>1288</b>	<b>1411</b>	<b>1632</b>	<b>1962</b>	<b>1990</b>	<b>1536</b>	<b>1235</b>	<b>889</b>	<b>677</b>	<b>483</b>	<b>331</b>
<b>24 Hour Total:</b>		24,017				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,720				PM 4:00-5:00		1,962	AM Peak Hour:	7:00	1,720	0.91
AM 8:00-9:00		1,469				PM 5:00-6:00		1,990	PM Peak Hour:	17:00	1,990	0.95

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4A:Neptune Rd: SE of Henry Partin Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	12	12	24	67	192	245	222	184	151	144
30	16	9	9	14	36	89	211	240	257	187	153	175
45	14	9	6	15	42	96	207	278	233	188	142	148
00	8	6	10	18	38	120	210	294	214	155	151	153
<b>Hr Total</b>	<b>52</b>	<b>32</b>	<b>37</b>	<b>59</b>	<b>140</b>	<b>372</b>	<b>820</b>	<b>1057</b>	<b>926</b>	<b>714</b>	<b>597</b>	<b>620</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	160	142	187	226	200	165	148	114	103	56	34
30	152	154	174	192	207	200	168	146	124	95	57	40
45	164	171	182	217	186	182	172	121	114	74	47	21
00	157	163	209	187	198	171	152	111	92	63	40	23
<b>Hr Total</b>	<b>615</b>	<b>648</b>	<b>707</b>	<b>783</b>	<b>817</b>	<b>753</b>	<b>657</b>	<b>526</b>	<b>444</b>	<b>335</b>	<b>200</b>	<b>118</b>

<b>24 Hour Total:</b>	12,029			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,057	PM 4:00-5:00	817	AM Peak Hour:	7:00	1,057	0.90
AM 8:00-9:00	926	PM 5:00-6:00	753	PM Peak Hour:	16:00	817	0.90

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	22	9	8	12	22	71	185	133	136	142	140
30	28	14	12	6	9	39	110	169	132	127	121	147
45	32	14	11	7	16	52	138	145	136	128	121	150
00	20	18	13	12	18	61	149	157	152	136	149	142
<b>Hr Total</b>	<b>112</b>	<b>68</b>	<b>45</b>	<b>33</b>	<b>55</b>	<b>174</b>	<b>468</b>	<b>656</b>	<b>553</b>	<b>527</b>	<b>533</b>	<b>579</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	145	185	207	255	303	264	184	138	112	90	46
30	174	155	189	240	300	332	239	165	119	100	74	50
45	155	170	197	251	291	303	199	163	121	92	70	53
00	151	166	208	195	290	303	209	141	108	82	53	38
<b>Hr Total</b>	<b>618</b>	<b>636</b>	<b>779</b>	<b>893</b>	<b>1136</b>	<b>1241</b>	<b>911</b>	<b>653</b>	<b>486</b>	<b>386</b>	<b>287</b>	<b>187</b>

<b>24 Hour Total:</b>	12,016			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	656	PM 4:00-5:00	1,136	AM Peak Hour:	7:00	655	0.89
AM 8:00-9:00	553	PM 5:00-6:00	1,241	PM Peak Hour:	17:00	1,242	0.93

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	30	20	20	36	90	263	430	354	319	293	284
30	44	23	20	20	45	128	321	409	389	314	274	322
45	47	22	17	22	58	148	346	422	369	316	263	298
00	28	24	23	31	56	181	359	451	365	291	300	295
<b>Hr Total</b>	<b>166</b>	<b>99</b>	<b>80</b>	<b>93</b>	<b>195</b>	<b>547</b>	<b>1289</b>	<b>1712</b>	<b>1477</b>	<b>1240</b>	<b>1130</b>	<b>1199</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	304	327	394	481	503	429	332	252	215	146	81
30	326	309	363	432	507	533	408	312	243	195	131	90
45	318	341	379	468	477	486	371	284	235	166	117	74
00	308	329	417	382	488	474	361	252	201	145	93	61
<b>Hr Total</b>	<b>1232</b>	<b>1283</b>	<b>1486</b>	<b>1676</b>	<b>1953</b>	<b>1996</b>	<b>1569</b>	<b>1180</b>	<b>931</b>	<b>721</b>	<b>487</b>	<b>306</b>

<b>24 Hour Total:</b>	24,047			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,712	PM 4:00-5:00	1,953	AM Peak Hour:	7:00	1,712	0.95
AM 8:00-9:00	1,477	PM 5:00-6:00	1,996	PM Peak Hour:	17:00	1,995	0.94



# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4B:Neptune Rd: NW of Henry Partin Rd	

8-May-18 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	11	10	15	18	75	206	251	273	191	175	154	
30	13	7	7	12	41	88	228	222	306	183	189	178	
45	13	11	8	19	40	100	231	315	270	175	159	168	
00	5	6	8	15	49	121	240	301	206	188	158	141	
<b>Hr Total</b>	<b>51</b>	<b>35</b>	<b>33</b>	<b>61</b>	<b>148</b>	<b>384</b>	<b>905</b>	<b>1089</b>	<b>1055</b>	<b>737</b>	<b>681</b>	<b>641</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	158	164	174	200	218	213	163	152	112	90	57	41	
30	156	168	151	201	197	203	173	141	138	73	46	37	
45	182	186	186	206	207	213	166	117	99	78	36	27	
00	167	176	200	228	182	169	139	104	121	52	40	24	
<b>Hr Total</b>	<b>663</b>	<b>694</b>	<b>711</b>	<b>835</b>	<b>804</b>	<b>798</b>	<b>641</b>	<b>514</b>	<b>470</b>	<b>293</b>	<b>179</b>	<b>129</b>	
<b>24 Hour Total:</b>		12,551				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,089				PM 4:00-5:00		804	7:30	1,195	0.95		
AM 8:00-9:00		1,055				PM 5:00-6:00		798	15:15	853	0.94		

8-May-18 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	37	19	14	9	12	26	97	167	134	153	127	134	
30	37	17	13	8	18	38	113	181	136	124	126	165	
45	33	16	10	8	11	66	155	187	139	131	124	171	
00	35	14	6	7	32	46	181	170	140	148	153	157	
<b>Hr Total</b>	<b>142</b>	<b>66</b>	<b>43</b>	<b>32</b>	<b>73</b>	<b>176</b>	<b>546</b>	<b>705</b>	<b>549</b>	<b>556</b>	<b>530</b>	<b>627</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	149	178	186	234	279	318	258	198	126	78	101	52	
30	168	174	194	264	281	347	248	151	122	92	84	41	
45	176	152	213	295	270	320	196	176	133	88	50	47	
00	175	182	181	198	320	334	186	127	112	87	72	38	
<b>Hr Total</b>	<b>668</b>	<b>686</b>	<b>774</b>	<b>991</b>	<b>1150</b>	<b>1319</b>	<b>888</b>	<b>652</b>	<b>493</b>	<b>345</b>	<b>307</b>	<b>178</b>	
<b>24 Hour Total:</b>		12,496				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		705				PM 4:00-5:00		1,150	6:45	716	0.96		
AM 8:00-9:00		549				PM 5:00-6:00		1,319	17:00	1,319	0.95		

8-May-18 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	57	30	24	24	30	101	303	418	407	344	302	288	
30	50	24	20	20	59	126	341	403	442	307	315	343	
45	46	27	18	27	51	166	386	502	409	306	283	339	
00	40	20	14	22	81	167	421	471	346	336	311	298	
<b>Hr Total</b>	<b>193</b>	<b>101</b>	<b>76</b>	<b>93</b>	<b>221</b>	<b>560</b>	<b>1451</b>	<b>1794</b>	<b>1604</b>	<b>1293</b>	<b>1211</b>	<b>1268</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	307	342	360	434	497	531	421	350	238	168	158	93	
30	324	342	345	465	478	550	421	292	260	165	130	78	
45	358	338	399	501	477	533	362	293	232	166	86	74	
00	342	358	381	426	502	503	325	231	233	139	112	62	
<b>Hr Total</b>	<b>1331</b>	<b>1380</b>	<b>1485</b>	<b>1826</b>	<b>1954</b>	<b>2117</b>	<b>1529</b>	<b>1166</b>	<b>963</b>	<b>638</b>	<b>486</b>	<b>307</b>	
<b>24 Hour Total:</b>		25,047				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,794				PM 4:00-5:00		1,954	7:30	1,822	0.91		
AM 8:00-9:00		1,604				PM 5:00-6:00		2,117	17:00	2,117	0.96		

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4B:Neptune Rd: NW of Henry Partin Rd	

9-May-18 (Wed)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	5	8	12	24	82	192	277	251	199	175	150	
30	16	4	8	18	38	90	237	246	250	211	167	154	
45	16	11	8	17	46	104	227	298	210	205	169	137	
00	10	9	6	16	38	129	255	311	242	196	161	178	
<b>Hr Total</b>	<b>59</b>	<b>29</b>	<b>30</b>	<b>63</b>	<b>146</b>	<b>405</b>	<b>911</b>	<b>1132</b>	<b>953</b>	<b>811</b>	<b>672</b>	<b>619</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	153	153	134	186	220	228	172	129	108	94	62	48	
30	167	153	191	182	213	184	177	125	127	91	44	38	
45	170	165	176	186	223	152	170	100	119	76	45	24	
00	180	156	214	193	203	144	134	118	102	58	42	27	
<b>Hr Total</b>	<b>670</b>	<b>627</b>	<b>715</b>	<b>747</b>	<b>859</b>	<b>708</b>	<b>653</b>	<b>472</b>	<b>456</b>	<b>319</b>	<b>193</b>	<b>137</b>	
<b>24 Hour Total:</b> 12,386							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,132		PM 4:00-5:00 859					AM Peak Hour:		7:00	1,132	0.91		
AM 8:00-9:00 953		PM 5:00-6:00 708					PM Peak Hour:		16:00	859	0.96		

9-May-18 (Wed)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	38	10	10	17	11	19	94	150	127	118	140	141	
30	26	16	13	12	18	42	97	194	123	109	121	142	
45	32	17	16	13	15	49	160	155	163	148	143	133	
00	25	12	15	10	26	59	165	160	134	148	139	158	
<b>Hr Total</b>	<b>121</b>	<b>55</b>	<b>54</b>	<b>52</b>	<b>70</b>	<b>169</b>	<b>516</b>	<b>659</b>	<b>547</b>	<b>523</b>	<b>543</b>	<b>574</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	147	132	193	217	308	206	222	197	134	126	94	48	
30	167	187	200	230	302	183	191	174	136	109	79	43	
45	149	171	203	232	296	143	228	137	138	111	74	40	
00	142	217	203	204	306	162	233	146	146	103	63	41	
<b>Hr Total</b>	<b>605</b>	<b>707</b>	<b>799</b>	<b>883</b>	<b>1212</b>	<b>694</b>	<b>874</b>	<b>654</b>	<b>554</b>	<b>449</b>	<b>310</b>	<b>172</b>	
<b>24 Hour Total:</b> 11,796							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 659		PM 4:00-5:00 1,212					AM Peak Hour:		7:00	659	0.85		
AM 8:00-9:00 547		PM 5:00-6:00 694					PM Peak Hour:		16:00	1,212	0.98		

9-May-18 (Wed)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	55	15	18	29	35	101	286	427	378	317	315	291	
30	42	20	21	30	56	132	334	440	373	320	288	296	
45	48	28	24	30	61	153	387	453	373	353	312	270	
00	35	21	21	26	64	188	420	471	376	344	300	336	
<b>Hr Total</b>	<b>180</b>	<b>84</b>	<b>84</b>	<b>115</b>	<b>216</b>	<b>574</b>	<b>1427</b>	<b>1791</b>	<b>1500</b>	<b>1334</b>	<b>1215</b>	<b>1193</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	300	285	327	403	528	434	394	326	242	220	156	96	
30	334	340	391	412	515	367	368	299	263	200	123	81	
45	319	336	379	418	519	295	398	237	257	187	119	64	
00	322	373	417	397	509	306	367	264	248	161	105	68	
<b>Hr Total</b>	<b>1275</b>	<b>1334</b>	<b>1514</b>	<b>1630</b>	<b>2071</b>	<b>1402</b>	<b>1527</b>	<b>1126</b>	<b>1010</b>	<b>768</b>	<b>503</b>	<b>309</b>	
<b>24 Hour Total:</b> 24,182							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,791		PM 4:00-5:00 2,071					AM Peak Hour:		7:00	1,791	0.95		
AM 8:00-9:00 1,500		PM 5:00-6:00 1,402					PM Peak Hour:		16:00	2,071	0.98		

# Roadway Count Summary

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4B:Neptune Rd: NW of Henry Partin Rd	

10-May-18 (Thu)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	25	18	5	11	35	77	161	260	238	196	151	136	
30	16	9	11	21	33	94	221	259	225	207	157	166	
45	18	11	12	15	47	110	243	287	241	183	157	160	
00	13	12	10	13	50	136	235	317	230	183	192	162	
<b>Hr Total</b>	<b>72</b>	<b>50</b>	<b>38</b>	<b>60</b>	<b>165</b>	<b>417</b>	<b>860</b>	<b>1123</b>	<b>934</b>	<b>769</b>	<b>657</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	149	182	154	74	210	209	175	138	137	105	66	39	
30	153	177	182	73	188	189	188	145	134	86	56	34	
45	157	165	135	199	218	192	174	119	115	77	50	28	
00	169	164	55	241	182	181	175	134	117	58	38	22	
<b>Hr Total</b>	<b>628</b>	<b>688</b>	<b>526</b>	<b>587</b>	<b>798</b>	<b>771</b>	<b>712</b>	<b>536</b>	<b>503</b>	<b>326</b>	<b>210</b>	<b>123</b>	
<b>24 Hour Total:</b>		12,177				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,123				PM 4:00-5:00		7:00		1,123			
AM 8:00-9:00		934				PM 5:00-6:00		16:00		798			

10-May-18 (Thu)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	40	25	12	9	17	21	103	169	152	135	129	143	
30	37	18	15	10	12	43	93	174	139	129	157	182	
45	28	23	8	10	10	45	152	156	144	115	144	166	
00	33	12	10	18	31	54	189	159	145	135	141	133	
<b>Hr Total</b>	<b>138</b>	<b>78</b>	<b>45</b>	<b>47</b>	<b>70</b>	<b>163</b>	<b>537</b>	<b>658</b>	<b>580</b>	<b>514</b>	<b>571</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	155	174	188	175	299	322	229	188	153	94	62	45	
30	141	159	153	182	270	333	244	198	151	100	89	57	
45	144	160	204	211	270	314	213	153	138	121	63	39	
00	171	145	166	206	293	321	189	134	104	96	62	46	
<b>Hr Total</b>	<b>611</b>	<b>638</b>	<b>711</b>	<b>774</b>	<b>1132</b>	<b>1290</b>	<b>875</b>	<b>673</b>	<b>546</b>	<b>411</b>	<b>276</b>	<b>187</b>	
<b>24 Hour Total:</b>		12,149				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		658				PM 4:00-5:00		7:00		658			
AM 8:00-9:00		580				PM 5:00-6:00		17:00		1,290			

10-May-18 (Thu)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	65	43	17	20	52	98	264	429	390	331	280	279	
30	53	27	26	31	45	137	314	433	364	336	314	348	
45	46	34	20	25	57	155	395	443	385	298	301	326	
00	46	24	20	31	81	190	424	476	375	318	333	295	
<b>Hr Total</b>	<b>210</b>	<b>128</b>	<b>83</b>	<b>107</b>	<b>235</b>	<b>580</b>	<b>1397</b>	<b>1781</b>	<b>1514</b>	<b>1283</b>	<b>1228</b>	<b>1248</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	304	356	342	249	509	531	404	326	290	199	128	84	
30	294	336	335	255	458	522	432	343	285	186	145	91	
45	301	325	339	410	488	506	387	272	253	198	113	67	
00	340	309	221	447	475	502	364	268	221	154	100	68	
<b>Hr Total</b>	<b>1239</b>	<b>1326</b>	<b>1237</b>	<b>1361</b>	<b>1930</b>	<b>2061</b>	<b>1587</b>	<b>1209</b>	<b>1049</b>	<b>737</b>	<b>486</b>	<b>310</b>	
<b>24 Hour Total:</b>		24,326				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,781				PM 4:00-5:00		7:00		1,781			
AM 8:00-9:00		1,514				PM 5:00-6:00		17:00		2,061			

# Roadway Count Summary

## Average

<b>Start Date</b> 05/08/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 05/10/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4B:Neptune Rd: NW of Henry Partin Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	11	8	13	26	78	186	263	254	195	167	147
30	15	7	9	17	37	91	229	242	260	200	171	166
45	16	11	9	17	44	105	234	300	240	188	162	155
00	9	9	8	15	46	129	243	310	226	189	170	160
<b>Hr Total</b>	<b>61</b>	<b>38</b>	<b>34</b>	<b>62</b>	<b>153</b>	<b>403</b>	<b>892</b>	<b>1115</b>	<b>980</b>	<b>772</b>	<b>670</b>	<b>628</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	166	154	153	216	217	170	140	119	96	62	43
30	159	166	175	152	199	192	179	137	133	83	49	36
45	170	172	166	197	216	186	170	112	111	77	44	26
00	172	165	156	221	189	165	149	119	113	56	40	24
<b>Hr Total</b>	<b>654</b>	<b>669</b>	<b>651</b>	<b>723</b>	<b>820</b>	<b>760</b>	<b>668</b>	<b>508</b>	<b>476</b>	<b>312</b>	<b>195</b>	<b>129</b>

<b>24 Hour Total:</b>	12,373			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,115	PM 4:00-5:00	820	AM Peak Hour:	7:00	1,115	0.90
AM 8:00-9:00	980	PM 5:00-6:00	760	PM Peak Hour:	16:00	820	0.95

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	18	12	12	13	22	98	162	138	135	132	139
30	33	17	14	10	16	41	101	183	133	121	135	163
45	31	19	11	10	12	53	156	166	149	131	137	157
00	31	13	10	12	30	53	178	163	140	144	144	149
<b>Hr Total</b>	<b>133</b>	<b>67</b>	<b>47</b>	<b>44</b>	<b>71</b>	<b>169</b>	<b>533</b>	<b>674</b>	<b>560</b>	<b>531</b>	<b>548</b>	<b>608</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	161	189	209	295	282	236	194	138	99	86	48
30	159	173	182	225	284	288	228	174	136	100	84	47
45	156	161	207	246	279	259	212	155	136	107	62	42
00	163	181	183	203	306	272	203	136	121	95	66	42
<b>Hr Total</b>	<b>628</b>	<b>676</b>	<b>761</b>	<b>883</b>	<b>1164</b>	<b>1101</b>	<b>879</b>	<b>659</b>	<b>531</b>	<b>401</b>	<b>298</b>	<b>179</b>

<b>24 Hour Total:</b>	12,145			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	674	PM 4:00-5:00	1,164	AM Peak Hour:	7:00	674	0.92
AM 8:00-9:00	560	PM 5:00-6:00	1,101	PM Peak Hour:	16:00	1,165	0.95

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	29	20	24	39	100	284	425	392	331	299	286
30	48	24	22	27	53	132	330	425	393	321	306	329
45	47	30	21	27	56	158	389	466	389	319	299	312
00	40	22	18	26	75	182	422	473	366	333	315	310
<b>Hr Total</b>	<b>194</b>	<b>105</b>	<b>81</b>	<b>104</b>	<b>223</b>	<b>572</b>	<b>1425</b>	<b>1789</b>	<b>1540</b>	<b>1304</b>	<b>1219</b>	<b>1237</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	328	343	362	511	499	406	334	257	196	147	91
30	317	339	357	377	484	480	407	311	269	184	133	83
45	326	333	372	443	495	445	382	267	247	184	106	68
00	335	347	340	423	495	437	352	254	234	151	106	66
<b>Hr Total</b>	<b>1282</b>	<b>1347</b>	<b>1412</b>	<b>1605</b>	<b>1985</b>	<b>1861</b>	<b>1547</b>	<b>1166</b>	<b>1007</b>	<b>715</b>	<b>492</b>	<b>308</b>

<b>24 Hour Total:</b>	24,520			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,789	PM 4:00-5:00	1,985	AM Peak Hour:	7:00	1,789	0.95
AM 8:00-9:00	1,540	PM 5:00-6:00	1,861	PM Peak Hour:	16:00	1,985	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4D:Henry Partin Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	1	0	0	2	3	7	15	15	4	7	
30	0	1	0	1	2	1	8	8	6	8	3	6	
45	0	0	1	2	2	3	12	11	5	9	5	14	
00	1	0	1	0	0	4	10	13	12	6	11	8	
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>33</b>	<b>39</b>	<b>38</b>	<b>38</b>	<b>23</b>	<b>35</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	5	6	7	4	6	4	13	1	4	4	0	
30	4	8	5	8	1	3	9	8	10	2	2	1	
45	3	7	8	3	4	5	7	4	3	2	1	0	
00	7	8	12	5	3	4	5	0	1	1	0	0	
<b>Hr Total</b>	<b>20</b>	<b>28</b>	<b>31</b>	<b>23</b>	<b>12</b>	<b>18</b>	<b>25</b>	<b>25</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	
<b>24 Hour Total:</b>		443				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		39				PM 4:00-5:00		12		AM Peak Hour:		7:15 47 0.78	
AM 8:00-9:00		38				PM 5:00-6:00		18		PM Peak Hour:		14:30 35 0.73	

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	1	0	1	0	0	1	2	2	5	3	9	
30	0	0	0	1	0	0	2	2	7	4	6	11	
45	2	1	1	1	0	0	0	2	8	6	6	6	
00	0	1	0	0	1	2	3	1	4	8	6	2	
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>21</b>	<b>23</b>	<b>21</b>	<b>28</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	10	5	6	6	9	15	12	6	10	6	2	2	
30	8	8	7	12	12	7	12	5	5	8	6	2	
45	5	8	6	12	14	12	8	6	9	4	5	2	
00	7	9	11	6	16	14	6	6	14	1	1	2	
<b>Hr Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>36</b>	<b>51</b>	<b>48</b>	<b>38</b>	<b>23</b>	<b>38</b>	<b>19</b>	<b>14</b>	<b>8</b>	
<b>24 Hour Total:</b>		485				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		7				PM 4:00-5:00		51		AM Peak Hour:		10:30 32 0.73	
AM 8:00-9:00		21				PM 5:00-6:00		48		PM Peak Hour:		16:15 57 0.89	

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	1	1	1	0	2	4	9	17	20	7	16	
30	0	1	0	2	2	1	10	10	13	12	9	17	
45	2	1	2	3	2	3	12	13	13	15	11	20	
00	1	1	1	0	1	6	13	14	16	14	17	10	
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>12</b>	<b>39</b>	<b>46</b>	<b>59</b>	<b>61</b>	<b>44</b>	<b>63</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	16	10	12	13	13	21	16	19	11	10	6	2	
30	12	16	12	20	13	10	21	13	15	10	8	3	
45	8	15	14	15	18	17	15	10	12	6	6	2	
00	14	17	23	11	19	18	11	6	15	2	1	2	
<b>Hr Total</b>	<b>50</b>	<b>58</b>	<b>61</b>	<b>59</b>	<b>63</b>	<b>66</b>	<b>63</b>	<b>48</b>	<b>53</b>	<b>28</b>	<b>21</b>	<b>9</b>	
<b>24 Hour Total:</b>		928				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		46				PM 4:00-5:00		63		AM Peak Hour:		10:45 70 0.88	
AM 8:00-9:00		59				PM 5:00-6:00		66		PM Peak Hour:		17:30 72 0.86	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4D:Henry Partin Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	1	2	1	2	3	1	9	19	11	4	
30	0	1	0	0	2	3	7	8	10	10	6	8	
45	2	0	0	1	2	0	7	12	7	9	6	5	
00	0	0	0	0	2	5	9	11	6	9	1	3	
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>26</b>	<b>32</b>	<b>32</b>	<b>47</b>	<b>24</b>	<b>20</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	11	3	6	5	1	11	5	4	8	3	2	
30	9	3	6	5	3	4	2	6	5	3	2	2	
45	3	3	13	11	7	3	4	8	5	3	1	1	
00	2	5	10	7	5	6	10	4	2	0	0	1	
<b>Hr Total</b>	<b>20</b>	<b>22</b>	<b>32</b>	<b>29</b>	<b>20</b>	<b>14</b>	<b>27</b>	<b>23</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>6</b>	
<b>24 Hour Total:</b>		435				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		32				PM 4:00-5:00		20	AM Peak Hour:	9:00	47	0.62	
AM 8:00-9:00		32				PM 5:00-6:00		14	PM Peak Hour:	14:00	32	0.62	

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	2	0	2	1	0	0	0	5	5	4	6	
30	4	1	1	0	0	1	3	3	8	7	4	8	
45	2	1	1	0	0	0	2	2	11	4	3	7	
00	0	0	0	0	1	0	0	2	0	4	4	4	
<b>Hr Total</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>24</b>	<b>20</b>	<b>15</b>	<b>25</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	7	9	9	15	8	6	8	5	15	1	4	
30	3	5	14	13	6	13	15	10	10	6	2	4	
45	7	8	9	8	11	16	8	7	6	4	2	0	
00	4	5	5	8	11	13	18	9	9	4	2	2	
<b>Hr Total</b>	<b>20</b>	<b>25</b>	<b>37</b>	<b>38</b>	<b>43</b>	<b>50</b>	<b>47</b>	<b>34</b>	<b>30</b>	<b>29</b>	<b>7</b>	<b>10</b>	
<b>24 Hour Total:</b>		484				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		7				PM 4:00-5:00		43	AM Peak Hour:	11:00	25	0.78	
AM 8:00-9:00		24				PM 5:00-6:00		50	PM Peak Hour:	17:00	50	0.78	

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	2	1	4	2	2	3	1	14	24	15	10	
30	4	2	1	0	2	4	10	11	18	17	10	16	
45	4	1	1	1	2	0	9	14	18	13	9	12	
00	0	0	0	0	3	5	9	13	6	13	5	7	
<b>Hr Total</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>11</b>	<b>31</b>	<b>39</b>	<b>56</b>	<b>67</b>	<b>39</b>	<b>45</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	12	18	12	15	20	9	17	13	9	23	4	6	
30	12	8	20	18	9	17	17	16	15	9	4	6	
45	10	11	22	19	18	19	12	15	11	7	3	1	
00	6	10	15	15	16	19	28	13	11	4	2	3	
<b>Hr Total</b>	<b>40</b>	<b>47</b>	<b>69</b>	<b>67</b>	<b>63</b>	<b>64</b>	<b>74</b>	<b>57</b>	<b>46</b>	<b>43</b>	<b>13</b>	<b>16</b>	
<b>24 Hour Total:</b>		919				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		39				PM 4:00-5:00		63	AM Peak Hour:	9:00	67	0.70	
AM 8:00-9:00		56				PM 5:00-6:00		64	PM Peak Hour:	18:00	74	0.66	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 4D:Henry Partin Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	1	2	0	1	3	1	12	11	7	8	6	
30	0	0	0	0	2	1	10	8	10	11	7	2	
45	1	0	0	1	2	3	12	11	9	10	12	5	
00	0	2	2	1	1	2	10	8	8	6	2	5	
<b>Hr Total</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>33</b>	<b>39</b>	<b>38</b>	<b>34</b>	<b>29</b>	<b>18</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	9	5	4	5	5	5	6	6	4	4	1	1	
30	2	4	4	2	9	5	8	6	6	2	2	1	
45	11	6	10	6	4	6	3	5	5	1	2	1	
00	8	7	4	4	10	5	5	8	1	4	1	0	
<b>Hr Total</b>	<b>30</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>28</b>	<b>21</b>	<b>22</b>	<b>25</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>3</b>	
<b>24 Hour Total:</b>		440				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		39				PM 4:00-5:00		28		AM Peak Hour:		7:00 39 0.81	
AM 8:00-9:00		38				PM 5:00-6:00		21		PM Peak Hour:		12:00 30 0.68	

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	1	1	1	0	0	0	2	8	1	2	7	
30	4	0	1	0	1	0	3	5	4	3	2	3	
45	3	0	0	0	0	2	1	1	7	3	7	10	
00	1	0	2	0	1	0	1	3	5	3	6	4	
<b>Hr Total</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>24</b>	<b>10</b>	<b>17</b>	<b>24</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	9	2	4	6	13	7	11	14	9	3	2	4	
30	4	2	9	11	19	12	16	8	6	8	4	2	
45	5	4	9	14	16	15	7	10	4	3	0	1	
00	6	5	14	9	10	11	6	5	2	7	1	4	
<b>Hr Total</b>	<b>24</b>	<b>13</b>	<b>36</b>	<b>40</b>	<b>58</b>	<b>45</b>	<b>40</b>	<b>37</b>	<b>21</b>	<b>21</b>	<b>7</b>	<b>11</b>	
<b>24 Hour Total:</b>		467				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		11				PM 4:00-5:00		58		AM Peak Hour:		8:00 24 0.75	
AM 8:00-9:00		24				PM 5:00-6:00		45		PM Peak Hour:		16:00 58 0.76	

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	6	2	3	1	1	3	1	14	19	8	10	13	
30	4	0	1	0	3	1	13	13	14	14	9	5	
45	4	0	0	1	2	5	13	12	16	13	19	15	
00	1	2	4	1	2	2	11	11	13	9	8	9	
<b>Hr Total</b>	<b>15</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>11</b>	<b>38</b>	<b>50</b>	<b>62</b>	<b>44</b>	<b>46</b>	<b>42</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	18	7	8	11	18	12	17	20	13	7	3	5	
30	6	6	13	13	28	17	24	14	12	10	6	3	
45	16	10	19	20	20	21	10	15	9	4	2	2	
00	14	12	18	13	20	16	11	13	3	11	2	4	
<b>Hr Total</b>	<b>54</b>	<b>35</b>	<b>58</b>	<b>57</b>	<b>86</b>	<b>66</b>	<b>62</b>	<b>62</b>	<b>37</b>	<b>32</b>	<b>13</b>	<b>14</b>	
<b>24 Hour Total:</b>		907				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		50				PM 4:00-5:00		86		AM Peak Hour:		8:00 62 0.82	
AM 8:00-9:00		62				PM 5:00-6:00		66		PM Peak Hour:		16:00 86 0.77	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 4D:Henry Partin Rd: SWof Neptune Rd	

3 Avg	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	1	1	1	2	2	7	12	14	8	6	
30	0	1	0	0	2	2	8	8	9	10	5	5	
45	1	0	0	1	2	2	10	11	7	9	8	8	
00	0	1	1	0	1	4	10	11	9	7	5	5	
<b>Hr Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>30</b>	<b>37</b>	<b>37</b>	<b>40</b>	<b>26</b>	<b>24</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	7	7	4	6	5	4	7	8	3	5	3	1	
30	5	5	5	5	4	4	6	7	7	2	2	1	
45	6	5	10	7	5	5	5	6	4	2	1	1	
00	6	7	9	5	6	5	7	4	1	2	0	0	
<b>Hr Total</b>	<b>24</b>	<b>24</b>	<b>28</b>	<b>23</b>	<b>20</b>	<b>18</b>	<b>25</b>	<b>25</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>3</b>	
<b>24 Hour Total:</b>	440						<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00	37	PM 4:00-5:00 20					AM Peak Hour:	9:00	40	0.73			
AM 8:00-9:00	37	PM 5:00-6:00 18					PM Peak Hour:	14:00	28	0.68			

3 Avg	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	1	0	1	0	0	0	1	5	4	3	7	
30	3	0	1	0	0	0	3	3	6	5	4	7	
45	2	1	1	0	0	1	1	2	9	4	5	8	
00	0	0	1	0	1	1	1	2	3	5	5	3	
<b>Hr Total</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>23</b>	<b>18</b>	<b>17</b>	<b>25</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	8	5	6	7	12	10	10	9	8	8	2	3	
30	5	5	10	12	12	11	14	8	7	7	4	3	
45	6	7	8	11	14	14	8	8	6	4	2	1	
00	6	6	10	8	12	13	10	7	8	4	1	3	
<b>Hr Total</b>	<b>25</b>	<b>23</b>	<b>34</b>	<b>38</b>	<b>50</b>	<b>48</b>	<b>42</b>	<b>32</b>	<b>29</b>	<b>23</b>	<b>9</b>	<b>10</b>	
<b>24 Hour Total:</b>	476						<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00	8	PM 4:00-5:00 50					AM Peak Hour:	11:00	26	0.84			
AM 8:00-9:00	23	PM 5:00-6:00 48					PM Peak Hour:	16:00	51	0.93			

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	2	2	2	1	2	3	8	17	17	11	13	
30	3	1	1	1	2	2	11	11	15	14	9	13	
45	3	1	1	2	2	3	11	13	16	14	13	16	
00	1	1	2	0	2	4	11	13	12	12	10	9	
<b>Hr Total</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>11</b>	<b>36</b>	<b>45</b>	<b>60</b>	<b>57</b>	<b>43</b>	<b>51</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	15	12	11	13	17	14	17	17	11	13	4	4	
30	10	10	15	17	17	15	21	14	14	10	6	4	
45	11	12	18	18	19	19	12	13	11	6	4	2	
00	11	13	19	13	18	18	17	11	10	6	2	3	
<b>Hr Total</b>	<b>47</b>	<b>47</b>	<b>63</b>	<b>61</b>	<b>71</b>	<b>66</b>	<b>67</b>	<b>55</b>	<b>46</b>	<b>35</b>	<b>16</b>	<b>13</b>	
<b>24 Hour Total:</b>	924						<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00	45	PM 4:00-5:00 71					AM Peak Hour:	8:00	59	0.88			
AM 8:00-9:00	60	PM 5:00-6:00 66					PM Peak Hour:	16:00	71	0.95			



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5A:Neptune Rd: SE of Ames Haven Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	9	10	16	26	62	188	232	208	198	155	135	
30	18	9	11	15	37	80	199	247	281	189	152	188	
45	17	10	6	17	33	85	161	260	243	178	123	149	
00	9	4	12	20	40	122	208	284	181	153	136	151	
<b>Hr Total</b>	<b>57</b>	<b>32</b>	<b>39</b>	<b>68</b>	<b>136</b>	<b>349</b>	<b>756</b>	<b>1023</b>	<b>913</b>	<b>718</b>	<b>566</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	164	161	196	233	214	140	162	127	91	57	37	
30	154	153	183	205	197	189	183	148	147	102	61	42	
45	175	180	193	225	183	174	174	133	117	69	47	22	
00	168	157	195	216	195	186	156	122	97	71	26	17	
<b>Hr Total</b>	<b>635</b>	<b>654</b>	<b>732</b>	<b>842</b>	<b>808</b>	<b>763</b>	<b>653</b>	<b>565</b>	<b>488</b>	<b>333</b>	<b>191</b>	<b>118</b>	
<b>24 Hour Total:</b>		12,062				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,023				PM 4:00-5:00		808	AM Peak Hour:	7:30	1,033	0.91	
AM 8:00-9:00		913				PM 5:00-6:00		763	PM Peak Hour:	15:15	879	0.94	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	21	6	8	13	24	73	166	140	121	160	166	
30	21	13	9	2	7	37	126	171	137	144	107	127	
45	25	15	11	5	12	56	146	168	151	139	112	154	
00	22	20	12	11	20	67	168	175	151	130	138	144	
<b>Hr Total</b>	<b>101</b>	<b>69</b>	<b>38</b>	<b>26</b>	<b>52</b>	<b>184</b>	<b>513</b>	<b>680</b>	<b>579</b>	<b>534</b>	<b>517</b>	<b>591</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	159	156	193	222	250	313	251	198	144	118	85	37	
30	178	155	194	238	290	319	204	138	129	107	75	51	
45	143	174	188	244	254	328	220	154	112	88	65	51	
00	169	151	222	236	315	294	215	142	85	85	50	42	
<b>Hr Total</b>	<b>649</b>	<b>636</b>	<b>797</b>	<b>940</b>	<b>1109</b>	<b>1254</b>	<b>890</b>	<b>632</b>	<b>470</b>	<b>398</b>	<b>275</b>	<b>181</b>	
<b>24 Hour Total:</b>		12,115				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680				PM 4:00-5:00		1,109	AM Peak Hour:	7:00	680	0.97	
AM 8:00-9:00		579				PM 5:00-6:00		1,254	PM Peak Hour:	16:45	1,275	0.97	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	46	30	16	24	39	86	261	398	348	319	315	301	
30	39	22	20	17	44	117	325	418	418	333	259	315	
45	42	25	17	22	45	141	307	428	394	317	235	303	
00	31	24	24	31	60	189	376	459	332	283	274	295	
<b>Hr Total</b>	<b>158</b>	<b>101</b>	<b>77</b>	<b>94</b>	<b>188</b>	<b>533</b>	<b>1269</b>	<b>1703</b>	<b>1492</b>	<b>1252</b>	<b>1083</b>	<b>1214</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	297	320	354	418	483	527	391	360	271	209	142	74	
30	332	308	377	443	487	508	387	286	276	209	136	93	
45	318	354	381	469	437	502	394	287	229	157	112	73	
00	337	308	417	452	510	480	371	264	182	156	76	59	
<b>Hr Total</b>	<b>1284</b>	<b>1290</b>	<b>1529</b>	<b>1782</b>	<b>1917</b>	<b>2017</b>	<b>1543</b>	<b>1197</b>	<b>958</b>	<b>731</b>	<b>466</b>	<b>299</b>	
<b>24 Hour Total:</b>		24,177				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,703				PM 4:00-5:00		1,917	AM Peak Hour:	7:00	1,703	0.93	
AM 8:00-9:00		1,492				PM 5:00-6:00		2,017	PM Peak Hour:	16:45	2,047	0.97	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 5A:Neptune Rd: SE of Ames Haven Rd	

25-Apr-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	7	9	13	21	64	199	231	241	164	165	152	
30	16	10	5	14	26	76	196	239	199	185	150	164	
45	11	9	7	15	50	93	226	254	217	192	136	156	
00	8	4	7	14	34	127	213	281	207	163	164	146	
<b>Hr Total</b>	<b>56</b>	<b>30</b>	<b>28</b>	<b>56</b>	<b>131</b>	<b>360</b>	<b>834</b>	<b>1005</b>	<b>864</b>	<b>704</b>	<b>615</b>	<b>618</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	162	173	150	191	221	200	160	153	125	121	49	33	
30	155	140	196	185	224	204	196	141	126	96	56	36	
45	161	155	200	212	198	205	169	136	118	79	42	26	
00	126	162	209	220	197	151	171	125	103	67	50	23	
<b>Hr Total</b>	<b>604</b>	<b>630</b>	<b>755</b>	<b>808</b>	<b>840</b>	<b>760</b>	<b>696</b>	<b>555</b>	<b>472</b>	<b>363</b>	<b>197</b>	<b>118</b>	
<b>24 Hour Total:</b>		12,099				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,005				PM 4:00-5:00		840		AM Peak Hour:		7:00 1,005 0.89	
AM 8:00-9:00		864				PM 5:00-6:00		760		PM Peak Hour:		16:00 840 0.94	

25-Apr-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	30	20	9	7	11	19	81	184	152	156	127	142	
30	27	11	9	7	14	45	116	159	123	120	143	166	
45	26	10	9	6	12	49	140	183	162	132	133	157	
00	22	16	13	11	16	68	147	144	161	148	143	133	
<b>Hr Total</b>	<b>105</b>	<b>57</b>	<b>40</b>	<b>31</b>	<b>53</b>	<b>181</b>	<b>484</b>	<b>670</b>	<b>598</b>	<b>556</b>	<b>546</b>	<b>598</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	121	162	162	219	184	291	283	168	148	129	93	40	
30	173	164	184	242	312	296	249	184	124	105	88	48	
45	174	183	218	239	299	301	206	152	133	77	60	49	
00	159	183	188	250	306	299	200	127	112	82	40	34	
<b>Hr Total</b>	<b>627</b>	<b>692</b>	<b>752</b>	<b>950</b>	<b>1101</b>	<b>1187</b>	<b>938</b>	<b>631</b>	<b>517</b>	<b>393</b>	<b>281</b>	<b>171</b>	
<b>24 Hour Total:</b>		12,159				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		670				PM 4:00-5:00		1,101		AM Peak Hour:		7:00 670 0.91	
AM 8:00-9:00		598				PM 5:00-6:00		1,187		PM Peak Hour:		17:00 1,187 0.99	

25-Apr-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	51	27	18	20	32	83	280	415	393	320	292	294	
30	43	21	14	21	40	121	312	398	322	305	293	330	
45	37	19	16	21	62	142	366	437	379	324	269	313	
00	30	20	20	25	50	195	360	425	368	311	307	279	
<b>Hr Total</b>	<b>161</b>	<b>87</b>	<b>68</b>	<b>87</b>	<b>184</b>	<b>541</b>	<b>1318</b>	<b>1675</b>	<b>1462</b>	<b>1260</b>	<b>1161</b>	<b>1216</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	283	335	312	410	405	491	443	321	273	250	142	73	
30	328	304	380	427	536	500	445	325	250	201	144	84	
45	335	338	418	451	497	506	375	288	251	156	102	75	
00	285	345	397	470	503	450	371	252	215	149	90	57	
<b>Hr Total</b>	<b>1231</b>	<b>1322</b>	<b>1507</b>	<b>1758</b>	<b>1941</b>	<b>1947</b>	<b>1634</b>	<b>1186</b>	<b>989</b>	<b>756</b>	<b>478</b>	<b>289</b>	
<b>24 Hour Total:</b>		24,258				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,675				PM 4:00-5:00		1,941		AM Peak Hour:		7:00 1,675 0.96	
AM 8:00-9:00		1,462				PM 5:00-6:00		1,947		PM Peak Hour:		17:00 1,947 0.96	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5A:Neptune Rd: SE of Ames Haven Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	10	11	7	25	67	198	237	224	164	132	142	
30	16	6	11	12	38	92	209	261	193	190	131	170	
45	15	10	9	16	40	106	209	273	227	152	124	153	
00	10	10	9	18	43	109	192	259	199	167	145	141	
<b>Hr Total</b>	<b>53</b>	<b>36</b>	<b>40</b>	<b>53</b>	<b>146</b>	<b>374</b>	<b>808</b>	<b>1030</b>	<b>843</b>	<b>673</b>	<b>532</b>	<b>606</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	147	144	191	201	205	191	188	145	134	113	49	30	
30	151	168	198	217	191	186	171	134	134	98	55	35	
45	161	160	206	229	196	172	164	123	122	76	42	11	
00	169	154	194	228	208	150	157	126	104	70	38	8	
<b>Hr Total</b>	<b>628</b>	<b>626</b>	<b>789</b>	<b>875</b>	<b>800</b>	<b>699</b>	<b>680</b>	<b>528</b>	<b>494</b>	<b>357</b>	<b>184</b>	<b>84</b>	
<b>24 Hour Total:</b>		11,938				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,030				PM 4:00-5:00		800		AM Peak Hour:		7:00 1,030 0.94	
AM 8:00-9:00		843				PM 5:00-6:00		699		PM Peak Hour:		15:00 875 0.96	

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	38	16	9	7	15	20	68	167	120	143	146	158	
30	32	18	16	11	8	37	118	159	134	136	124	133	
45	41	12	12	7	20	44	128	168	156	131	119	170	
00	25	16	12	9	21	58	166	166	164	141	134	153	
<b>Hr Total</b>	<b>136</b>	<b>62</b>	<b>49</b>	<b>34</b>	<b>64</b>	<b>159</b>	<b>480</b>	<b>660</b>	<b>574</b>	<b>551</b>	<b>523</b>	<b>614</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	143	153	177	221	221	304	263	172	141	128	87	39	
30	175	164	191	244	307	311	231	158	130	100	81	50	
45	156	176	199	236	272	312	215	155	124	85	63	49	
00	152	167	208	243	311	299	212	133	105	81	45	34	
<b>Hr Total</b>	<b>626</b>	<b>660</b>	<b>775</b>	<b>944</b>	<b>1111</b>	<b>1226</b>	<b>921</b>	<b>618</b>	<b>500</b>	<b>394</b>	<b>276</b>	<b>172</b>	
<b>24 Hour Total:</b>		12,129				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		660				PM 4:00-5:00		1,111		AM Peak Hour:		7:00 660 0.98	
AM 8:00-9:00		574				PM 5:00-6:00		1,226		PM Peak Hour:		17:00 1,226 0.98	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	50	26	20	14	40	87	266	404	344	307	278	300	
30	48	24	27	23	46	129	327	420	327	326	255	303	
45	56	22	21	23	60	150	337	441	383	283	243	323	
00	35	26	21	27	64	167	358	425	363	308	279	294	
<b>Hr Total</b>	<b>189</b>	<b>98</b>	<b>89</b>	<b>87</b>	<b>210</b>	<b>533</b>	<b>1288</b>	<b>1690</b>	<b>1417</b>	<b>1224</b>	<b>1055</b>	<b>1220</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	290	297	368	422	426	495	451	317	275	241	136	69	
30	326	332	389	461	498	497	402	292	264	198	136	85	
45	317	336	405	465	468	484	379	278	246	161	105	60	
00	321	321	402	471	519	449	369	259	209	151	83	42	
<b>Hr Total</b>	<b>1254</b>	<b>1286</b>	<b>1564</b>	<b>1819</b>	<b>1911</b>	<b>1925</b>	<b>1601</b>	<b>1146</b>	<b>994</b>	<b>751</b>	<b>460</b>	<b>256</b>	
<b>24 Hour Total:</b>		24,067				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,690				PM 4:00-5:00		1,911		AM Peak Hour:		7:00 1,690 0.96	
AM 8:00-9:00		1,417				PM 5:00-6:00		1,925		PM Peak Hour:		17:00 1,925 0.97	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 5A:Neptune Rd: SE of Ames Haven Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	10	12	24	64	195	233	224	175	151	143
30	17	8	9	14	34	83	201	249	224	188	144	174
45	14	10	7	16	41	95	199	262	229	174	128	153
00	9	6	9	17	39	119	204	275	196	161	148	146
<b>Hr Total</b>	<b>55</b>	<b>33</b>	<b>35</b>	<b>59</b>	<b>138</b>	<b>361</b>	<b>799</b>	<b>1019</b>	<b>873</b>	<b>698</b>	<b>571</b>	<b>616</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	160	167	196	220	202	163	153	129	108	52	33
30	153	154	192	202	204	193	183	141	136	99	57	38
45	166	165	200	222	192	184	169	131	119	75	44	20
00	154	158	199	221	200	162	161	124	101	69	38	16
<b>Hr Total</b>	<b>622</b>	<b>637</b>	<b>758</b>	<b>841</b>	<b>816</b>	<b>741</b>	<b>676</b>	<b>549</b>	<b>485</b>	<b>351</b>	<b>191</b>	<b>107</b>

<b>24 Hour Total:</b>	12,031			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,019	PM 4:00-5:00	816	AM Peak Hour:	7:00	1,019	0.93
AM 8:00-9:00	873	PM 5:00-6:00	741	PM Peak Hour:	15:00	842	0.95

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	8	7	13	21	74	172	137	140	144	155
30	27	14	11	7	10	40	120	163	131	133	125	142
45	31	12	11	6	15	50	138	173	156	134	121	160
00	23	17	12	10	19	64	160	162	159	140	138	143
<b>Hr Total</b>	<b>115</b>	<b>62</b>	<b>42</b>	<b>30</b>	<b>57</b>	<b>175</b>	<b>492</b>	<b>670</b>	<b>583</b>	<b>547</b>	<b>528</b>	<b>600</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	157	177	221	218	303	266	179	144	125	88	39
30	175	161	190	241	303	309	228	160	128	104	81	50
45	158	178	202	240	275	314	214	154	123	83	63	50
00	160	167	206	243	311	297	209	134	101	83	45	37
<b>Hr Total</b>	<b>634</b>	<b>663</b>	<b>775</b>	<b>945</b>	<b>1107</b>	<b>1223</b>	<b>917</b>	<b>627</b>	<b>496</b>	<b>395</b>	<b>277</b>	<b>176</b>

<b>24 Hour Total:</b>	12,136			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	670	PM 4:00-5:00	1,107	AM Peak Hour:	7:00	670	0.97
AM 8:00-9:00	583	PM 5:00-6:00	1,223	PM Peak Hour:	17:00	1,222	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	18	19	37	85	269	406	362	315	295	298
30	43	22	20	20	43	122	321	412	356	321	269	316
45	45	22	18	22	56	144	337	435	385	308	249	313
00	32	23	22	28	58	184	365	436	354	301	287	289
<b>Hr Total</b>	<b>169</b>	<b>95</b>	<b>78</b>	<b>89</b>	<b>194</b>	<b>535</b>	<b>1292</b>	<b>1689</b>	<b>1457</b>	<b>1245</b>	<b>1100</b>	<b>1216</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	317	345	417	438	504	428	333	273	233	140	72
30	329	315	382	444	507	502	411	301	263	203	139	87
45	323	343	401	462	467	497	383	284	242	158	106	69
00	314	325	405	464	511	460	370	258	202	152	83	53
<b>Hr Total</b>	<b>1256</b>	<b>1300</b>	<b>1533</b>	<b>1787</b>	<b>1923</b>	<b>1963</b>	<b>1592</b>	<b>1176</b>	<b>980</b>	<b>746</b>	<b>468</b>	<b>281</b>

<b>24 Hour Total:</b>	24,164			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,689	PM 4:00-5:00	1,923	AM Peak Hour:	7:00	1,689	0.97
AM 8:00-9:00	1,457	PM 5:00-6:00	1,963	PM Peak Hour:	17:00	1,963	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5B:Neptune Rd: NW of Ames Haven Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	9	12	14	25	62	190	239	212	201	145	128	
30	18	8	11	17	41	80	200	244	283	187	157	189	
45	17	9	6	17	35	88	165	254	249	183	126	151	
00	7	3	12	20	39	121	206	291	199	154	140	150	
<b>Hr Total</b>	<b>55</b>	<b>29</b>	<b>41</b>	<b>68</b>	<b>140</b>	<b>351</b>	<b>761</b>	<b>1028</b>	<b>943</b>	<b>725</b>	<b>568</b>	<b>618</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	137	165	157	201	228	224	163	156	113	89	58	37	
30	150	154	180	211	214	220	161	148	148	100	59	41	
45	177	176	182	220	186	183	176	131	118	70	50	21	
00	172	161	203	234	222	192	228	147	97	68	47	17	
<b>Hr Total</b>	<b>636</b>	<b>656</b>	<b>722</b>	<b>866</b>	<b>850</b>	<b>819</b>	<b>728</b>	<b>582</b>	<b>476</b>	<b>327</b>	<b>214</b>	<b>116</b>	
<b>24 Hour Total:</b>		12,319				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,028				PM 4:00-5:00		850	AM Peak Hour:	7:30	1,040	0.89	
AM 8:00-9:00		943				PM 5:00-6:00		819	PM Peak Hour:	15:30	896	0.96	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	21	5	8	11	25	68	183	139	121	156	165	
30	22	13	9	2	9	35	126	195	132	143	106	127	
45	24	17	11	5	12	58	150	167	151	136	109	157	
00	20	19	11	12	22	70	166	168	151	136	138	143	
<b>Hr Total</b>	<b>98</b>	<b>70</b>	<b>36</b>	<b>27</b>	<b>54</b>	<b>188</b>	<b>510</b>	<b>713</b>	<b>573</b>	<b>536</b>	<b>509</b>	<b>592</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	155	151	190	209	256	315	281	193	141	118	91	37	
30	182	159	208	250	301	334	272	143	131	104	77	51	
45	143	175	189	244	262	333	231	152	113	88	68	51	
00	175	155	228	235	323	298	217	140	86	88	50	43	
<b>Hr Total</b>	<b>655</b>	<b>640</b>	<b>815</b>	<b>938</b>	<b>1142</b>	<b>1280</b>	<b>1001</b>	<b>628</b>	<b>471</b>	<b>398</b>	<b>286</b>	<b>182</b>	
<b>24 Hour Total:</b>		12,342				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		713				PM 4:00-5:00		1,142	AM Peak Hour:	7:00	713	0.91	
AM 8:00-9:00		573				PM 5:00-6:00		1,280	PM Peak Hour:	16:45	1,305	0.98	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	45	30	17	22	36	87	258	422	351	322	301	293	
30	40	21	20	19	50	115	326	439	415	330	263	316	
45	41	26	17	22	47	146	315	421	400	319	235	308	
00	27	22	23	32	61	191	372	459	350	290	278	293	
<b>Hr Total</b>	<b>153</b>	<b>99</b>	<b>77</b>	<b>95</b>	<b>194</b>	<b>539</b>	<b>1271</b>	<b>1741</b>	<b>1516</b>	<b>1261</b>	<b>1077</b>	<b>1210</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	292	316	347	410	484	539	444	349	254	207	149	74	
30	332	313	388	461	515	554	433	291	279	204	136	92	
45	320	351	371	464	448	516	407	283	231	158	118	72	
00	347	316	431	469	545	490	445	287	183	156	97	60	
<b>Hr Total</b>	<b>1291</b>	<b>1296</b>	<b>1537</b>	<b>1804</b>	<b>1992</b>	<b>2099</b>	<b>1729</b>	<b>1210</b>	<b>947</b>	<b>725</b>	<b>500</b>	<b>298</b>	
<b>24 Hour Total:</b>		24,661				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,741				PM 4:00-5:00		1,992	AM Peak Hour:	7:00	1,741	0.95	
AM 8:00-9:00		1,516				PM 5:00-6:00		2,099	PM Peak Hour:	16:45	2,154	0.97	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5B:Neptune Rd: NW of Ames Haven Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	4	9	5	11	59	186	265	248	158	154	146	
30	7	11	5	3	16	70	193	230	221	184	145	161	
45	8	9	7	6	40	83	258	274	211	188	125	147	
00	5	4	7	3	21	120	234	282	208	153	154	147	
<b>Hr Total</b>	<b>31</b>	<b>28</b>	<b>28</b>	<b>17</b>	<b>88</b>	<b>332</b>	<b>871</b>	<b>1051</b>	<b>888</b>	<b>683</b>	<b>578</b>	<b>601</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	153	175	160	196	231	214	210	175	142	140	72	36	
30	152	140	216	186	231	241	216	164	144	118	87	45	
45	155	151	210	216	212	218	198	163	132	101	53	38	
00	134	154	211	223	207	193	199	142	121	87	56	27	
<b>Hr Total</b>	<b>594</b>	<b>620</b>	<b>797</b>	<b>821</b>	<b>881</b>	<b>866</b>	<b>823</b>	<b>644</b>	<b>539</b>	<b>446</b>	<b>268</b>	<b>146</b>	
<b>24 Hour Total:</b>		12,641				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,051				PM 4:00-5:00		881	AM Peak Hour:	7:00	1,051	0.93	
AM 8:00-9:00		888				PM 5:00-6:00		866	PM Peak Hour:	16:00	881	0.95	

25-Apr-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	30	20	9	8	11	20	80	207	141	156	131	142	
30	27	11	7	8	15	44	114	196	129	125	127	163	
45	27	10	9	6	11	51	146	188	155	133	130	164	
00	22	16	14	11	15	65	154	157	165	153	145	134	
<b>Hr Total</b>	<b>106</b>	<b>57</b>	<b>39</b>	<b>33</b>	<b>52</b>	<b>180</b>	<b>494</b>	<b>748</b>	<b>590</b>	<b>567</b>	<b>533</b>	<b>603</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	141	165	172	214	293	302	294	172	145	117	95	41	
30	180	164	199	231	307	303	254	183	124	108	84	49	
45	163	182	233	248	309	314	215	154	130	78	62	51	
00	157	187	206	254	307	313	203	118	123	81	39	35	
<b>Hr Total</b>	<b>641</b>	<b>698</b>	<b>810</b>	<b>947</b>	<b>1216</b>	<b>1232</b>	<b>966</b>	<b>627</b>	<b>522</b>	<b>384</b>	<b>280</b>	<b>176</b>	
<b>24 Hour Total:</b>		12,501				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		748				PM 4:00-5:00		1,216	AM Peak Hour:	7:00	748	0.90	
AM 8:00-9:00		590				PM 5:00-6:00		1,232	PM Peak Hour:	17:00	1,232	0.98	

25-Apr-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	41	24	18	13	22	79	266	472	389	314	285	288	
30	34	22	12	11	31	114	307	426	350	309	272	324	
45	35	19	16	12	51	134	404	462	366	321	255	311	
00	27	20	21	14	36	185	388	439	373	306	299	281	
<b>Hr Total</b>	<b>137</b>	<b>85</b>	<b>67</b>	<b>50</b>	<b>140</b>	<b>512</b>	<b>1365</b>	<b>1799</b>	<b>1478</b>	<b>1250</b>	<b>1111</b>	<b>1204</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	294	340	332	410	524	516	504	347	287	257	167	77	
30	332	304	415	417	538	544	470	347	268	226	171	94	
45	318	333	443	464	521	532	413	317	262	179	115	89	
00	291	341	417	477	514	506	402	260	244	168	95	62	
<b>Hr Total</b>	<b>1235</b>	<b>1318</b>	<b>1607</b>	<b>1768</b>	<b>2097</b>	<b>2098</b>	<b>1789</b>	<b>1271</b>	<b>1061</b>	<b>830</b>	<b>548</b>	<b>322</b>	
<b>24 Hour Total:</b>		25,142				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,799				PM 4:00-5:00		2,097	AM Peak Hour:	7:00	1,799	0.95	
AM 8:00-9:00		1,478				PM 5:00-6:00		2,098	PM Peak Hour:	17:00	2,098	0.96	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5B:Neptune Rd: NW of Ames Haven Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	17	7	4	2	22	69	202	256	260	204	178	182	
30	14	5	9	5	33	91	220	263	244	204	185	181	
45	29	4	7	9	34	106	237	294	240	212	190	111	
00	17	5	5	12	38	123	238	290	238	189	166	134	
<b>Hr Total</b>	<b>77</b>	<b>21</b>	<b>25</b>	<b>28</b>	<b>127</b>	<b>389</b>	<b>897</b>	<b>1103</b>	<b>982</b>	<b>809</b>	<b>719</b>	<b>608</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	149	147	152	195	224	214	171	157	121	112	53	29	
30	144	140	197	189	216	223	163	143	140	91	57	33	
45	152	165	188	213	194	199	182	132	123	81	46	38	
00	145	148	201	225	208	189	201	149	101	66	41	27	
<b>Hr Total</b>	<b>590</b>	<b>600</b>	<b>738</b>	<b>822</b>	<b>842</b>	<b>825</b>	<b>717</b>	<b>581</b>	<b>485</b>	<b>350</b>	<b>197</b>	<b>127</b>	
<b>24 Hour Total:</b>		12,659				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,103		PM 4:00-5:00		842		AM Peak Hour:	7:00	1,103	0.94		
AM 8:00-9:00		982		PM 5:00-6:00		825		PM Peak Hour:	16:00	842	0.94		

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	36	15	10	7	15	20	68	170	148	154	166	159	
30	33	17	16	11	8	37	118	191	154	134	135	144	
45	40	12	13	7	20	45	152	168	131	122	138	160	
00	26	17	12	10	20	58	165	175	144	140	154	137	
<b>Hr Total</b>	<b>135</b>	<b>61</b>	<b>51</b>	<b>35</b>	<b>63</b>	<b>160</b>	<b>503</b>	<b>704</b>	<b>577</b>	<b>550</b>	<b>593</b>	<b>600</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	171	164	180	213	274	317	288	183	142	117	87	37	
30	184	151	201	230	303	300	265	177	127	102	84	46	
45	160	175	204	242	288	322	223	151	119	93	66	51	
00	160	165	217	245	320	306	216	138	116	87	43	35	
<b>Hr Total</b>	<b>675</b>	<b>655</b>	<b>802</b>	<b>930</b>	<b>1185</b>	<b>1245</b>	<b>992</b>	<b>649</b>	<b>504</b>	<b>399</b>	<b>280</b>	<b>169</b>	
<b>24 Hour Total:</b>		12,517				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		704		PM 4:00-5:00		1,185		AM Peak Hour:	7:00	704	0.92		
AM 8:00-9:00		577		PM 5:00-6:00		1,245		PM Peak Hour:	17:00	1,245	0.97		

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	53	22	14	9	37	89	270	426	408	358	344	341	
30	47	22	25	16	41	128	338	454	398	338	320	325	
45	69	16	20	16	54	151	389	462	371	334	328	271	
00	43	22	17	22	58	181	403	465	382	329	320	271	
<b>Hr Total</b>	<b>212</b>	<b>82</b>	<b>76</b>	<b>63</b>	<b>190</b>	<b>549</b>	<b>1400</b>	<b>1807</b>	<b>1559</b>	<b>1359</b>	<b>1312</b>	<b>1208</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	320	311	332	408	498	531	459	340	263	229	140	66	
30	328	291	398	419	519	523	428	320	267	193	141	79	
45	312	340	392	455	482	521	405	283	242	174	112	89	
00	305	313	418	470	528	495	417	287	217	153	84	62	
<b>Hr Total</b>	<b>1265</b>	<b>1255</b>	<b>1540</b>	<b>1752</b>	<b>2027</b>	<b>2070</b>	<b>1709</b>	<b>1230</b>	<b>989</b>	<b>749</b>	<b>477</b>	<b>296</b>	
<b>24 Hour Total:</b>		25,176				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,807		PM 4:00-5:00		2,027		AM Peak Hour:	7:00	1,807	0.97		
AM 8:00-9:00		1,559		PM 5:00-6:00		2,070		PM Peak Hour:	17:00	2,070	0.97		

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 5B:Neptune Rd: NW of Ames Haven Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	8	7	19	63	193	253	240	188	159	152
30	13	8	8	8	30	80	204	246	249	192	162	177
45	18	7	7	11	36	92	220	274	233	194	147	136
00	10	4	8	12	33	121	226	288	215	165	153	144
<b>Hr Total</b>	<b>55</b>	<b>26</b>	<b>31</b>	<b>38</b>	<b>118</b>	<b>356</b>	<b>843</b>	<b>1061</b>	<b>937</b>	<b>739</b>	<b>621</b>	<b>609</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	162	156	197	228	217	181	163	125	114	61	34
30	149	145	198	195	220	228	180	152	144	103	68	40
45	161	164	193	216	197	200	185	142	124	84	50	32
00	150	154	205	227	212	191	209	146	106	74	48	24
<b>Hr Total</b>	<b>606</b>	<b>625</b>	<b>752</b>	<b>835</b>	<b>857</b>	<b>836</b>	<b>755</b>	<b>603</b>	<b>499</b>	<b>375</b>	<b>227</b>	<b>130</b>

<b>24 Hour Total:</b>	12,534			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,061	PM 4:00-5:00	857	AM Peak Hour:	7:00	1,061	0.92
AM 8:00-9:00	937	PM 5:00-6:00	836	PM Peak Hour:	16:00	858	0.94

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	19	8	8	12	22	72	187	143	144	151	155
30	27	14	11	7	11	39	119	194	138	134	123	145
45	30	13	11	6	14	51	149	174	146	130	126	160
00	23	17	12	11	19	64	162	167	153	143	146	138
<b>Hr Total</b>	<b>113</b>	<b>63</b>	<b>42</b>	<b>32</b>	<b>56</b>	<b>176</b>	<b>502</b>	<b>722</b>	<b>580</b>	<b>551</b>	<b>546</b>	<b>598</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	160	181	212	274	311	288	183	143	117	91	38
30	182	158	203	237	304	312	264	168	127	105	82	49
45	155	177	209	245	286	323	223	152	121	86	65	51
00	164	169	217	245	317	306	212	132	108	85	44	38
<b>Hr Total</b>	<b>657</b>	<b>664</b>	<b>810</b>	<b>939</b>	<b>1181</b>	<b>1252</b>	<b>987</b>	<b>635</b>	<b>499</b>	<b>393</b>	<b>282</b>	<b>176</b>

<b>24 Hour Total:</b>	12,456			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	722	PM 4:00-5:00	1,181	AM Peak Hour:	7:00	722	0.93
AM 8:00-9:00	580	PM 5:00-6:00	1,252	PM Peak Hour:	17:00	1,252	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	25	16	15	32	85	265	440	383	331	310	307
30	40	22	19	15	41	119	324	440	388	326	285	322
45	48	20	18	17	51	144	369	448	379	325	273	297
00	32	21	20	23	52	186	388	454	368	308	299	282
<b>Hr Total</b>	<b>166</b>	<b>88</b>	<b>73</b>	<b>70</b>	<b>176</b>	<b>534</b>	<b>1346</b>	<b>1782</b>	<b>1518</b>	<b>1290</b>	<b>1167</b>	<b>1208</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	322	337	409	502	529	469	345	268	231	152	72
30	331	303	400	432	524	540	444	319	271	208	149	88
45	317	341	402	461	484	523	408	294	245	170	115	83
00	314	323	422	472	529	497	421	278	215	159	92	61
<b>Hr Total</b>	<b>1264</b>	<b>1289</b>	<b>1561</b>	<b>1774</b>	<b>2039</b>	<b>2089</b>	<b>1742</b>	<b>1236</b>	<b>999</b>	<b>768</b>	<b>508</b>	<b>304</b>

<b>24 Hour Total:</b>	24,991			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,782	PM 4:00-5:00	2,039	AM Peak Hour:	7:00	1,782	0.98
AM 8:00-9:00	1,518	PM 5:00-6:00	2,089	PM Peak Hour:	17:00	2,089	0.97



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 5C:Ames Haven Rd: NEof Neptune Rd	

24-Apr-18 (Tue)	Eastbound Volume														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	1	0	0	0	1	16	8	3	5	10			
30	1	0	0	0	1	0	1	19	6	2	1	7			
45	1	0	0	1	0	0	3	11	5	3	5	6			
00	2	0	0	0	0	0	3	8	5	4	4	9			
<b>Hr Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>24</b>	<b>12</b>	<b>15</b>	<b>32</b>			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	7	1	8	6	16	7	7	7	2	3	6	0			
30	5	7	15	5	6	9	6	10	6	4	4	1			
45	1	6	23	9	7	9	9	6	5	4	1	1			
00	3	6	10	13	14	13	3	3	6	4	1	0			
<b>Hr Total</b>	<b>16</b>	<b>20</b>	<b>56</b>	<b>33</b>	<b>43</b>	<b>38</b>	<b>25</b>	<b>26</b>	<b>19</b>	<b>15</b>	<b>12</b>	<b>2</b>			
<b>24 Hour Total:</b>		457					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		54					PM 4:00-5:00		43		AM Peak Hour:		7:00	54	0.71
AM 8:00-9:00		24					PM 5:00-6:00		38		PM Peak Hour:		14:00	56	0.61

24-Apr-18 (Tue)	Westbound Volume														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	0	0	0	1	0	1	16	4	5	1	7			
30	1	0	0	0	2	0	7	28	6	4	3	4			
45	0	1	0	1	1	0	9	16	8	8	9	5			
00	2	0	1	0	0	0	5	11	6	8	6	5			
<b>Hr Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>24</b>	<b>25</b>	<b>19</b>	<b>21</b>			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	3	4	5	5	4	5	10	5	4	5	1	1			
30	5	4	9	8	5	8	7	4	2	3	2	0			
45	2	6	24	9	5	5	5	7	4	1	1	0			
00	11	4	12	8	4	3	6	3	2	2	0	0			
<b>Hr Total</b>	<b>21</b>	<b>18</b>	<b>50</b>	<b>30</b>	<b>18</b>	<b>21</b>	<b>28</b>	<b>19</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>1</b>			
<b>24 Hour Total:</b>		426					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		71					PM 4:00-5:00		18		AM Peak Hour:		7:00	71	0.63
AM 8:00-9:00		24					PM 5:00-6:00		21		PM Peak Hour:		14:00	50	0.52

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	0	1	0	1	0	2	32	12	8	6	17			
30	2	0	0	0	3	0	8	47	12	6	4	11			
45	1	1	0	2	1	0	12	27	13	11	14	11			
00	4	0	1	0	0	0	8	19	11	12	10	14			
<b>Hr Total</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>125</b>	<b>48</b>	<b>37</b>	<b>34</b>	<b>53</b>			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	10	5	13	11	20	12	17	12	6	8	7	1			
30	10	11	24	13	11	17	13	14	8	7	6	1			
45	3	12	47	18	12	14	14	13	9	5	2	1			
00	14	10	22	21	18	16	9	6	8	6	1	0			
<b>Hr Total</b>	<b>37</b>	<b>38</b>	<b>106</b>	<b>63</b>	<b>61</b>	<b>59</b>	<b>53</b>	<b>45</b>	<b>31</b>	<b>26</b>	<b>16</b>	<b>3</b>			
<b>24 Hour Total:</b>		883					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		125					PM 4:00-5:00		61		AM Peak Hour:		7:00	125	0.66
AM 8:00-9:00		48					PM 5:00-6:00		59		PM Peak Hour:		14:00	106	0.56

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5C:Ames Haven Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	0	1	0	0	2	12	9	1	5	7	
30	0	1	0	1	1	0	1	21	2	3	0	2	
45	0	0	0	1	1	0	3	6	6	4	3	5	
00	0	0	0	0	0	0	8	3	1	6	5	4	
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>18</b>	<b>14</b>	<b>13</b>	<b>18</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	4	6	10	9	10	11	5	7	6	7	1	5	
30	5	5	18	4	6	12	11	9	6	5	2	3	
45	6	2	21	9	11	10	9	8	2	1	2	1	
00	5	5	9	10	10	9	13	2	8	2	0	2	
<b>Hr Total</b>	<b>20</b>	<b>18</b>	<b>58</b>	<b>32</b>	<b>37</b>	<b>42</b>	<b>38</b>	<b>26</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>11</b>	
<b>24 Hour Total:</b>		450				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		42				PM 4:00-5:00		37		AM Peak Hour:		7:00 42 0.50	
AM 8:00-9:00		18				PM 5:00-6:00		42		PM Peak Hour:		14:00 58 0.69	

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	1	19	5	6	4	5	
30	0	1	2	0	1	1	8	30	6	4	9	8	
45	0	0	0	1	2	0	11	16	9	6	6	5	
00	0	0	0	0	0	1	9	8	7	6	5	5	
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>29</b>	<b>73</b>	<b>27</b>	<b>22</b>	<b>24</b>	<b>23</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	6	4	8	4	10	7	4	2	8	2	0	
30	4	8	9	15	5	7	6	4	6	3	2	0	
45	9	4	28	2	8	5	4	9	5	3	0	2	
00	3	8	3	5	6	9	10	6	2	2	0	1	
<b>Hr Total</b>	<b>22</b>	<b>26</b>	<b>44</b>	<b>30</b>	<b>23</b>	<b>31</b>	<b>27</b>	<b>23</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>3</b>	
<b>24 Hour Total:</b>		472				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		73				PM 4:00-5:00		23		AM Peak Hour:		7:00 73 0.61	
AM 8:00-9:00		27				PM 5:00-6:00		31		PM Peak Hour:		14:00 44 0.39	

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	1	0	0	1	0	1	3	31	14	7	9	12	
30	0	2	2	1	2	1	9	51	8	7	9	10	
45	0	0	0	2	3	0	14	22	15	10	9	10	
00	0	0	0	0	0	1	17	11	8	12	10	9	
<b>Hr Total</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>43</b>	<b>115</b>	<b>45</b>	<b>36</b>	<b>37</b>	<b>41</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	10	12	14	17	14	21	12	11	8	15	3	5	
30	9	13	27	19	11	19	17	13	12	8	4	3	
45	15	6	49	11	19	15	13	17	7	4	2	3	
00	8	13	12	15	16	18	23	8	10	4	0	3	
<b>Hr Total</b>	<b>42</b>	<b>44</b>	<b>102</b>	<b>62</b>	<b>60</b>	<b>73</b>	<b>65</b>	<b>49</b>	<b>37</b>	<b>31</b>	<b>9</b>	<b>14</b>	
<b>24 Hour Total:</b>		922				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		115				PM 4:00-5:00		60		AM Peak Hour:		7:00 115 0.56	
AM 8:00-9:00		45				PM 5:00-6:00		73		PM Peak Hour:		14:00 102 0.52	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 5C:Ames Haven Rd: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	1	13	9	3	4	5		
30	0	2	0	2	0	1	2	28	2	5	3	2		
45	1	2	0	1	1	1	3	10	5	7	5	7		
00	0	0	0	0	0	0	5	10	3	2	5	5		
<b>Hr Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>61</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>19</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	6	8	15	10	18	9	8	4	7	10	7	4		
30	5	6	19	8	8	8	11	7	6	3	4	1		
45	4	8	19	6	6	9	4	11	6	4	1	3		
00	2	11	6	10	15	10	8	8	3	2	2	0		
<b>Hr Total</b>	<b>17</b>	<b>33</b>	<b>59</b>	<b>34</b>	<b>47</b>	<b>36</b>	<b>31</b>	<b>30</b>	<b>22</b>	<b>19</b>	<b>14</b>	<b>8</b>		
<b>24 Hour Total:</b>		505				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		61				PM 4:00-5:00		47	7:00	61	0.54			
AM 8:00-9:00		19				PM 5:00-6:00		36	14:00	59	0.78			

26-Apr-18 (Thu)	Westbound Volume													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	2	1	0	0	0	0	1	17	8	5	3	7		
30	0	1	0	0	1	1	5	34	6	9	3	9		
45	0	0	0	1	3	2	6	17	4	10	8	3		
00	0	0	0	0	0	0	5	8	8	5	1	4		
<b>Hr Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>17</b>	<b>76</b>	<b>26</b>	<b>29</b>	<b>15</b>	<b>23</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	7	2	4	6	5	6	6	9	7	1	2	0		
30	4	8	10	2	8	11	8	4	0	0	3	2		
45	7	3	21	10	6	7	11	1	4	0	3	1		
00	3	10	8	9	8	6	9	5	3	4	1	0		
<b>Hr Total</b>	<b>21</b>	<b>23</b>	<b>43</b>	<b>27</b>	<b>27</b>	<b>30</b>	<b>34</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>3</b>		
<b>24 Hour Total:</b>		453				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		76				PM 4:00-5:00		27	7:00	76	0.56			
AM 8:00-9:00		26				PM 5:00-6:00		30	14:00	43	0.51			

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	2	1	0	0	0	0	2	30	17	8	7	12		
30	0	3	0	2	1	2	7	62	8	14	6	11		
45	1	2	0	2	4	3	9	27	9	17	13	10		
00	0	0	0	0	0	0	10	18	11	7	6	9		
<b>Hr Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>28</b>	<b>137</b>	<b>45</b>	<b>46</b>	<b>32</b>	<b>42</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	13	10	19	16	23	15	14	13	14	11	9	4		
30	9	14	29	10	16	19	19	11	6	3	7	3		
45	11	11	40	16	12	16	15	12	10	4	4	4		
00	5	21	14	19	23	16	17	13	6	6	3	0		
<b>Hr Total</b>	<b>38</b>	<b>56</b>	<b>102</b>	<b>61</b>	<b>74</b>	<b>66</b>	<b>65</b>	<b>49</b>	<b>36</b>	<b>24</b>	<b>23</b>	<b>11</b>		
<b>24 Hour Total:</b>		958				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>				
AM 7:00-8:00		137				PM 4:00-5:00		74	7:00	137	0.55			
AM 8:00-9:00		45				PM 5:00-6:00		66	14:00	102	0.64			

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 5C:Ames Haven Rd: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	14	9	2	5	7
30	0	1	0	1	1	0	1	23	3	3	1	4
45	1	1	0	1	1	0	3	9	5	5	4	6
00	1	0	0	0	0	0	5	7	3	4	5	6
<b>Hr Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>20</b>	<b>14</b>	<b>15</b>	<b>23</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	11	8	15	9	7	6	5	7	5	3
30	5	6	17	6	7	10	9	9	6	4	3	2
45	4	5	21	8	8	9	7	8	4	3	1	2
00	3	7	8	11	13	11	8	4	6	3	1	1
<b>Hr Total</b>	<b>18</b>	<b>23</b>	<b>57</b>	<b>33</b>	<b>43</b>	<b>39</b>	<b>31</b>	<b>27</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>8</b>

<b>24 Hour Total:</b>	470							<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>	
AM 7:00-8:00	53				PM 4:00-5:00	43		AM Peak Hour:	7:00	52	0.57	
AM 8:00-9:00	20				PM 5:00-6:00	39		PM Peak Hour:	14:00	58	0.69	

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	1	17	6	5	3	6
30	0	1	1	0	1	1	7	31	6	6	5	7
45	0	0	0	1	2	1	9	16	7	8	8	4
00	1	0	0	0	0	0	6	9	7	6	4	5
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>23</b>	<b>73</b>	<b>26</b>	<b>25</b>	<b>20</b>	<b>22</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	4	4	6	4	7	8	6	4	5	2	0
30	4	7	9	8	6	9	7	4	3	2	2	1
45	6	4	24	7	6	6	7	6	4	1	1	1
00	6	7	8	7	6	6	8	5	2	3	0	0
<b>Hr Total</b>	<b>21</b>	<b>22</b>	<b>45</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>30</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>2</b>

<b>24 Hour Total:</b>	447							<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>	
AM 7:00-8:00	73				PM 4:00-5:00	22		AM Peak Hour:	7:00	73	0.59	
AM 8:00-9:00	26				PM 5:00-6:00	28		PM Peak Hour:	14:00	46	0.47	

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	2	31	14	8	7	14
30	1	2	1	1	2	1	8	53	9	9	6	11
45	1	1	0	2	3	1	12	25	12	13	12	10
00	1	0	0	0	0	0	12	16	10	10	9	11
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>34</b>	<b>125</b>	<b>45</b>	<b>40</b>	<b>34</b>	<b>46</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	9	15	15	19	16	14	12	9	11	6	3
30	9	13	27	14	13	18	16	13	9	6	6	2
45	10	10	45	15	14	15	14	14	9	4	3	3
00	9	15	16	18	19	17	16	9	8	5	1	1
<b>Hr Total</b>	<b>39</b>	<b>47</b>	<b>103</b>	<b>62</b>	<b>65</b>	<b>66</b>	<b>60</b>	<b>48</b>	<b>35</b>	<b>26</b>	<b>16</b>	<b>9</b>

<b>24 Hour Total:</b>	918							<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>	
AM 7:00-8:00	125				PM 4:00-5:00	65		AM Peak Hour:	7:00	126	0.59	
AM 8:00-9:00	45				PM 5:00-6:00	66		PM Peak Hour:	14:00	103	0.57	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7A:Neptune Rd: SE of Tohoqua Ent	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	11	10	17	25	63	204	279	223	197	130	145	
30	24	7	11	16	37	76	201	238	234	184	141	191	
45	11	8	8	17	34	90	209	244	235	170	129	137	
00	10	4	10	20	41	123	264	259	182	160	126	150	
<b>Hr Total</b>	<b>56</b>	<b>30</b>	<b>39</b>	<b>70</b>	<b>137</b>	<b>352</b>	<b>878</b>	<b>1020</b>	<b>874</b>	<b>711</b>	<b>526</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	131	154	177	196	212	205	144	170	116	88	57	42	
30	140	164	196	206	186	190	155	141	134	99	64	38	
45	174	170	183	209	185	182	162	110	107	65	44	22	
00	170	184	149	213	189	178	119	103	101	74	25	17	
<b>Hr Total</b>	<b>615</b>	<b>672</b>	<b>705</b>	<b>824</b>	<b>772</b>	<b>755</b>	<b>580</b>	<b>524</b>	<b>458</b>	<b>326</b>	<b>190</b>	<b>119</b>	
<b>24 Hour Total:</b>		11,856				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,020				PM 4:00-5:00		772		AM Peak Hour:		6:45 1,025 0.92	
AM 8:00-9:00		874				PM 5:00-6:00		755		PM Peak Hour:		15:15 840 0.99	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	19	6	8	12	17	71	170	117	119	134	160	
30	21	14	7	4	9	32	101	132	143	134	112	137	
45	22	16	11	3	10	56	118	146	133	145	104	141	
00	25	21	12	7	19	59	138	148	138	113	113	131	
<b>Hr Total</b>	<b>100</b>	<b>70</b>	<b>36</b>	<b>22</b>	<b>50</b>	<b>164</b>	<b>428</b>	<b>596</b>	<b>531</b>	<b>511</b>	<b>463</b>	<b>569</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	147	165	247	247	307	279	198	131	103	83	39	
30	147	150	193	243	300	327	282	134	130	114	76	49	
45	148	173	205	236	248	343	218	162	111	88	69	49	
00	168	165	273	252	313	306	214	155	89	92	57	39	
<b>Hr Total</b>	<b>629</b>	<b>635</b>	<b>836</b>	<b>978</b>	<b>1108</b>	<b>1283</b>	<b>993</b>	<b>649</b>	<b>461</b>	<b>397</b>	<b>285</b>	<b>176</b>	
<b>24 Hour Total:</b>		11,970				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		596				PM 4:00-5:00		1,108		AM Peak Hour:		7:00 596 0.88	
AM 8:00-9:00		531				PM 5:00-6:00		1,283		PM Peak Hour:		16:45 1,290 0.94	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	30	16	25	37	80	275	449	340	316	264	305	
30	45	21	18	20	46	108	302	370	377	318	253	328	
45	33	24	19	20	44	146	327	390	368	315	233	278	
00	35	25	22	27	60	182	402	407	320	273	239	281	
<b>Hr Total</b>	<b>156</b>	<b>100</b>	<b>75</b>	<b>92</b>	<b>187</b>	<b>516</b>	<b>1306</b>	<b>1616</b>	<b>1405</b>	<b>1222</b>	<b>989</b>	<b>1192</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	297	301	342	443	459	512	423	368	247	191	140	81	
30	287	314	389	449	486	517	437	275	264	213	140	87	
45	322	343	388	445	433	525	380	272	218	153	113	71	
00	338	349	422	465	502	484	333	258	190	166	82	56	
<b>Hr Total</b>	<b>1244</b>	<b>1307</b>	<b>1541</b>	<b>1802</b>	<b>1880</b>	<b>2038</b>	<b>1573</b>	<b>1173</b>	<b>919</b>	<b>723</b>	<b>475</b>	<b>295</b>	
<b>24 Hour Total:</b>		23,826				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,616				PM 4:00-5:00		1,880		AM Peak Hour:		7:00 1,616 0.90	
AM 8:00-9:00		1,405				PM 5:00-6:00		2,038		PM Peak Hour:		16:45 2,056 0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7A:Neptune Rd: SE of Tohoqua Ent	

25-Apr-18 (Wed)		Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	7	7	14	23	63	197	280	225	170	165	164	
30	15	11	5	14	29	79	220	237	217	190	137	165	
45	12	9	8	15	47	103	255	220	219	194	147	166	
00	6	5	6	14	35	130	284	255	197	153	158	137	
<b>Hr Total</b>	<b>52</b>	<b>32</b>	<b>26</b>	<b>57</b>	<b>134</b>	<b>375</b>	<b>956</b>	<b>992</b>	<b>858</b>	<b>707</b>	<b>607</b>	<b>632</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	157	181	169	179	213	205	169	146	131	128	52	33	
30	168	134	210	187	221	199	190	146	121	98	55	35	
45	158	152	181	202	192	202	174	139	110	80	41	26	
00	125	182	178	210	207	159	157	118	101	63	49	22	
<b>Hr Total</b>	<b>608</b>	<b>649</b>	<b>738</b>	<b>778</b>	<b>833</b>	<b>765</b>	<b>690</b>	<b>549</b>	<b>463</b>	<b>369</b>	<b>197</b>	<b>116</b>	
<b>24 Hour Total:</b> 12,183							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	992	0.89		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:00	833	0.94		

25-Apr-18 (Wed)		Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	19	9	5	12	18	81	137	172	152	113	151	
30	24	15	6	8	8	37	97	135	135	117	131	165	
45	24	8	11	7	12	51	100	171	150	126	136	149	
00	25	17	12	9	14	56	140	157	164	156	140	152	
<b>Hr Total</b>	<b>108</b>	<b>59</b>	<b>38</b>	<b>29</b>	<b>46</b>	<b>162</b>	<b>418</b>	<b>600</b>	<b>621</b>	<b>551</b>	<b>520</b>	<b>617</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	125	145	134	230	193	299	292	169	146	130	92	37	
30	174	167	190	230	295	305	244	201	132	107	87	51	
45	170	181	243	261	281	297	226	148	126	84	66	46	
00	149	173	260	261	315	310	207	141	116	82	40	39	
<b>Hr Total</b>	<b>618</b>	<b>666</b>	<b>827</b>	<b>982</b>	<b>1084</b>	<b>1211</b>	<b>969</b>	<b>659</b>	<b>520</b>	<b>403</b>	<b>285</b>	<b>173</b>	
<b>24 Hour Total:</b> 12,166							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		8:00	621	0.90		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	1,211	0.98		

25-Apr-18 (Wed)		TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	26	16	19	35	81	278	417	397	322	278	315	
30	39	26	11	22	37	116	317	372	352	307	268	330	
45	36	17	19	22	59	154	355	391	369	320	283	315	
00	31	22	18	23	49	186	424	412	361	309	298	289	
<b>Hr Total</b>	<b>160</b>	<b>91</b>	<b>64</b>	<b>86</b>	<b>180</b>	<b>537</b>	<b>1374</b>	<b>1592</b>	<b>1479</b>	<b>1258</b>	<b>1127</b>	<b>1249</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	282	326	303	409	406	504	461	315	277	258	144	70	
30	342	301	400	417	516	504	434	347	253	205	142	86	
45	328	333	424	463	473	499	400	287	236	164	107	72	
00	274	355	438	471	522	469	364	259	217	145	89	61	
<b>Hr Total</b>	<b>1226</b>	<b>1315</b>	<b>1565</b>	<b>1760</b>	<b>1917</b>	<b>1976</b>	<b>1659</b>	<b>1208</b>	<b>983</b>	<b>772</b>	<b>482</b>	<b>289</b>	
<b>24 Hour Total:</b> 24,349							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	1,592	0.95		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	1,976	0.98		

# Roadway Count Summary

Start Date 04/24/2018 (Tue)	Start Time 00:00
Stop Date 04/26/2018 (Thu)	Stop Time 24:00
County Osceola	
Location 7A:Neptune Rd: SE of Tohoqua Ent	

26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	10	12	7	23	72	191	304	226	163	150	151	
30	17	7	12	11	36	90	226	266	227	190	155	178	
45	15	9	6	19	40	107	240	247	213	185	154	162	
00	9	10	9	18	48	122	263	230	213	168	139	176	
<b>Hr Total</b>	<b>55</b>	<b>36</b>	<b>39</b>	<b>55</b>	<b>147</b>	<b>391</b>	<b>920</b>	<b>1047</b>	<b>879</b>	<b>706</b>	<b>598</b>	<b>667</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	163	165	175	224	221	187	144	117	110	52	42	
30	158	184	185	199	178	198	197	156	110	77	62	43	
45	168	159	167	211	197	199	186	108	122	78	44	23	
00	169	191	153	204	191	175	150	113	101	63	45	27	
<b>Hr Total</b>	<b>633</b>	<b>697</b>	<b>670</b>	<b>789</b>	<b>790</b>	<b>793</b>	<b>720</b>	<b>521</b>	<b>450</b>	<b>328</b>	<b>203</b>	<b>135</b>	
<b>24 Hour Total:</b>		12,269				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,047				PM 4:00-5:00		7:00		1,047		0.86	
AM 8:00-9:00		879				PM 5:00-6:00		17:00		793		0.90	

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	36	18	6	9	7	18	65	169	148	145	156	147	
30	35	16	17	8	10	34	97	123	133	123	143	144	
45	39	12	15	8	18	42	109	173	133	130	140	144	
00	27	18	10	4	21	50	145	164	129	118	163	169	
<b>Hr Total</b>	<b>137</b>	<b>64</b>	<b>48</b>	<b>29</b>	<b>56</b>	<b>144</b>	<b>416</b>	<b>629</b>	<b>543</b>	<b>516</b>	<b>602</b>	<b>604</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	164	128	158	248	283	302	260	197	142	102	70	50	
30	175	160	192	237	315	308	211	178	110	90	58	54	
45	152	156	222	243	263	299	191	194	107	116	73	52	
00	140	140	267	165	297	305	194	170	105	74	61	52	
<b>Hr Total</b>	<b>631</b>	<b>584</b>	<b>839</b>	<b>893</b>	<b>1158</b>	<b>1214</b>	<b>856</b>	<b>739</b>	<b>464</b>	<b>382</b>	<b>262</b>	<b>208</b>	
<b>24 Hour Total:</b>		12,018				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		629				PM 4:00-5:00		7:00		629		0.91	
AM 8:00-9:00		543				PM 5:00-6:00		17:00		1,214		0.99	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	50	28	18	16	30	90	256	473	374	308	306	298	
30	52	23	29	19	46	124	323	389	360	313	298	322	
45	54	21	21	27	58	149	349	420	346	315	294	306	
00	36	28	19	22	69	172	408	394	342	286	302	345	
<b>Hr Total</b>	<b>192</b>	<b>100</b>	<b>87</b>	<b>84</b>	<b>203</b>	<b>535</b>	<b>1336</b>	<b>1676</b>	<b>1422</b>	<b>1222</b>	<b>1200</b>	<b>1271</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	302	291	323	423	507	523	447	341	259	212	122	92	
30	333	344	377	436	493	506	408	334	220	167	120	97	
45	320	315	389	454	460	498	377	302	229	194	117	75	
00	309	331	420	369	488	480	344	283	206	137	106	79	
<b>Hr Total</b>	<b>1264</b>	<b>1281</b>	<b>1509</b>	<b>1682</b>	<b>1948</b>	<b>2007</b>	<b>1576</b>	<b>1260</b>	<b>914</b>	<b>710</b>	<b>465</b>	<b>343</b>	
<b>24 Hour Total:</b>		24,287				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,676				PM 4:00-5:00		7:00		1,676		0.89	
AM 8:00-9:00		1,422				PM 5:00-6:00		17:00		2,007		0.96	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7A:Neptune Rd: SE of Tohoqua Ent	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	10	13	24	66	197	288	225	177	148	153
30	19	8	9	14	34	82	216	247	226	188	144	178
45	13	9	7	17	40	100	235	237	222	183	143	155
00	8	6	8	17	41	125	270	248	197	160	141	154
<b>Hr Total</b>	<b>55</b>	<b>32</b>	<b>34</b>	<b>61</b>	<b>139</b>	<b>373</b>	<b>918</b>	<b>1020</b>	<b>870</b>	<b>708</b>	<b>576</b>	<b>640</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	166	170	183	216	210	167	153	121	109	54	39
30	155	161	197	197	195	196	181	148	122	91	60	39
45	167	160	177	207	191	194	174	119	113	74	43	24
00	155	186	160	209	196	171	142	111	101	67	40	22
<b>Hr Total</b>	<b>619</b>	<b>673</b>	<b>704</b>	<b>796</b>	<b>798</b>	<b>771</b>	<b>664</b>	<b>531</b>	<b>457</b>	<b>341</b>	<b>197</b>	<b>124</b>

<b>24 Hour Total:</b>	12,101			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,020	PM 4:00-5:00	798	AM Peak Hour:	7:00	1,020	0.89
AM 8:00-9:00	870	PM 5:00-6:00	771	PM Peak Hour:	16:00	798	0.92

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	7	7	10	18	72	159	146	139	134	153
30	27	15	10	7	9	34	98	130	137	125	129	149
45	28	12	12	6	13	50	109	163	139	134	127	145
00	26	19	11	7	18	55	141	156	144	129	139	151
<b>Hr Total</b>	<b>115</b>	<b>65</b>	<b>40</b>	<b>27</b>	<b>50</b>	<b>157</b>	<b>420</b>	<b>608</b>	<b>566</b>	<b>527</b>	<b>529</b>	<b>598</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	140	152	242	241	303	277	188	140	112	82	42
30	165	159	192	237	303	313	246	171	124	104	74	51
45	157	170	223	247	264	313	212	168	115	96	69	49
00	152	159	267	226	308	307	205	155	103	83	53	43
<b>Hr Total</b>	<b>626</b>	<b>628</b>	<b>834</b>	<b>952</b>	<b>1116</b>	<b>1236</b>	<b>940</b>	<b>682</b>	<b>482</b>	<b>395</b>	<b>278</b>	<b>185</b>

<b>24 Hour Total:</b>	12,056			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	608	PM 4:00-5:00	1,116	AM Peak Hour:	7:00	608	0.93
AM 8:00-9:00	566	PM 5:00-6:00	1,236	PM Peak Hour:	17:00	1,236	0.99

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	17	20	34	84	270	446	370	315	283	306
30	45	23	19	20	43	116	314	377	363	313	273	327
45	41	21	20	23	54	150	344	400	361	317	270	300
00	34	25	20	24	59	180	411	404	341	289	280	305
<b>Hr Total</b>	<b>169</b>	<b>97</b>	<b>76</b>	<b>87</b>	<b>190</b>	<b>530</b>	<b>1339</b>	<b>1627</b>	<b>1435</b>	<b>1234</b>	<b>1106</b>	<b>1238</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	306	323	425	457	513	444	341	261	220	135	81
30	321	320	389	434	498	509	426	319	246	195	134	90
45	323	330	400	454	455	507	386	287	228	170	112	73
00	307	345	427	435	504	478	347	267	204	149	92	65
<b>Hr Total</b>	<b>1245</b>	<b>1301</b>	<b>1539</b>	<b>1748</b>	<b>1914</b>	<b>2007</b>	<b>1603</b>	<b>1214</b>	<b>939</b>	<b>734</b>	<b>473</b>	<b>309</b>

<b>24 Hour Total:</b>	24,154			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,627	PM 4:00-5:00	1,914	AM Peak Hour:	7:00	1,628	0.91
AM 8:00-9:00	1,435	PM 5:00-6:00	2,007	PM Peak Hour:	17:00	2,007	0.98



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7B:Neptune Rd: NW of Tohoqua Ent	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	13	9	10	16	26	62	188	232	208	198	155	135	
30	18	9	11	15	37	80	199	247	281	189	152	188	
45	17	10	6	17	33	85	161	260	243	178	123	149	
00	9	4	12	20	40	122	208	284	181	153	136	151	
<b>Hr Total</b>	<b>57</b>	<b>32</b>	<b>39</b>	<b>68</b>	<b>136</b>	<b>349</b>	<b>756</b>	<b>1023</b>	<b>913</b>	<b>718</b>	<b>566</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	164	161	196	233	214	140	162	127	91	57	37	
30	154	153	183	205	197	189	183	148	147	102	61	42	
45	175	180	193	225	183	174	174	133	117	69	47	22	
00	168	157	195	216	195	186	156	122	97	71	26	17	
<b>Hr Total</b>	<b>635</b>	<b>654</b>	<b>732</b>	<b>842</b>	<b>808</b>	<b>763</b>	<b>653</b>	<b>565</b>	<b>488</b>	<b>333</b>	<b>191</b>	<b>118</b>	
<b>24 Hour Total:</b>		12,062				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,023				PM 4:00-5:00		808	AM Peak Hour:	7:30	1,033	0.91	
AM 8:00-9:00		913				PM 5:00-6:00		763	PM Peak Hour:	15:15	879	0.94	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	21	6	8	13	24	73	166	140	121	160	166	
30	21	13	9	2	7	37	126	171	137	144	107	127	
45	25	15	11	5	12	56	146	168	151	139	112	154	
00	22	20	12	11	20	67	168	175	151	130	138	144	
<b>Hr Total</b>	<b>101</b>	<b>69</b>	<b>38</b>	<b>26</b>	<b>52</b>	<b>184</b>	<b>513</b>	<b>680</b>	<b>579</b>	<b>534</b>	<b>517</b>	<b>591</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	159	156	193	222	250	313	251	198	144	118	85	37	
30	178	155	194	238	290	319	204	138	129	107	75	51	
45	143	174	188	244	254	328	220	154	112	88	65	51	
00	169	151	222	236	315	294	215	142	85	85	50	42	
<b>Hr Total</b>	<b>649</b>	<b>636</b>	<b>797</b>	<b>940</b>	<b>1109</b>	<b>1254</b>	<b>890</b>	<b>632</b>	<b>470</b>	<b>398</b>	<b>275</b>	<b>181</b>	
<b>24 Hour Total:</b>		12,115				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680				PM 4:00-5:00		1,109	AM Peak Hour:	7:00	680	0.97	
AM 8:00-9:00		579				PM 5:00-6:00		1,254	PM Peak Hour:	16:45	1,275	0.97	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	46	30	16	24	39	86	261	398	348	319	315	301	
30	39	22	20	17	44	117	325	418	418	333	259	315	
45	42	25	17	22	45	141	307	428	394	317	235	303	
00	31	24	24	31	60	189	376	459	332	283	274	295	
<b>Hr Total</b>	<b>158</b>	<b>101</b>	<b>77</b>	<b>94</b>	<b>188</b>	<b>533</b>	<b>1269</b>	<b>1703</b>	<b>1492</b>	<b>1252</b>	<b>1083</b>	<b>1214</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	297	320	354	418	483	527	391	360	271	209	142	74	
30	332	308	377	443	487	508	387	286	276	209	136	93	
45	318	354	381	469	437	502	394	287	229	157	112	73	
00	337	308	417	452	510	480	371	264	182	156	76	59	
<b>Hr Total</b>	<b>1284</b>	<b>1290</b>	<b>1529</b>	<b>1782</b>	<b>1917</b>	<b>2017</b>	<b>1543</b>	<b>1197</b>	<b>958</b>	<b>731</b>	<b>466</b>	<b>299</b>	
<b>24 Hour Total:</b>		24,177				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,703				PM 4:00-5:00		1,917	AM Peak Hour:	7:00	1,703	0.93	
AM 8:00-9:00		1,492				PM 5:00-6:00		2,017	PM Peak Hour:	16:45	2,047	0.97	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7B:Neptune Rd: NW of Tohoqua Ent	

25-Apr-18 (Wed)		<u>Northbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	21	7	9	13	21	64	199	231	241	164	165	152	
30	16	10	5	14	26	76	196	239	199	185	150	164	
45	11	9	7	15	50	93	226	254	217	192	136	156	
00	8	4	7	14	34	127	213	281	207	163	164	146	
<b>Hr Total</b>	<b>56</b>	<b>30</b>	<b>28</b>	<b>56</b>	<b>131</b>	<b>360</b>	<b>834</b>	<b>1005</b>	<b>864</b>	<b>704</b>	<b>615</b>	<b>618</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	162	173	150	191	221	200	160	153	125	121	49	33	
30	155	140	196	185	224	204	196	141	126	96	56	36	
45	161	155	200	212	198	205	169	136	118	79	42	26	
00	126	162	209	220	197	151	171	125	103	67	50	23	
<b>Hr Total</b>	<b>604</b>	<b>630</b>	<b>755</b>	<b>808</b>	<b>840</b>	<b>760</b>	<b>696</b>	<b>555</b>	<b>472</b>	<b>363</b>	<b>197</b>	<b>118</b>	
<b>24 Hour Total:</b>		12,099				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,005				PM 4:00-5:00		840	7:00	1,005	0.89		
AM 8:00-9:00		864				PM 5:00-6:00		760	16:00	840	0.94		

25-Apr-18 (Wed)		<u>Southbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	30	20	9	7	11	19	81	184	152	156	127	142	
30	27	11	9	7	14	45	116	159	123	120	143	166	
45	26	10	9	6	12	49	140	183	162	132	133	157	
00	22	16	13	11	16	68	147	144	161	148	143	133	
<b>Hr Total</b>	<b>105</b>	<b>57</b>	<b>40</b>	<b>31</b>	<b>53</b>	<b>181</b>	<b>484</b>	<b>670</b>	<b>598</b>	<b>556</b>	<b>546</b>	<b>598</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	121	162	162	219	184	291	283	168	148	129	93	40	
30	173	164	184	242	312	296	249	184	124	105	88	48	
45	174	183	218	239	299	301	206	152	133	77	60	49	
00	159	183	188	250	306	299	200	127	112	82	40	34	
<b>Hr Total</b>	<b>627</b>	<b>692</b>	<b>752</b>	<b>950</b>	<b>1101</b>	<b>1187</b>	<b>938</b>	<b>631</b>	<b>517</b>	<b>393</b>	<b>281</b>	<b>171</b>	
<b>24 Hour Total:</b>		12,159				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		670				PM 4:00-5:00		1,101	7:00	670	0.91		
AM 8:00-9:00		598				PM 5:00-6:00		1,187	17:00	1,187	0.99		

25-Apr-18 (Wed)		<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	51	27	18	20	32	83	280	415	393	320	292	294	
30	43	21	14	21	40	121	312	398	322	305	293	330	
45	37	19	16	21	62	142	366	437	379	324	269	313	
00	30	20	20	25	50	195	360	425	368	311	307	279	
<b>Hr Total</b>	<b>161</b>	<b>87</b>	<b>68</b>	<b>87</b>	<b>184</b>	<b>541</b>	<b>1318</b>	<b>1675</b>	<b>1462</b>	<b>1260</b>	<b>1161</b>	<b>1216</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	283	335	312	410	405	491	443	321	273	250	142	73	
30	328	304	380	427	536	500	445	325	250	201	144	84	
45	335	338	418	451	497	506	375	288	251	156	102	75	
00	285	345	397	470	503	450	371	252	215	149	90	57	
<b>Hr Total</b>	<b>1231</b>	<b>1322</b>	<b>1507</b>	<b>1758</b>	<b>1941</b>	<b>1947</b>	<b>1634</b>	<b>1186</b>	<b>989</b>	<b>756</b>	<b>478</b>	<b>289</b>	
<b>24 Hour Total:</b>		24,258				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,675				PM 4:00-5:00		1,941	7:00	1,675	0.96		
AM 8:00-9:00		1,462				PM 5:00-6:00		1,947	17:00	1,947	0.96		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7B:Neptune Rd: NW of Tohoqua Ent	

26-Apr-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	11	7	25	67	198	237	224	164	132	142
30	16	6	11	12	38	92	209	261	193	190	131	170
45	15	10	9	16	40	106	209	273	227	152	124	153
00	10	10	9	18	43	109	192	259	199	167	145	141
<b>Hr Total</b>	<b>53</b>	<b>36</b>	<b>40</b>	<b>53</b>	<b>146</b>	<b>374</b>	<b>808</b>	<b>1030</b>	<b>843</b>	<b>673</b>	<b>532</b>	<b>606</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	144	191	201	205	191	188	145	134	113	49	30
30	151	168	198	217	191	186	171	134	134	98	55	35
45	161	160	206	229	196	172	164	123	122	76	42	11
00	169	154	194	228	208	150	157	126	104	70	38	8
<b>Hr Total</b>	<b>628</b>	<b>626</b>	<b>789</b>	<b>875</b>	<b>800</b>	<b>699</b>	<b>680</b>	<b>528</b>	<b>494</b>	<b>357</b>	<b>184</b>	<b>84</b>
<b>24 Hour Total:</b>		11,938				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,030		PM 4:00-5:00		800		AM Peak Hour:	7:00	1,030	0.94	
AM 8:00-9:00		843		PM 5:00-6:00		699		PM Peak Hour:	15:00	875	0.96	

26-Apr-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	16	9	7	15	20	68	167	120	143	146	158
30	32	18	16	11	8	37	118	159	134	136	124	133
45	41	12	12	7	20	44	128	168	156	131	119	170
00	25	16	12	9	21	58	166	166	164	141	134	153
<b>Hr Total</b>	<b>136</b>	<b>62</b>	<b>49</b>	<b>34</b>	<b>64</b>	<b>159</b>	<b>480</b>	<b>660</b>	<b>574</b>	<b>551</b>	<b>523</b>	<b>614</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	153	177	221	221	304	263	172	141	128	87	39
30	175	164	191	244	307	311	231	158	130	100	81	50
45	156	176	199	236	272	312	215	155	124	85	63	49
00	152	167	208	243	311	299	212	133	105	81	45	34
<b>Hr Total</b>	<b>626</b>	<b>660</b>	<b>775</b>	<b>944</b>	<b>1111</b>	<b>1226</b>	<b>921</b>	<b>618</b>	<b>500</b>	<b>394</b>	<b>276</b>	<b>172</b>
<b>24 Hour Total:</b>		12,129				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		660		PM 4:00-5:00		1,111		AM Peak Hour:	7:00	660	0.98	
AM 8:00-9:00		574		PM 5:00-6:00		1,226		PM Peak Hour:	17:00	1,226	0.98	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	26	20	14	40	87	266	404	344	307	278	300
30	48	24	27	23	46	129	327	420	327	326	255	303
45	56	22	21	23	60	150	337	441	383	283	243	323
00	35	26	21	27	64	167	358	425	363	308	279	294
<b>Hr Total</b>	<b>189</b>	<b>98</b>	<b>89</b>	<b>87</b>	<b>210</b>	<b>533</b>	<b>1288</b>	<b>1690</b>	<b>1417</b>	<b>1224</b>	<b>1055</b>	<b>1220</b>
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	297	368	422	426	495	451	317	275	241	136	69
30	326	332	389	461	498	497	402	292	264	198	136	85
45	317	336	405	465	468	484	379	278	246	161	105	60
00	321	321	402	471	519	449	369	259	209	151	83	42
<b>Hr Total</b>	<b>1254</b>	<b>1286</b>	<b>1564</b>	<b>1819</b>	<b>1911</b>	<b>1925</b>	<b>1601</b>	<b>1146</b>	<b>994</b>	<b>751</b>	<b>460</b>	<b>256</b>
<b>24 Hour Total:</b>		24,067				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,690		PM 4:00-5:00		1,911		AM Peak Hour:	7:00	1,690	0.96	
AM 8:00-9:00		1,417		PM 5:00-6:00		1,925		PM Peak Hour:	17:00	1,925	0.97	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7B:Neptune Rd: NW of Tohoqua Ent	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	10	12	24	64	195	233	224	175	151	143
30	17	8	9	14	34	83	201	249	224	188	144	174
45	14	10	7	16	41	95	199	262	229	174	128	153
00	9	6	9	17	39	119	204	275	196	161	148	146
<b>Hr Total</b>	<b>55</b>	<b>33</b>	<b>35</b>	<b>59</b>	<b>138</b>	<b>361</b>	<b>799</b>	<b>1019</b>	<b>873</b>	<b>698</b>	<b>571</b>	<b>616</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	160	167	196	220	202	163	153	129	108	52	33
30	153	154	192	202	204	193	183	141	136	99	57	38
45	166	165	200	222	192	184	169	131	119	75	44	20
00	154	158	199	221	200	162	161	124	101	69	38	16
<b>Hr Total</b>	<b>622</b>	<b>637</b>	<b>758</b>	<b>841</b>	<b>816</b>	<b>741</b>	<b>676</b>	<b>549</b>	<b>485</b>	<b>351</b>	<b>191</b>	<b>107</b>

<b>24 Hour Total:</b>	12,031			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,019	PM 4:00-5:00	816	AM Peak Hour:	7:00	1,019	0.93
AM 8:00-9:00	873	PM 5:00-6:00	741	PM Peak Hour:	15:00	842	0.95

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	8	7	13	21	74	172	137	140	144	155
30	27	14	11	7	10	40	120	163	131	133	125	142
45	31	12	11	6	15	50	138	173	156	134	121	160
00	23	17	12	10	19	64	160	162	159	140	138	143
<b>Hr Total</b>	<b>115</b>	<b>62</b>	<b>42</b>	<b>30</b>	<b>57</b>	<b>175</b>	<b>492</b>	<b>670</b>	<b>583</b>	<b>547</b>	<b>528</b>	<b>600</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	157	177	221	218	303	266	179	144	125	88	39
30	175	161	190	241	303	309	228	160	128	104	81	50
45	158	178	202	240	275	314	214	154	123	83	63	50
00	160	167	206	243	311	297	209	134	101	83	45	37
<b>Hr Total</b>	<b>634</b>	<b>663</b>	<b>775</b>	<b>945</b>	<b>1107</b>	<b>1223</b>	<b>917</b>	<b>627</b>	<b>496</b>	<b>395</b>	<b>277</b>	<b>176</b>

<b>24 Hour Total:</b>	12,136			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	670	PM 4:00-5:00	1,107	AM Peak Hour:	7:00	670	0.97
AM 8:00-9:00	583	PM 5:00-6:00	1,223	PM Peak Hour:	17:00	1,222	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	18	19	37	85	269	406	362	315	295	298
30	43	22	20	20	43	122	321	412	356	321	269	316
45	45	22	18	22	56	144	337	435	385	308	249	313
00	32	23	22	28	58	184	365	436	354	301	287	289
<b>Hr Total</b>	<b>169</b>	<b>95</b>	<b>78</b>	<b>89</b>	<b>194</b>	<b>535</b>	<b>1292</b>	<b>1689</b>	<b>1457</b>	<b>1245</b>	<b>1100</b>	<b>1216</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	317	345	417	438	504	428	333	273	233	140	72
30	329	315	382	444	507	502	411	301	263	203	139	87
45	323	343	401	462	467	497	383	284	242	158	106	69
00	314	325	405	464	511	460	370	258	202	152	83	53
<b>Hr Total</b>	<b>1256</b>	<b>1300</b>	<b>1533</b>	<b>1787</b>	<b>1923</b>	<b>1963</b>	<b>1592</b>	<b>1176</b>	<b>980</b>	<b>746</b>	<b>468</b>	<b>281</b>

<b>24 Hour Total:</b>	24,164			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,689	PM 4:00-5:00	1,923	AM Peak Hour:	7:00	1,689	0.97
AM 8:00-9:00	1,457	PM 5:00-6:00	1,963	PM Peak Hour:	17:00	1,963	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7C:Tohoqua Ent: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	0	0	0	0	0	4	60	4	0	0	12	
30	0	0	0	0	0	0	8	19	4	4	0	0	
45	0	0	0	0	0	0	16	16	0	0	0	1	
00	0	0	0	0	0	4	68	15	7	2	4	0	
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>110</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>13</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	4	25	8	7	37	1	2	1	11	0	0	
30	0	0	3	7	6	4	12	0	0	4	0	0	
45	0	6	6	19	13	0	8	4	0	0	0	0	
00	4	18	12	9	30	1	3	0	4	0	0	0	
<b>Hr Total</b>	<b>4</b>	<b>28</b>	<b>46</b>	<b>43</b>	<b>56</b>	<b>42</b>	<b>24</b>	<b>6</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		519					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		110					PM 4:00-5:00		56		6:30	163	0.60
AM 8:00-9:00		15					PM 5:00-6:00		42		16:15	86	0.58

24-Apr-18 (Tue)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	0	0	0	0	0	0	45	0	4	0	3	
30	0	0	0	0	0	0	6	14	1	4	0	0	
45	0	0	0	0	0	0	0	4	4	0	0	0	
00	0	0	0	0	0	1	10	9	2	7	0	5	
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>8</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	1	5	11	7	11	25	14	0	0	2	0	0	
30	0	0	5	6	10	6	2	0	17	13	0	0	
45	0	11	54	2	5	2	0	2	2	0	0	0	
00	0	7	21	11	14	2	2	2	0	0	0	0	
<b>Hr Total</b>	<b>1</b>	<b>23</b>	<b>91</b>	<b>26</b>	<b>40</b>	<b>35</b>	<b>18</b>	<b>4</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		393					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		72					PM 4:00-5:00		40		6:45	73	0.41
AM 8:00-9:00		7					PM 5:00-6:00		35		14:00	91	0.42

24-Apr-18 (Tue)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	4	0	0	0	0	0	4	105	4	4	0	15	
30	0	0	0	0	0	0	14	33	5	8	0	0	
45	0	0	0	0	0	0	16	20	4	0	0	1	
00	0	0	0	0	0	5	78	24	9	9	4	5	
<b>Hr Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>112</b>	<b>182</b>	<b>22</b>	<b>21</b>	<b>4</b>	<b>21</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	1	9	36	15	18	62	15	2	1	13	0	0	
30	0	0	8	13	16	10	14	0	17	17	0	0	
45	0	17	60	21	18	2	8	6	2	0	0	0	
00	4	25	33	20	44	3	5	2	4	0	0	0	
<b>Hr Total</b>	<b>5</b>	<b>51</b>	<b>137</b>	<b>69</b>	<b>96</b>	<b>77</b>	<b>42</b>	<b>10</b>	<b>24</b>	<b>30</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		912					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		182					PM 4:00-5:00		96		6:45	236	0.56
AM 8:00-9:00		22					PM 5:00-6:00		77		16:15	140	0.56

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7C:Tohoqua Ent: NEof Neptune Rd	

25-Apr-18 (Wed)		<u>Eastbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	4	74	6	2	14	14	
30	0	0	0	0	0	0	9	15	4	1	6	0	
45	0	0	3	0	0	2	27	10	0	6	4	8	
00	0	0	4	0	0	4	58	4	4	2	2	6	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>103</b>	<b>14</b>	<b>11</b>	<b>26</b>	<b>28</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	8	24	0	7	39	11	3	4	0	0	0	
30	5	2	14	0	9	33	5	0	0	0	0	0	
45	0	5	5	0	14	14	5	0	0	0	0	0	
00	4	18	19	2	40	4	8	0	0	0	0	0	
<b>Hr Total</b>	<b>9</b>	<b>33</b>	<b>62</b>	<b>2</b>	<b>70</b>	<b>90</b>	<b>29</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		595				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		103				PM 4:00-5:00		7:00		103		0.35	
AM 8:00-9:00		14				PM 5:00-6:00		17:00		90		0.58	

25-Apr-18 (Wed)		<u>Westbound Volume</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	39	4	0	5	2	
30	0	0	0	0	0	0	0	10	0	4	3	8	
45	0	0	7	0	0	0	3	6	0	2	0	0	
00	0	0	0	0	0	0	4	6	6	5	0	5	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>15</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	4	2	13	9	2	24	5	6	7	0	0	0	
30	7	5	6	11	4	12	1	5	0	0	0	0	
45	2	11	66	3	13	5	3	3	0	0	0	0	
00	0	2	19	5	13	4	61	3	0	0	0	0	
<b>Hr Total</b>	<b>13</b>	<b>20</b>	<b>104</b>	<b>28</b>	<b>32</b>	<b>45</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		455				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		61				PM 4:00-5:00		7:00		61		0.39	
AM 8:00-9:00		10				PM 5:00-6:00		14:00		104		0.39	

25-Apr-18 (Wed)		<u>TOTAL TWO WAY (Eastbound Volume + Westbound Volume)</u>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	4	113	10	2	19	16	
30	0	0	0	0	0	0	9	25	4	5	9	8	
45	0	0	10	0	0	2	30	16	0	8	4	8	
00	0	0	4	0	0	4	62	10	10	7	2	11	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>105</b>	<b>164</b>	<b>24</b>	<b>22</b>	<b>34</b>	<b>43</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	4	10	37	9	9	63	16	9	11	0	0	0	
30	12	7	20	11	13	45	6	5	0	0	0	0	
45	2	16	71	3	27	19	8	3	0	0	0	0	
00	4	20	38	7	53	8	69	3	0	0	0	0	
<b>Hr Total</b>	<b>22</b>	<b>53</b>	<b>166</b>	<b>30</b>	<b>102</b>	<b>135</b>	<b>99</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		1,050				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		164				PM 4:00-5:00		7:00		164		0.36	
AM 8:00-9:00		24				PM 5:00-6:00		14:00		166		0.58	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7C:Tohoqua Ent: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	4	84	0	9	16	2	
30	0	0	0	0	0	0	12	10	1	0	0	4	
45	0	0	0	0	0	0	20	4	3	1	0	7	
00	0	0	0	0	0	5	65	6	7	0	0	0	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>101</b>	<b>104</b>	<b>11</b>	<b>10</b>	<b>16</b>	<b>13</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	0	4	21	13	18	44	41	5	0	0	0	0	
30	0	4	10	1	5	67	14	4	0	0	0	0	
45	0	10	4	3	7	63	6	6	0	0	0	0	
00	4	21	21	20	42	31	2	2	0	0	0	0	
<b>Hr Total</b>	<b>4</b>	<b>39</b>	<b>56</b>	<b>37</b>	<b>72</b>	<b>205</b>	<b>63</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		753				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		104				PM 4:00-5:00		7:00		0.31			
AM 8:00-9:00		11				PM 5:00-6:00		17:00		0.76			

26-Apr-18 (Thu)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	43	0	4	3	0	
30	0	0	0	0	0	0	2	9	2	0	4	1	
45	0	0	0	0	0	0	2	7	0	1	0	1	
00	0	0	0	0	0	1	9	8	1	0	2	0	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>2</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	3	8	16	7	17	13	0	4	0	0	0	
30	0	1	2	6	17	18	17	5	0	0	0	0	
45	0	11	67	6	5	11	3	75	0	0	0	0	
00	0	2	39	15	16	10	9	13	0	0	0	0	
<b>Hr Total</b>	<b>3</b>	<b>17</b>	<b>116</b>	<b>43</b>	<b>45</b>	<b>56</b>	<b>42</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		519				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		67				PM 4:00-5:00		7:00		0.39			
AM 8:00-9:00		3				PM 5:00-6:00		14:00		0.43			

26-Apr-18 (Thu)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	4	127	0	13	19	2	
30	0	0	0	0	0	0	14	19	3	0	4	5	
45	0	0	0	0	0	0	22	11	3	2	0	8	
00	0	0	0	0	0	6	74	14	8	0	2	0	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>114</b>	<b>171</b>	<b>14</b>	<b>15</b>	<b>25</b>	<b>15</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	7	29	29	25	61	54	5	4	0	0	0	
30	0	5	12	7	22	85	31	9	0	0	0	0	
45	0	21	71	9	12	74	9	81	0	0	0	0	
00	4	23	60	35	58	41	11	15	0	0	0	0	
<b>Hr Total</b>	<b>7</b>	<b>56</b>	<b>172</b>	<b>80</b>	<b>117</b>	<b>261</b>	<b>105</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		1,272				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		171				PM 4:00-5:00		7:00		0.34			
AM 8:00-9:00		14				PM 5:00-6:00		17:00		0.77			

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 7C:Tohoqua Ent: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	4	73	3	4	10	9
30	0	0	0	0	0	0	10	15	3	2	2	1
45	0	0	1	0	0	1	21	10	1	2	1	5
00	0	0	1	0	0	4	64	8	6	1	2	2
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>99</b>	<b>106</b>	<b>13</b>	<b>9</b>	<b>15</b>	<b>17</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	5	23	7	11	40	18	3	2	4	0	0
30	2	2	9	3	7	35	10	1	0	1	0	0
45	0	7	5	7	11	26	6	3	0	0	0	0
00	4	19	17	10	37	12	4	1	1	0	0	0
<b>Hr Total</b>	<b>6</b>	<b>33</b>	<b>54</b>	<b>27</b>	<b>66</b>	<b>113</b>	<b>38</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>

<b>24 Hour Total:</b>	620											
AM 7:00-8:00	106		PM 4:00-5:00	66		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 8:00-9:00	13		PM 5:00-6:00	113		AM Peak Hour:	7:00	106	0.36			
						PM Peak Hour:	17:00	112	0.70			

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	42	1	3	3	2
30	0	0	0	0	0	0	3	11	1	3	2	3
45	0	0	2	0	0	0	2	6	1	1	0	0
00	0	0	0	0	0	1	8	8	3	4	1	3
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>8</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	3	11	11	7	22	11	2	4	1	0	0
30	2	2	4	8	10	12	7	3	6	4	0	0
45	1	11	62	4	8	6	2	27	1	0	0	0
00	0	4	26	10	14	5	24	6	0	0	0	0
<b>Hr Total</b>	<b>6</b>	<b>20</b>	<b>103</b>	<b>33</b>	<b>39</b>	<b>45</b>	<b>44</b>	<b>38</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>

<b>24 Hour Total:</b>	459											
AM 7:00-8:00	67		PM 4:00-5:00	39		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 8:00-9:00	6		PM 5:00-6:00	45		AM Peak Hour:	7:00	67	0.40			
						PM Peak Hour:	14:00	104	0.42			

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	4	115	5	6	13	11
30	0	0	0	0	0	0	12	26	4	4	4	4
45	0	0	3	0	0	1	23	16	2	3	1	6
00	0	0	1	0	0	5	71	16	9	5	3	5
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>110</b>	<b>173</b>	<b>20</b>	<b>18</b>	<b>21</b>	<b>26</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	9	34	18	17	62	28	5	5	4	0	0
30	4	4	13	10	17	47	17	5	6	6	0	0
45	1	18	67	11	19	32	8	30	1	0	0	0
00	4	23	44	21	52	17	28	7	1	0	0	0
<b>Hr Total</b>	<b>12</b>	<b>54</b>	<b>158</b>	<b>60</b>	<b>105</b>	<b>158</b>	<b>81</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>

<b>24 Hour Total:</b>	1,077											
AM 7:00-8:00	173		PM 4:00-5:00	105		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 8:00-9:00	20		PM 5:00-6:00	158		AM Peak Hour:	7:00	172	0.37			
						PM Peak Hour:	14:00	158	0.59			



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7D:Tohoqua Ent: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	3	5	3	2	4	3	
30	0	0	0	0	0	0	0	2	7	9	5	24	
45	0	1	0	0	0	0	0	1	5	2	5	10	
00	0	0	0	0	0	0	2	3	2	5	2	6	
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>17</b>	<b>18</b>	<b>16</b>	<b>43</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	11	7	5	4	3	6	0	1	0	0	0	0	
30	3	5	5	7	3	1	1	0	1	0	0	0	
45	3	3	5	7	0	4	1	0	0	0	0	0	
00	2	4	4	9	5	0	0	0	0	0	0	0	
<b>Hr Total</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>27</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		221				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		11		PM 4:00-5:00		11		AM Peak Hour:	11:15	51	0.53		
AM 8:00-9:00		17		PM 5:00-6:00		11		PM Peak Hour:	15:00	27	0.75		

24-Apr-18 (Tue)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	0	5	5	2	7	9	
30	1	0	0	0	0	0	8	3	5	13	3	2	
45	0	0	0	0	0	0	6	1	3	0	2	0	
00	0	0	0	0	0	2	12	5	2	13	4	6	
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>14</b>	<b>15</b>	<b>28</b>	<b>16</b>	<b>17</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	1	13	4	1	1	2	0	1	1	0	0	0	
30	7	9	14	1	4	1	2	0	0	0	0	0	
45	4	3	8	9	0	0	0	0	0	0	0	0	
00	4	7	6	2	0	0	0	0	0	0	0	0	
<b>Hr Total</b>	<b>16</b>	<b>32</b>	<b>32</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		225				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		14		PM 4:00-5:00		5		AM Peak Hour:	9:15	33	0.63		
AM 8:00-9:00		15		PM 5:00-6:00		3		PM Peak Hour:	13:45	33	0.59		

24-Apr-18 (Tue)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	3	10	8	4	11	12	
30	1	0	0	0	0	0	8	5	12	22	8	26	
45	0	1	0	0	0	0	6	2	8	2	7	10	
00	0	0	0	0	0	2	14	8	4	18	6	12	
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>25</b>	<b>32</b>	<b>46</b>	<b>32</b>	<b>60</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	12	20	9	5	4	8	0	2	1	0	0	0	
30	10	14	19	8	7	2	3	0	1	0	0	0	
45	7	6	13	16	0	4	1	0	0	0	0	0	
00	6	11	10	11	5	0	0	0	0	0	0	0	
<b>Hr Total</b>	<b>35</b>	<b>51</b>	<b>51</b>	<b>40</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		446				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		25		PM 4:00-5:00		16		AM Peak Hour:	11:00	60	0.58		
AM 8:00-9:00		32		PM 5:00-6:00		14		PM Peak Hour:	13:45	52	0.68		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7D:Tohoqua Ent: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	1	11	5	4	
30	0	0	0	0	0	0	0	6	18	6	8	1	
45	0	0	0	0	0	0	0	5	5	32	3	13	
00	0	0	0	0	0	0	0	2	7	8	7	5	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>57</b>	<b>23</b>	<b>23</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	6	0	15	5	8	1	0	1	0	0	0	0	
30	3	11	2	3	1	3	1	1	0	0	0	0	
45	2	1	12	10	1	1	1	2	1	0	0	0	
00	3	2	1	4	1	6	0	1	0	0	0	0	
<b>Hr Total</b>	<b>14</b>	<b>14</b>	<b>30</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		257				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		13				PM 4:00-5:00		11		AM Peak Hour:		9:00 57 0.45	
AM 8:00-9:00		31				PM 5:00-6:00		11		PM Peak Hour:		14:00 30 0.50	

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	6	9	9	14	8	5	
30	0	0	0	0	0	0	3	8	7	9	11	3	
45	0	0	0	0	0	0	13	5	11	4	14	6	
00	0	0	0	0	0	0	8	2	11	4	26	1	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>24</b>	<b>38</b>	<b>31</b>	<b>59</b>	<b>15</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	7	12	1	3	1	0	0	0	0	0	0	0	
30	2	15	6	13	3	0	0	2	2	0	0	0	
45	6	2	16	3	0	3	2	2	0	0	0	0	
00	15	8	18	0	0	0	0	1	0	0	0	0	
<b>Hr Total</b>	<b>30</b>	<b>37</b>	<b>41</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		341				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		24				PM 4:00-5:00		4		AM Peak Hour:		10:00 59 0.57	
AM 8:00-9:00		38				PM 5:00-6:00		3		PM Peak Hour:		14:00 41 0.57	

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	1	6	9	10	25	13	9	
30	0	0	0	0	0	0	3	14	25	15	19	4	
45	0	0	0	0	0	0	13	10	16	36	17	19	
00	0	0	0	0	0	0	8	4	18	12	33	6	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>37</b>	<b>69</b>	<b>88</b>	<b>82</b>	<b>38</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	13	12	16	8	9	1	0	1	0	0	0	0	
30	5	26	8	16	4	3	1	3	2	0	0	0	
45	8	3	28	13	1	4	3	4	1	0	0	0	
00	18	10	19	4	1	6	0	2	0	0	0	0	
<b>Hr Total</b>	<b>44</b>	<b>51</b>	<b>71</b>	<b>41</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24 Hour Total:</b>		598				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		37				PM 4:00-5:00		15		AM Peak Hour:		9:00 88 0.61	
AM 8:00-9:00		69				PM 5:00-6:00		14		PM Peak Hour:		14:00 71 0.63	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 7D:Tohoqua Ent: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	3	2	0	4	4	
30	0	0	0	0	0	0	0	1	3	1	2	5	
45	0	0	0	0	0	0	0	4	4	8	2	6	
00	0	0	0	0	0	0	0	0	0	5	4	4	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>19</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	11	3	2	4	1	2	2	2	0	0	0	0	
30	1	2	2	4	0	1	1	0	0	0	0	1	
45	8	2	7	2	0	3	1	2	0	0	0	0	
00	9	5	4	7	1	2	2	1	0	0	0	0	
<b>Hr Total</b>	<b>29</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>24 Hour Total:</b>		157				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		8				PM 4:00-5:00		2		AM Peak Hour:	11:00	19	0.79
AM 8:00-9:00		9				PM 5:00-6:00		8		PM Peak Hour:	12:00	29	0.66

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	5	4	17	6	3	
30	0	0	0	0	0	0	9	7	5	3	7	5	
45	0	0	0	0	0	0	9	2	4	7	15	2	
00	0	0	0	0	2	0	13	7	0	8	11	10	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>21</b>	<b>13</b>	<b>35</b>	<b>39</b>	<b>20</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	1	3	7	4	0	0	0	0	0	0	0	0	
30	10	0	5	1	0	0	2	0	0	0	0	1	
45	11	8	0	0	0	2	2	4	0	0	0	0	
00	5	3	2	3	0	3	0	1	0	0	0	0	
<b>Hr Total</b>	<b>27</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>24 Hour Total:</b>		239				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		21				PM 4:00-5:00		0		AM Peak Hour:	10:00	39	0.65
AM 8:00-9:00		13				PM 5:00-6:00		5		PM Peak Hour:	12:00	27	0.61

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	8	6	17	10	7	
30	0	0	0	0	0	0	9	8	8	4	9	10	
45	0	0	0	0	0	0	9	6	8	15	17	8	
00	0	0	0	0	2	0	13	7	0	13	15	14	
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>29</b>	<b>22</b>	<b>49</b>	<b>51</b>	<b>39</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	12	6	9	8	1	2	2	2	0	0	0	0	
30	11	2	7	5	0	1	3	0	0	0	0	2	
45	19	10	7	2	0	5	3	6	0	0	0	0	
00	14	8	6	10	1	5	2	2	0	0	0	0	
<b>Hr Total</b>	<b>56</b>	<b>26</b>	<b>29</b>	<b>25</b>	<b>2</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>24 Hour Total:</b>		396				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		29				PM 4:00-5:00		2		AM Peak Hour:	10:00	51	0.75
AM 8:00-9:00		22				PM 5:00-6:00		13		PM Peak Hour:	12:00	56	0.74

# Roadway Count Summary

Average

Start Date 04/24/2018 (Tue)	Start Time 00:00
Stop Date 04/26/2018 (Thu)	Stop Time 24:00
County Osceola	
Location 7D:Tohoqua Ent: SWof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	3	2	4	4	4
30	0	0	0	0	0	0	0	3	9	5	5	10
45	0	0	0	0	0	0	0	3	5	14	3	10
00	0	0	0	0	0	0	1	2	3	6	4	5
Hr Total	0	0	0	0	0	0	2	11	19	29	16	29

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

24 Hour Total:	209			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	11	PM 4:00-5:00	7	AM Peak Hour:	9:00	30	0.54
AM 8:00-9:00	19	PM 5:00-6:00	11	PM Peak Hour:	15:00	22	0.82

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	6	6	11	7	6
30	0	0	0	0	0	0	7	6	6	8	7	3
45	0	0	0	0	0	0	9	3	6	4	10	3
00	0	0	0	0	1	1	11	5	4	8	14	6
Hr Total	0	0	0	0	1	2	29	20	22	31	38	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	9	4	3	1	1	0	0	0	0	0	0
30	6	8	8	5	2	0	1	1	1	0	0	0
45	7	4	8	4	0	2	1	2	0	0	0	0
00	8	6	9	2	0	1	0	1	0	0	0	0
Hr Total	24	27	29	14	3	4	2	4	1	0	0	0

24 Hour Total:	269			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	20	PM 4:00-5:00	3	AM Peak Hour:	10:00	38	0.69
AM 8:00-9:00	22	PM 5:00-6:00	4	PM Peak Hour:	14:00	29	0.83

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	3	9	8	15	11	9
30	0	0	0	0	0	0	7	9	15	14	12	13
45	0	0	0	0	0	0	9	6	11	18	14	12
00	0	0	0	0	1	1	12	6	7	14	18	11
Hr Total	0	0	0	0	1	2	31	30	41	61	55	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	13	11	7	5	4	1	2	0	0	0	0
30	9	14	11	10	4	2	2	1	1	0	0	1
45	11	6	16	10	0	4	2	3	0	0	0	0
00	13	10	12	8	2	4	1	1	0	0	0	0
Hr Total	45	43	50	35	11	14	6	7	1	0	0	1

24 Hour Total:	479			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	30	PM 4:00-5:00	11	AM Peak Hour:	9:00	61	0.86
AM 8:00-9:00	41	PM 5:00-6:00	14	PM Peak Hour:	14:00	50	0.78

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8A:Neptune Rd: SE of Commerce Center Dr	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	8	12	16	27	62	197	268	239	202	161	155	
30	20	5	7	15	35	73	196	264	251	200	157	207	
45	10	7	9	16	38	96	191	248	252	189	148	151	
00	11	5	10	21	47	128	254	242	213	175	138	173	
<b>Hr Total</b>	<b>51</b>	<b>25</b>	<b>38</b>	<b>68</b>	<b>147</b>	<b>359</b>	<b>838</b>	<b>1022</b>	<b>955</b>	<b>766</b>	<b>604</b>	<b>686</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	146	166	188	192	214	210	137	163	125	89	56	39	
30	159	164	186	201	176	193	159	135	129	99	58	33	
45	179	165	166	196	203	197	168	113	114	70	47	21	
00	175	161	167	238	193	174	135	99	106	55	31	15	
<b>Hr Total</b>	<b>659</b>	<b>656</b>	<b>707</b>	<b>827</b>	<b>786</b>	<b>774</b>	<b>599</b>	<b>510</b>	<b>474</b>	<b>313</b>	<b>192</b>	<b>108</b>	
<b>24 Hour Total:</b>		12,164				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,022				PM 4:00-5:00		786		AM Peak Hour:		6:45 1,034 0.96	
AM 8:00-9:00		955				PM 5:00-6:00		774		PM Peak Hour:		15:15 849 0.89	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	23	6	7	11	23	89	162	170	137	165	143	
30	24	16	6	5	9	29	117	152	170	133	115	138	
45	26	12	11	5	12	50	117	168	142	147	106	151	
00	22	22	11	8	19	57	155	185	149	127	129	131	
<b>Hr Total</b>	<b>105</b>	<b>73</b>	<b>34</b>	<b>25</b>	<b>51</b>	<b>159</b>	<b>478</b>	<b>667</b>	<b>631</b>	<b>544</b>	<b>515</b>	<b>563</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	167	169	158	268	245	310	276	221	136	103	85	41	
30	178	164	219	241	309	342	272	134	136	130	79	53	
45	171	172	215	250	251	353	221	159	112	89	68	44	
00	161	158	278	269	325	295	195	161	100	98	63	42	
<b>Hr Total</b>	<b>677</b>	<b>663</b>	<b>870</b>	<b>1028</b>	<b>1130</b>	<b>1300</b>	<b>964</b>	<b>675</b>	<b>484</b>	<b>420</b>	<b>295</b>	<b>180</b>	
<b>24 Hour Total:</b>		12,531				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		667				PM 4:00-5:00		1,130		AM Peak Hour:		7:30 693 0.94	
AM 8:00-9:00		631				PM 5:00-6:00		1,300		PM Peak Hour:		16:45 1,330 0.94	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	31	18	23	38	85	286	430	409	339	326	298	
30	44	21	13	20	44	102	313	416	421	333	272	345	
45	36	19	20	21	50	146	308	416	394	336	254	302	
00	33	27	21	29	66	185	409	427	362	302	267	304	
<b>Hr Total</b>	<b>156</b>	<b>98</b>	<b>72</b>	<b>93</b>	<b>198</b>	<b>518</b>	<b>1316</b>	<b>1689</b>	<b>1586</b>	<b>1310</b>	<b>1119</b>	<b>1249</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	313	335	346	460	459	520	413	384	261	192	141	80	
30	337	328	405	442	485	535	431	269	265	229	137	86	
45	350	337	381	446	454	550	389	272	226	159	115	65	
00	336	319	445	507	518	469	330	260	206	153	94	57	
<b>Hr Total</b>	<b>1336</b>	<b>1319</b>	<b>1577</b>	<b>1855</b>	<b>1916</b>	<b>2074</b>	<b>1563</b>	<b>1185</b>	<b>958</b>	<b>733</b>	<b>487</b>	<b>288</b>	
<b>24 Hour Total:</b>		24,695				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,689				PM 4:00-5:00		1,916		AM Peak Hour:		7:00 1,689 0.98	
AM 8:00-9:00		1,586				PM 5:00-6:00		2,074		PM Peak Hour:		16:45 2,123 0.97	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 8A:Neptune Rd: SE of Commerce Center Dr	

25-Apr-18 (Wed)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	5	7	15	26	57	190	285	228	185	191	165	
30	15	11	3	14	33	73	225	258	242	185	155	166	
45	13	12	7	14	44	106	254	219	218	195	167	172	
00	9	5	6	16	36	131	279	256	209	147	172	138	
<b>Hr Total</b>	<b>57</b>	<b>33</b>	<b>23</b>	<b>59</b>	<b>139</b>	<b>367</b>	<b>948</b>	<b>1018</b>	<b>897</b>	<b>712</b>	<b>685</b>	<b>641</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	156	190	169	183	222	223	172	171	129	115	46	36	
30	171	146	187	180	226	190	194	139	119	97	43	32	
45	176	154	186	210	199	209	180	130	120	78	48	29	
00	142	184	173	199	191	166	174	123	98	55	49	15	
<b>Hr Total</b>	<b>645</b>	<b>674</b>	<b>715</b>	<b>772</b>	<b>838</b>	<b>788</b>	<b>720</b>	<b>563</b>	<b>466</b>	<b>345</b>	<b>186</b>	<b>112</b>	
<b>24 Hour Total:</b> 12,403							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					838		7:00	1,018	0.89		
AM 8:00-9:00		PM 5:00-6:00					788		16:00	838	0.93		

25-Apr-18 (Wed)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	34	20	13	9	11	20	85	149	171	161	120	130	
30	24	14	5	9	9	37	101	153	153	113	130	168	
45	27	10	9	11	19	51	111	187	147	141	136	156	
00	26	13	14	11	14	53	149	155	166	152	137	170	
<b>Hr Total</b>	<b>111</b>	<b>57</b>	<b>41</b>	<b>40</b>	<b>53</b>	<b>161</b>	<b>446</b>	<b>644</b>	<b>637</b>	<b>567</b>	<b>523</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	123	156	130	255	190	295	297	167	144	131	85	39	
30	168	183	225	247	303	308	236	194	134	110	87	56	
45	176	181	236	268	276	298	232	130	130	96	78	48	
00	179	180	270	278	334	316	204	132	142	84	42	40	
<b>Hr Total</b>	<b>646</b>	<b>700</b>	<b>861</b>	<b>1048</b>	<b>1103</b>	<b>1217</b>	<b>969</b>	<b>623</b>	<b>550</b>	<b>421</b>	<b>292</b>	<b>183</b>	
<b>24 Hour Total:</b> 12,517							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					1,103		7:00	644	0.86		
AM 8:00-9:00		PM 5:00-6:00					1,217		17:00	1,217	0.96		

25-Apr-18 (Wed)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	25	20	24	37	77	275	434	399	346	311	295	
30	39	25	8	23	42	110	326	411	395	298	285	334	
45	40	22	16	25	63	157	365	406	365	336	303	328	
00	35	18	20	27	50	184	428	411	375	299	309	308	
<b>Hr Total</b>	<b>168</b>	<b>90</b>	<b>64</b>	<b>99</b>	<b>192</b>	<b>528</b>	<b>1394</b>	<b>1662</b>	<b>1534</b>	<b>1279</b>	<b>1208</b>	<b>1265</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	279	346	299	438	412	518	469	338	273	246	131	75	
30	339	329	412	427	529	498	430	333	253	207	130	88	
45	352	335	422	478	475	507	412	260	250	174	126	77	
00	321	364	443	477	525	482	378	255	240	139	91	55	
<b>Hr Total</b>	<b>1291</b>	<b>1374</b>	<b>1576</b>	<b>1820</b>	<b>1941</b>	<b>2005</b>	<b>1689</b>	<b>1186</b>	<b>1016</b>	<b>766</b>	<b>478</b>	<b>295</b>	
<b>24 Hour Total:</b> 24,920							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					1,941		7:00	1,662	0.96		
AM 8:00-9:00		PM 5:00-6:00					2,005		17:00	2,005	0.97		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8A:Neptune Rd: SE of Commerce Center Dr	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	12	13	7	25	74	191	284	236	183	151	157	
30	19	8	12	14	40	85	228	271	247	202	167	174	
45	13	9	6	19	43	102	235	250	224	196	155	185	
00	11	14	10	19	46	120	262	230	213	177	151	182	
<b>Hr Total</b>	<b>58</b>	<b>43</b>	<b>41</b>	<b>59</b>	<b>154</b>	<b>381</b>	<b>916</b>	<b>1035</b>	<b>920</b>	<b>758</b>	<b>624</b>	<b>698</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	158	167	157	178	213	208	181	156	128	105	39	47	
30	159	198	188	208	183	207	212	148	105	89	58	49	
45	196	160	171	212	197	206	194	123	119	77	46	23	
00	156	175	154	198	197	162	149	115	108	60	38	28	
<b>Hr Total</b>	<b>669</b>	<b>700</b>	<b>670</b>	<b>796</b>	<b>790</b>	<b>783</b>	<b>736</b>	<b>542</b>	<b>460</b>	<b>331</b>	<b>181</b>	<b>147</b>	
<b>24 Hour Total:</b>		12,492				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,035				PM 4:00-5:00		7:00	1,035	0.91			
AM 8:00-9:00		920				PM 5:00-6:00		15:00	796	0.94			

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	34	20	9	7	14	24	68	169	148	155	176	143	
30	31	17	18	12	10	31	97	148	157	128	148	151	
45	38	14	16	13	19	46	111	195	126	130	138	174	
00	24	14	10	9	21	56	164	188	140	128	150	156	
<b>Hr Total</b>	<b>127</b>	<b>65</b>	<b>53</b>	<b>41</b>	<b>64</b>	<b>157</b>	<b>440</b>	<b>700</b>	<b>571</b>	<b>541</b>	<b>612</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	151	135	163	280	288	291	264	210	144	79	39	18	
30	172	154	200	266	319	314	216	219	102	73	30	38	
45	171	159	205	240	259	303	178	251	69	62	41	22	
00	140	135	274	190	304	331	212	143	106	42	46	35	
<b>Hr Total</b>	<b>634</b>	<b>583</b>	<b>842</b>	<b>976</b>	<b>1170</b>	<b>1239</b>	<b>870</b>	<b>823</b>	<b>421</b>	<b>256</b>	<b>156</b>	<b>113</b>	
<b>24 Hour Total:</b>		12,078				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		700				PM 4:00-5:00		7:00	700	0.90			
AM 8:00-9:00		571				PM 5:00-6:00		17:00	1,239	0.94			

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	32	22	14	39	98	259	453	384	338	327	300	
30	50	25	30	26	50	116	325	419	404	330	315	325	
45	51	23	22	32	62	148	346	445	350	326	293	359	
00	35	28	20	28	67	176	426	418	353	305	301	338	
<b>Hr Total</b>	<b>185</b>	<b>108</b>	<b>94</b>	<b>100</b>	<b>218</b>	<b>538</b>	<b>1356</b>	<b>1735</b>	<b>1491</b>	<b>1299</b>	<b>1236</b>	<b>1322</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	302	320	458	501	499	445	366	272	184	78	65	
30	331	352	388	474	502	521	428	367	207	162	88	87	
45	367	319	376	452	456	509	372	374	188	139	87	45	
00	296	310	428	388	501	493	361	258	214	102	84	63	
<b>Hr Total</b>	<b>1303</b>	<b>1283</b>	<b>1512</b>	<b>1772</b>	<b>1960</b>	<b>2022</b>	<b>1606</b>	<b>1365</b>	<b>881</b>	<b>587</b>	<b>337</b>	<b>260</b>	
<b>24 Hour Total:</b>		24,570				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,735				PM 4:00-5:00		7:00	1,735	0.96			
AM 8:00-9:00		1,491				PM 5:00-6:00		17:00	2,022	0.97			

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 8A:Neptune Rd: SE of Commerce Center Dr	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	11	13	26	64	193	279	234	190	168	159
30	18	8	7	14	36	77	216	264	247	196	160	182
45	12	9	7	16	42	101	227	239	231	193	157	169
00	10	8	9	19	43	126	265	243	212	166	154	164
<b>Hr Total</b>	<b>55</b>	<b>33</b>	<b>34</b>	<b>62</b>	<b>147</b>	<b>368</b>	<b>901</b>	<b>1025</b>	<b>924</b>	<b>745</b>	<b>639</b>	<b>674</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	174	171	184	216	214	163	163	127	103	47	41
30	163	169	187	196	195	197	188	141	118	95	53	38
45	184	160	174	206	200	204	181	122	118	75	47	24
00	158	173	165	212	194	167	153	112	104	57	39	19
<b>Hr Total</b>	<b>658</b>	<b>676</b>	<b>697</b>	<b>798</b>	<b>805</b>	<b>782</b>	<b>685</b>	<b>538</b>	<b>467</b>	<b>330</b>	<b>186</b>	<b>122</b>

<b>24 Hour Total:</b>	12,351			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,025	PM 4:00-5:00	805	AM Peak Hour:	7:00	1,025	0.92
AM 8:00-9:00	924	PM 5:00-6:00	782	PM Peak Hour:	16:00	805	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	21	9	8	12	22	81	160	163	151	154	139
30	26	16	10	9	9	32	105	151	160	125	131	152
45	30	12	12	10	17	49	113	183	138	139	127	160
00	24	16	12	9	18	55	156	176	152	136	139	152
<b>Hr Total</b>	<b>114</b>	<b>65</b>	<b>43</b>	<b>36</b>	<b>56</b>	<b>158</b>	<b>455</b>	<b>670</b>	<b>613</b>	<b>551</b>	<b>551</b>	<b>603</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	153	150	268	241	299	279	199	141	104	70	33
30	173	167	215	251	310	321	241	182	124	104	65	49
45	173	171	219	253	262	318	210	180	104	82	62	38
00	160	158	274	246	321	314	204	145	116	75	50	39
<b>Hr Total</b>	<b>653</b>	<b>649</b>	<b>858</b>	<b>1018</b>	<b>1134</b>	<b>1252</b>	<b>934</b>	<b>706</b>	<b>485</b>	<b>365</b>	<b>247</b>	<b>159</b>

<b>24 Hour Total:</b>	12,375			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	670	PM 4:00-5:00	1,134	AM Peak Hour:	7:00	670	0.91
AM 8:00-9:00	613	PM 5:00-6:00	1,252	PM Peak Hour:	17:00	1,252	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	29	20	20	38	87	273	439	397	341	321	298
30	44	24	17	23	45	109	321	415	407	320	291	335
45	42	21	19	26	58	150	340	422	370	333	283	330
00	34	24	20	28	61	182	421	419	363	302	292	317
<b>Hr Total</b>	<b>169</b>	<b>98</b>	<b>76</b>	<b>97</b>	<b>202</b>	<b>528</b>	<b>1355</b>	<b>1695</b>	<b>1537</b>	<b>1296</b>	<b>1187</b>	<b>1280</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	328	322	452	457	512	442	363	269	207	117	73
30	336	336	402	448	505	518	430	323	242	199	118	87
45	356	330	393	459	462	522	391	302	221	157	109	62
00	318	331	439	457	515	481	356	258	220	131	90	58
<b>Hr Total</b>	<b>1310</b>	<b>1325</b>	<b>1556</b>	<b>1816</b>	<b>1939</b>	<b>2033</b>	<b>1619</b>	<b>1246</b>	<b>952</b>	<b>694</b>	<b>434</b>	<b>280</b>

<b>24 Hour Total:</b>	24,724			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,695	PM 4:00-5:00	1,939	AM Peak Hour:	7:00	1,695	0.97
AM 8:00-9:00	1,537	PM 5:00-6:00	2,033	PM Peak Hour:	17:00	2,034	0.97



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8B:Neptune Rd: NW of Commerce Center Dr	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	11	10	17	25	63	204	279	223	197	130	145	
30	24	7	11	16	37	76	201	238	234	184	141	191	
45	11	8	8	17	34	90	209	244	235	170	129	137	
00	10	4	10	20	41	123	264	259	182	160	126	150	
<b>Hr Total</b>	<b>56</b>	<b>30</b>	<b>39</b>	<b>70</b>	<b>137</b>	<b>352</b>	<b>878</b>	<b>1020</b>	<b>874</b>	<b>711</b>	<b>526</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	131	154	177	196	212	205	144	170	116	88	57	42	
30	140	164	196	206	186	190	155	141	134	99	64	38	
45	174	170	183	209	185	182	162	110	107	65	44	22	
00	170	184	149	213	189	178	119	103	101	74	25	17	
<b>Hr Total</b>	<b>615</b>	<b>672</b>	<b>705</b>	<b>824</b>	<b>772</b>	<b>755</b>	<b>580</b>	<b>524</b>	<b>458</b>	<b>326</b>	<b>190</b>	<b>119</b>	
<b>24 Hour Total:</b>		11,856				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,020				PM 4:00-5:00		772		AM Peak Hour:		6:45 1,025 0.92	
AM 8:00-9:00		874				PM 5:00-6:00		755		PM Peak Hour:		15:15 840 0.99	

24-Apr-18 (Tue)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	19	6	8	12	17	71	170	117	119	134	160	
30	21	14	7	4	9	32	101	132	143	134	112	137	
45	22	16	11	3	10	56	118	146	133	145	104	141	
00	25	21	12	7	19	59	138	148	138	113	113	131	
<b>Hr Total</b>	<b>100</b>	<b>70</b>	<b>36</b>	<b>22</b>	<b>50</b>	<b>164</b>	<b>428</b>	<b>596</b>	<b>531</b>	<b>511</b>	<b>463</b>	<b>569</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	147	165	247	247	307	279	198	131	103	83	39	
30	147	150	193	243	300	327	282	134	130	114	76	49	
45	148	173	205	236	248	343	218	162	111	88	69	49	
00	168	165	273	252	313	306	214	155	89	92	57	39	
<b>Hr Total</b>	<b>629</b>	<b>635</b>	<b>836</b>	<b>978</b>	<b>1108</b>	<b>1283</b>	<b>993</b>	<b>649</b>	<b>461</b>	<b>397</b>	<b>285</b>	<b>176</b>	
<b>24 Hour Total:</b>		11,970				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		596				PM 4:00-5:00		1,108		AM Peak Hour:		7:00 596 0.88	
AM 8:00-9:00		531				PM 5:00-6:00		1,283		PM Peak Hour:		16:45 1,290 0.94	

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	30	16	25	37	80	275	449	340	316	264	305	
30	45	21	18	20	46	108	302	370	377	318	253	328	
45	33	24	19	20	44	146	327	390	368	315	233	278	
00	35	25	22	27	60	182	402	407	320	273	239	281	
<b>Hr Total</b>	<b>156</b>	<b>100</b>	<b>75</b>	<b>92</b>	<b>187</b>	<b>516</b>	<b>1306</b>	<b>1616</b>	<b>1405</b>	<b>1222</b>	<b>989</b>	<b>1192</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	297	301	342	443	459	512	423	368	247	191	140	81	
30	287	314	389	449	486	517	437	275	264	213	140	87	
45	322	343	388	445	433	525	380	272	218	153	113	71	
00	338	349	422	465	502	484	333	258	190	166	82	56	
<b>Hr Total</b>	<b>1244</b>	<b>1307</b>	<b>1541</b>	<b>1802</b>	<b>1880</b>	<b>2038</b>	<b>1573</b>	<b>1173</b>	<b>919</b>	<b>723</b>	<b>475</b>	<b>295</b>	
<b>24 Hour Total:</b>		23,826				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,616				PM 4:00-5:00		1,880		AM Peak Hour:		7:00 1,616 0.90	
AM 8:00-9:00		1,405				PM 5:00-6:00		2,038		PM Peak Hour:		16:45 2,056 0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8B:Neptune Rd: NW of Commerce Center Dr	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	7	7	14	23	63	197	280	225	170	165	164	
30	15	11	5	14	29	79	220	237	217	190	137	165	
45	12	9	8	15	47	103	255	220	219	194	147	166	
00	6	5	6	14	35	130	284	255	197	153	158	137	
<b>Hr Total</b>	<b>52</b>	<b>32</b>	<b>26</b>	<b>57</b>	<b>134</b>	<b>375</b>	<b>956</b>	<b>992</b>	<b>858</b>	<b>707</b>	<b>607</b>	<b>632</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	157	181	169	179	213	205	169	146	131	128	52	33	
30	168	134	210	187	221	199	190	146	121	98	55	35	
45	158	152	181	202	192	202	174	139	110	80	41	26	
00	125	182	178	210	207	159	157	118	101	63	49	22	
<b>Hr Total</b>	<b>608</b>	<b>649</b>	<b>738</b>	<b>778</b>	<b>833</b>	<b>765</b>	<b>690</b>	<b>549</b>	<b>463</b>	<b>369</b>	<b>197</b>	<b>116</b>	
<b>24 Hour Total:</b>		12,183				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		992				PM 4:00-5:00		833		AM Peak Hour:		7:00 992 0.89	
AM 8:00-9:00		858				PM 5:00-6:00		765		PM Peak Hour:		16:00 833 0.94	

25-Apr-18 (Wed)		Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	19	9	5	12	18	81	137	172	152	113	151	
30	24	15	6	8	8	37	97	135	135	117	131	165	
45	24	8	11	7	12	51	100	171	150	126	136	149	
00	25	17	12	9	14	56	140	157	164	156	140	152	
<b>Hr Total</b>	<b>108</b>	<b>59</b>	<b>38</b>	<b>29</b>	<b>46</b>	<b>162</b>	<b>418</b>	<b>600</b>	<b>621</b>	<b>551</b>	<b>520</b>	<b>617</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	125	145	134	230	193	299	292	169	146	130	92	37	
30	174	167	190	230	295	305	244	201	132	107	87	51	
45	170	181	243	261	281	297	226	148	126	84	66	46	
00	149	173	260	261	315	310	207	141	116	82	40	39	
<b>Hr Total</b>	<b>618</b>	<b>666</b>	<b>827</b>	<b>982</b>	<b>1084</b>	<b>1211</b>	<b>969</b>	<b>659</b>	<b>520</b>	<b>403</b>	<b>285</b>	<b>173</b>	
<b>24 Hour Total:</b>		12,166				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		600				PM 4:00-5:00		1,084		AM Peak Hour:		8:00 621 0.90	
AM 8:00-9:00		621				PM 5:00-6:00		1,211		PM Peak Hour:		17:00 1,211 0.98	

25-Apr-18 (Wed)		TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	26	16	19	35	81	278	417	397	322	278	315	
30	39	26	11	22	37	116	317	372	352	307	268	330	
45	36	17	19	22	59	154	355	391	369	320	283	315	
00	31	22	18	23	49	186	424	412	361	309	298	289	
<b>Hr Total</b>	<b>160</b>	<b>91</b>	<b>64</b>	<b>86</b>	<b>180</b>	<b>537</b>	<b>1374</b>	<b>1592</b>	<b>1479</b>	<b>1258</b>	<b>1127</b>	<b>1249</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	282	326	303	409	406	504	461	315	277	258	144	70	
30	342	301	400	417	516	504	434	347	253	205	142	86	
45	328	333	424	463	473	499	400	287	236	164	107	72	
00	274	355	438	471	522	469	364	259	217	145	89	61	
<b>Hr Total</b>	<b>1226</b>	<b>1315</b>	<b>1565</b>	<b>1760</b>	<b>1917</b>	<b>1976</b>	<b>1659</b>	<b>1208</b>	<b>983</b>	<b>772</b>	<b>482</b>	<b>289</b>	
<b>24 Hour Total:</b>		24,349				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,592				PM 4:00-5:00		1,917		AM Peak Hour:		7:00 1,592 0.95	
AM 8:00-9:00		1,479				PM 5:00-6:00		1,976		PM Peak Hour:		17:00 1,976 0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 8B:Neptune Rd: NW of Commerce Center Dr	

26-Apr-18 (Thu)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	10	12	7	23	72	191	304	226	163	150	151	
30	17	7	12	11	36	90	226	266	227	190	155	178	
45	15	9	6	19	40	107	240	247	213	185	154	162	
00	9	10	9	18	48	122	263	230	213	168	139	176	
<b>Hr Total</b>	<b>55</b>	<b>36</b>	<b>39</b>	<b>55</b>	<b>147</b>	<b>391</b>	<b>920</b>	<b>1047</b>	<b>879</b>	<b>706</b>	<b>598</b>	<b>667</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	163	165	175	224	221	187	144	117	110	52	42	
30	158	184	185	199	178	198	197	156	110	77	62	43	
45	168	159	167	211	197	199	186	108	122	78	44	23	
00	169	191	153	204	191	175	150	113	101	63	45	27	
<b>Hr Total</b>	<b>633</b>	<b>697</b>	<b>670</b>	<b>789</b>	<b>790</b>	<b>793</b>	<b>720</b>	<b>521</b>	<b>450</b>	<b>328</b>	<b>203</b>	<b>135</b>	
<b>24 Hour Total:</b>		12,269				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,047				PM 4:00-5:00		7:00		1,047		0.86	
AM 8:00-9:00		879				PM 5:00-6:00		17:00		793		0.90	

26-Apr-18 (Thu)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	36	18	6	9	7	18	65	169	148	145	156	147	
30	35	16	17	8	10	34	97	123	133	123	143	144	
45	39	12	15	8	18	42	109	173	133	130	140	144	
00	27	18	10	4	21	50	145	164	129	118	163	169	
<b>Hr Total</b>	<b>137</b>	<b>64</b>	<b>48</b>	<b>29</b>	<b>56</b>	<b>144</b>	<b>416</b>	<b>629</b>	<b>543</b>	<b>516</b>	<b>602</b>	<b>604</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	164	128	158	248	283	302	260	197	142	102	70	50	
30	175	160	192	237	315	308	211	178	110	90	58	54	
45	152	156	222	243	263	299	191	194	107	116	73	52	
00	140	140	267	165	297	305	194	170	105	74	61	52	
<b>Hr Total</b>	<b>631</b>	<b>584</b>	<b>839</b>	<b>893</b>	<b>1158</b>	<b>1214</b>	<b>856</b>	<b>739</b>	<b>464</b>	<b>382</b>	<b>262</b>	<b>208</b>	
<b>24 Hour Total:</b>		12,018				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		629				PM 4:00-5:00		7:00		629		0.91	
AM 8:00-9:00		543				PM 5:00-6:00		17:00		1,214		0.99	

26-Apr-18 (Thu)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	50	28	18	16	30	90	256	473	374	308	306	298	
30	52	23	29	19	46	124	323	389	360	313	298	322	
45	54	21	21	27	58	149	349	420	346	315	294	306	
00	36	28	19	22	69	172	408	394	342	286	302	345	
<b>Hr Total</b>	<b>192</b>	<b>100</b>	<b>87</b>	<b>84</b>	<b>203</b>	<b>535</b>	<b>1336</b>	<b>1676</b>	<b>1422</b>	<b>1222</b>	<b>1200</b>	<b>1271</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	302	291	323	423	507	523	447	341	259	212	122	92	
30	333	344	377	436	493	506	408	334	220	167	120	97	
45	320	315	389	454	460	498	377	302	229	194	117	75	
00	309	331	420	369	488	480	344	283	206	137	106	79	
<b>Hr Total</b>	<b>1264</b>	<b>1281</b>	<b>1509</b>	<b>1682</b>	<b>1948</b>	<b>2007</b>	<b>1576</b>	<b>1260</b>	<b>914</b>	<b>710</b>	<b>465</b>	<b>343</b>	
<b>24 Hour Total:</b>		24,287				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,676				PM 4:00-5:00		7:00		1,676		0.89	
AM 8:00-9:00		1,422				PM 5:00-6:00		17:00		2,007		0.96	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 8B:Neptune Rd: NW of Commerce Center Dr	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	10	13	24	66	197	288	225	177	148	153
30	19	8	9	14	34	82	216	247	226	188	144	178
45	13	9	7	17	40	100	235	237	222	183	143	155
00	8	6	8	17	41	125	270	248	197	160	141	154
<b>Hr Total</b>	<b>55</b>	<b>32</b>	<b>34</b>	<b>61</b>	<b>139</b>	<b>373</b>	<b>918</b>	<b>1020</b>	<b>870</b>	<b>708</b>	<b>576</b>	<b>640</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	166	170	183	216	210	167	153	121	109	54	39
30	155	161	197	197	195	196	181	148	122	91	60	39
45	167	160	177	207	191	194	174	119	113	74	43	24
00	155	186	160	209	196	171	142	111	101	67	40	22
<b>Hr Total</b>	<b>619</b>	<b>673</b>	<b>704</b>	<b>796</b>	<b>798</b>	<b>771</b>	<b>664</b>	<b>531</b>	<b>457</b>	<b>341</b>	<b>197</b>	<b>124</b>

<b>24 Hour Total:</b>	12,101			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,020	PM 4:00-5:00	798	AM Peak Hour:	7:00	1,020	0.89
AM 8:00-9:00	870	PM 5:00-6:00	771	PM Peak Hour:	16:00	798	0.92

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	7	7	10	18	72	159	146	139	134	153
30	27	15	10	7	9	34	98	130	137	125	129	149
45	28	12	12	6	13	50	109	163	139	134	127	145
00	26	19	11	7	18	55	141	156	144	129	139	151
<b>Hr Total</b>	<b>115</b>	<b>65</b>	<b>40</b>	<b>27</b>	<b>50</b>	<b>157</b>	<b>420</b>	<b>608</b>	<b>566</b>	<b>527</b>	<b>529</b>	<b>598</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	140	152	242	241	303	277	188	140	112	82	42
30	165	159	192	237	303	313	246	171	124	104	74	51
45	157	170	223	247	264	313	212	168	115	96	69	49
00	152	159	267	226	308	307	205	155	103	83	53	43
<b>Hr Total</b>	<b>626</b>	<b>628</b>	<b>834</b>	<b>952</b>	<b>1116</b>	<b>1236</b>	<b>940</b>	<b>682</b>	<b>482</b>	<b>395</b>	<b>278</b>	<b>185</b>

<b>24 Hour Total:</b>	12,056			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	608	PM 4:00-5:00	1,116	AM Peak Hour:	7:00	608	0.93
AM 8:00-9:00	566	PM 5:00-6:00	1,236	PM Peak Hour:	17:00	1,236	0.99

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	17	20	34	84	270	446	370	315	283	306
30	45	23	19	20	43	116	314	377	363	313	273	327
45	41	21	20	23	54	150	344	400	361	317	270	300
00	34	25	20	24	59	180	411	404	341	289	280	305
<b>Hr Total</b>	<b>169</b>	<b>97</b>	<b>76</b>	<b>87</b>	<b>190</b>	<b>530</b>	<b>1339</b>	<b>1627</b>	<b>1435</b>	<b>1234</b>	<b>1106</b>	<b>1238</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	306	323	425	457	513	444	341	261	220	135	81
30	321	320	389	434	498	509	426	319	246	195	134	90
45	323	330	400	454	455	507	386	287	228	170	112	73
00	307	345	427	435	504	478	347	267	204	149	92	65
<b>Hr Total</b>	<b>1245</b>	<b>1301</b>	<b>1539</b>	<b>1748</b>	<b>1914</b>	<b>2007</b>	<b>1603</b>	<b>1214</b>	<b>939</b>	<b>734</b>	<b>473</b>	<b>309</b>

<b>24 Hour Total:</b>	24,154			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,627	PM 4:00-5:00	1,914	AM Peak Hour:	7:00	1,628	0.91
AM 8:00-9:00	1,435	PM 5:00-6:00	2,007	PM Peak Hour:	17:00	2,007	0.98

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8C:Commerce Center Dr: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	6	6	15	44	37	37	46	56
30	1	0	2	2	5	6	10	44	60	33	42	57
45	5	1	0	0	4	6	24	41	42	48	40	50
00	6	3	2	3	9	12	25	50	43	38	41	60
<b>Hr Total</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>24</b>	<b>30</b>	<b>74</b>	<b>179</b>	<b>182</b>	<b>156</b>	<b>169</b>	<b>223</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	35	39	45	64	55	47	38	36	23	15	7
30	56	32	36	43	52	56	55	36	35	23	13	5
45	41	39	41	51	56	77	58	46	31	19	18	5
00	56	51	61	60	67	56	61	30	26	14	16	7
<b>Hr Total</b>	<b>202</b>	<b>157</b>	<b>177</b>	<b>199</b>	<b>239</b>	<b>244</b>	<b>221</b>	<b>150</b>	<b>128</b>	<b>79</b>	<b>62</b>	<b>24</b>

<b>24 Hour Total:</b> 2,953		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 179	PM 4:00-5:00 239	AM Peak Hour:	11:00	223	0.93
AM 8:00-9:00 182	PM 5:00-6:00 244	PM Peak Hour:	16:45	255	0.83

24-Apr-18 (Tue)	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	2	3	10	19	55	55	31	28	36
30	5	1	4	2	3	9	26	43	50	35	24	36
45	7	1	0	3	7	8	32	35	24	34	25	41
00	3	1	1	2	6	12	41	48	30	35	30	37
<b>Hr Total</b>	<b>22</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>19</b>	<b>39</b>	<b>118</b>	<b>181</b>	<b>159</b>	<b>135</b>	<b>107</b>	<b>150</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	44	44	44	47	38	37	48	37	31	23	10
30	51	40	49	51	33	42	38	34	39	21	15	12
45	54	51	48	51	47	36	33	27	30	18	16	4
00	42	48	32	53	44	31	36	40	26	28	17	7
<b>Hr Total</b>	<b>196</b>	<b>183</b>	<b>173</b>	<b>199</b>	<b>171</b>	<b>147</b>	<b>144</b>	<b>149</b>	<b>132</b>	<b>98</b>	<b>71</b>	<b>33</b>

<b>24 Hour Total:</b> 2,650		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 181	PM 4:00-5:00 171	AM Peak Hour:	7:30	188	0.85
AM 8:00-9:00 159	PM 5:00-6:00 147	PM Peak Hour:	15:15	202	0.95

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	3	3	9	16	34	99	92	68	74	92
30	6	1	6	4	8	15	36	87	110	68	66	93
45	12	2	0	3	11	14	56	76	66	82	65	91
00	9	4	3	5	15	24	66	98	73	73	71	97
<b>Hr Total</b>	<b>39</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>43</b>	<b>69</b>	<b>192</b>	<b>360</b>	<b>341</b>	<b>291</b>	<b>276</b>	<b>373</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	79	83	89	111	93	84	86	73	54	38	17
30	107	72	85	94	85	98	93	70	74	44	28	17
45	95	90	89	102	103	113	91	73	61	37	34	9
00	98	99	93	113	111	87	97	70	52	42	33	14
<b>Hr Total</b>	<b>398</b>	<b>340</b>	<b>350</b>	<b>398</b>	<b>410</b>	<b>391</b>	<b>365</b>	<b>299</b>	<b>260</b>	<b>177</b>	<b>133</b>	<b>57</b>

<b>24 Hour Total:</b> 5,603		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 360	PM 4:00-5:00 410	AM Peak Hour:	11:30	393	0.92
AM 8:00-9:00 341	PM 5:00-6:00 391	PM Peak Hour:	15:15	420	0.93

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8C:Commerce Center Dr: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	4	2	0	5	7	17	46	52	32	39	45	
30	6	1	1	1	4	7	24	44	33	45	40	51	
45	1	5	3	1	2	7	21	62	46	40	48	55	
00	3	5	3	2	3	12	27	38	47	45	49	46	
<b>Hr Total</b>	<b>13</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>14</b>	<b>33</b>	<b>89</b>	<b>190</b>	<b>178</b>	<b>162</b>	<b>176</b>	<b>197</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	40	60	37	47	55	61	64	67	37	31	16	13	
30	60	56	35	43	64	81	54	42	43	30	18	2	
45	52	50	67	40	57	58	59	47	35	14	12	7	
00	41	53	63	61	63	51	72	44	21	16	11	5	
<b>Hr Total</b>	<b>193</b>	<b>219</b>	<b>202</b>	<b>191</b>	<b>239</b>	<b>251</b>	<b>249</b>	<b>200</b>	<b>136</b>	<b>91</b>	<b>57</b>	<b>27</b>	
<b>24 Hour Total:</b> 3,135							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 190		PM 4:00-5:00 239					AM Peak Hour:		11:00	197	0.90		
AM 8:00-9:00 178		PM 5:00-6:00 251					PM Peak Hour:		17:00	251	0.77		

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	6	4	4	1	0	11	17	56	37	32	25	30	
30	6	3	2	3	5	16	28	48	33	40	33	49	
45	1	1	2	3	5	10	35	38	34	49	32	52	
00	5	2	3	2	5	12	39	44	27	43	26	44	
<b>Hr Total</b>	<b>18</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>49</b>	<b>119</b>	<b>186</b>	<b>131</b>	<b>164</b>	<b>116</b>	<b>175</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	38	53	50	43	52	33	35	35	36	33	25	8	
30	49	49	62	44	39	54	39	44	44	23	24	10	
45	40	47	52	52	46	32	42	24	33	25	14	11	
00	51	50	41	34	48	41	56	43	48	23	12	8	
<b>Hr Total</b>	<b>178</b>	<b>199</b>	<b>205</b>	<b>173</b>	<b>185</b>	<b>160</b>	<b>172</b>	<b>146</b>	<b>161</b>	<b>104</b>	<b>75</b>	<b>37</b>	
<b>24 Hour Total:</b> 2,798							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 186		PM 4:00-5:00 185					AM Peak Hour:		7:00	186	0.83		
AM 8:00-9:00 131		PM 5:00-6:00 160					PM Peak Hour:		14:00	205	0.83		

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	8	6	1	5	18	34	102	89	64	64	75	
30	12	4	3	4	9	23	52	92	66	85	73	100	
45	2	6	5	4	7	17	56	100	80	89	80	107	
00	8	7	6	4	8	24	66	82	74	88	75	90	
<b>Hr Total</b>	<b>31</b>	<b>25</b>	<b>20</b>	<b>13</b>	<b>29</b>	<b>82</b>	<b>208</b>	<b>376</b>	<b>309</b>	<b>326</b>	<b>292</b>	<b>372</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	78	113	87	90	107	94	99	102	73	64	41	21	
30	109	105	97	87	103	135	93	86	87	53	42	12	
45	92	97	119	92	103	90	101	71	68	39	26	18	
00	92	103	104	95	111	92	128	87	69	39	23	13	
<b>Hr Total</b>	<b>371</b>	<b>418</b>	<b>407</b>	<b>364</b>	<b>424</b>	<b>411</b>	<b>421</b>	<b>346</b>	<b>297</b>	<b>195</b>	<b>132</b>	<b>64</b>	
<b>24 Hour Total:</b> 5,933							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 376		PM 4:00-5:00 424					AM Peak Hour:		7:00	376	0.92		
AM 8:00-9:00 309		PM 5:00-6:00 411					PM Peak Hour:		16:00	424	0.95		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 8C:Commerce Center Dr: NEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	2	5	2	2	2	8	13	41	43	48	32	44	
30	8	3	4	3	5	4	19	39	46	47	37	49	
45	5	1	2	3	3	5	16	49	40	36	47	48	
00	10	7	1	3	7	6	25	45	35	33	45	59	
<b>Hr Total</b>	<b>25</b>	<b>16</b>	<b>9</b>	<b>11</b>	<b>17</b>	<b>23</b>	<b>73</b>	<b>174</b>	<b>164</b>	<b>164</b>	<b>161</b>	<b>200</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	53	43	34	68	56	60	63	54	31	27	10	9	
30	59	50	48	52	64	56	63	52	44	26	13	9	
45	48	52	62	54	59	49	55	44	28	19	14	14	
00	40	32	59	44	49	49	48	42	24	14	10	8	
<b>Hr Total</b>	<b>200</b>	<b>177</b>	<b>203</b>	<b>218</b>	<b>228</b>	<b>214</b>	<b>229</b>	<b>192</b>	<b>127</b>	<b>86</b>	<b>47</b>	<b>40</b>	
<b>24 Hour Total:</b> 2,998							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 174		PM 4:00-5:00 228					AM Peak Hour:		11:00	200	0.85		
AM 8:00-9:00 164		PM 5:00-6:00 214					PM Peak Hour:		18:00	229	0.91		

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	6	3	1	3	17	21	53	42	30	29	41	
30	2	2	4	2	2	7	16	45	36	37	30	41	
45	4	3	1	6	2	15	35	43	37	33	38	40	
00	2	0	0	4	5	11	35	37	37	30	33	45	
<b>Hr Total</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>50</b>	<b>107</b>	<b>178</b>	<b>152</b>	<b>130</b>	<b>130</b>	<b>167</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	29	33	50	51	57	45	45	33	42	36	27	9	
30	51	46	41	46	46	29	40	38	43	19	15	6	
45	43	46	42	57	38	47	32	38	21	16	11	8	
00	45	41	40	45	44	48	42	23	31	30	17	7	
<b>Hr Total</b>	<b>168</b>	<b>166</b>	<b>173</b>	<b>199</b>	<b>185</b>	<b>169</b>	<b>159</b>	<b>132</b>	<b>137</b>	<b>101</b>	<b>70</b>	<b>30</b>	
<b>24 Hour Total:</b> 2,658							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 178		PM 4:00-5:00 185					AM Peak Hour:		7:00	178	0.84		
AM 8:00-9:00 152		PM 5:00-6:00 169					PM Peak Hour:		15:00	199	0.87		

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	11	5	3	5	25	34	94	85	78	61	85	
30	10	5	8	5	7	11	35	84	82	84	67	90	
45	9	4	3	9	5	20	51	92	77	69	85	88	
00	12	7	1	7	12	17	60	82	72	63	78	104	
<b>Hr Total</b>	<b>36</b>	<b>27</b>	<b>17</b>	<b>24</b>	<b>29</b>	<b>73</b>	<b>180</b>	<b>352</b>	<b>316</b>	<b>294</b>	<b>291</b>	<b>367</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	82	76	84	119	113	105	108	87	73	63	37	18	
30	110	96	89	98	110	85	103	90	87	45	28	15	
45	91	98	104	111	97	96	87	82	49	35	25	22	
00	85	73	99	89	93	97	90	65	55	44	27	15	
<b>Hr Total</b>	<b>368</b>	<b>343</b>	<b>376</b>	<b>417</b>	<b>413</b>	<b>383</b>	<b>388</b>	<b>324</b>	<b>264</b>	<b>187</b>	<b>117</b>	<b>70</b>	
<b>24 Hour Total:</b> 5,656							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 352		PM 4:00-5:00 413					AM Peak Hour:		11:00	367	0.88		
AM 8:00-9:00 316		PM 5:00-6:00 383					PM Peak Hour:		15:00	417	0.88		

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 8C:Commerce Center Dr: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	1	4	7	15	44	44	39	39	48
30	5	1	2	2	5	6	18	42	46	42	40	52
45	4	2	2	1	3	6	20	51	43	41	45	51
00	6	5	2	3	6	10	26	44	42	39	45	55
<b>Hr Total</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>18</b>	<b>29</b>	<b>79</b>	<b>181</b>	<b>175</b>	<b>161</b>	<b>169</b>	<b>206</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	46	37	53	58	59	58	53	35	27	14	10
30	58	46	40	46	60	64	57	43	41	26	15	5
45	47	47	57	48	57	61	57	46	31	17	15	9
00	46	45	61	55	60	52	60	39	24	15	12	7
<b>Hr Total</b>	<b>198</b>	<b>184</b>	<b>195</b>	<b>202</b>	<b>235</b>	<b>236</b>	<b>232</b>	<b>181</b>	<b>131</b>	<b>85</b>	<b>56</b>	<b>31</b>

<b>24 Hour Total:</b> 3,028		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 181	PM 4:00-5:00 235	AM Peak Hour:	11:00	207	0.94
AM 8:00-9:00 175	PM 5:00-6:00 236	PM Peak Hour:	17:00	236	0.92

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	3	1	2	13	19	55	45	31	27	36
30	4	2	3	2	3	11	23	45	40	37	29	42
45	4	2	1	4	5	11	34	39	32	39	32	44
00	3	1	1	3	5	12	38	43	31	36	30	42
<b>Hr Total</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>15</b>	<b>47</b>	<b>114</b>	<b>182</b>	<b>148</b>	<b>143</b>	<b>118</b>	<b>164</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	43	48	46	52	39	39	39	38	33	25	9
30	50	45	51	47	39	42	39	39	42	21	18	9
45	46	48	47	53	44	38	36	30	28	20	14	8
00	46	46	38	44	45	40	45	35	35	27	15	7
<b>Hr Total</b>	<b>181</b>	<b>182</b>	<b>184</b>	<b>190</b>	<b>180</b>	<b>159</b>	<b>159</b>	<b>143</b>	<b>143</b>	<b>101</b>	<b>72</b>	<b>33</b>

<b>24 Hour Total:</b> 2,702		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 182	PM 4:00-5:00 180	AM Peak Hour:	7:00	182	0.83
AM 8:00-9:00 148	PM 5:00-6:00 159	PM Peak Hour:	15:00	190	0.89

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	5	2	6	20	34	98	89	70	66	84
30	9	3	6	4	8	16	41	88	86	79	69	94
45	8	4	3	5	8	17	54	89	74	80	77	95
00	10	6	3	5	12	22	64	87	73	75	75	97
<b>Hr Total</b>	<b>36</b>	<b>22</b>	<b>17</b>	<b>16</b>	<b>34</b>	<b>75</b>	<b>193</b>	<b>362</b>	<b>322</b>	<b>304</b>	<b>287</b>	<b>370</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	89	85	99	110	97	97	92	73	60	39	19
30	109	91	90	93	99	106	96	82	83	47	33	15
45	93	95	104	102	101	100	93	75	59	37	28	16
00	92	92	99	99	105	92	105	74	59	42	28	14
<b>Hr Total</b>	<b>380</b>	<b>367</b>	<b>378</b>	<b>393</b>	<b>415</b>	<b>395</b>	<b>391</b>	<b>323</b>	<b>274</b>	<b>186</b>	<b>128</b>	<b>64</b>

<b>24 Hour Total:</b> 5,732		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 362	PM 4:00-5:00 415	AM Peak Hour:	11:00	371	0.96
AM 8:00-9:00 322	PM 5:00-6:00 395	PM Peak Hour:	16:00	416	0.94



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 9A:Neptune Rd: SE of Old Canoe Creek Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	12	6	9	16	55	89	80	67	71	68
30	14	3	0	2	9	16	55	66	81	73	73	77
45	6	4	3	5	4	24	69	64	65	73	71	68
00	5	1	2	4	13	32	75	69	76	77	63	74
<b>Hr Total</b>	<b>39</b>	<b>11</b>	<b>17</b>	<b>17</b>	<b>35</b>	<b>88</b>	<b>254</b>	<b>288</b>	<b>302</b>	<b>290</b>	<b>278</b>	<b>287</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	78	71	92	86	107	90	105	78	55	34	14
30	77	81	67	116	83	106	89	80	69	59	22	21
45	81	83	96	93	114	106	82	60	52	32	22	19
00	80	82	103	102	97	85	78	60	51	40	15	5
<b>Hr Total</b>	<b>330</b>	<b>324</b>	<b>337</b>	<b>403</b>	<b>380</b>	<b>404</b>	<b>339</b>	<b>305</b>	<b>250</b>	<b>186</b>	<b>93</b>	<b>59</b>

<b>24 Hour Total:</b> 5,316		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 288	PM 4:00-5:00 380	AM Peak Hour:	11:15	311	0.85
AM 8:00-9:00 302	PM 5:00-6:00 404	PM Peak Hour:	16:30	424	0.93

24-Apr-18 (Tue)	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	3	3	3	21	46	88	75	90	82	97
30	8	4	2	1	7	15	71	73	91	87	67	75
45	8	4	3	3	5	22	95	94	105	94	70	100
00	3	5	7	3	13	35	110	141	78	76	69	89
<b>Hr Total</b>	<b>28</b>	<b>21</b>	<b>15</b>	<b>10</b>	<b>28</b>	<b>93</b>	<b>322</b>	<b>396</b>	<b>349</b>	<b>347</b>	<b>288</b>	<b>361</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	104	102	130	111	116	131	86	53	31	36	14
30	92	81	103	107	140	146	110	77	55	41	19	17
45	94	99	112	116	110	128	103	72	50	34	16	16
00	120	94	135	124	112	127	89	54	38	30	22	18
<b>Hr Total</b>	<b>385</b>	<b>378</b>	<b>452</b>	<b>477</b>	<b>473</b>	<b>517</b>	<b>433</b>	<b>289</b>	<b>196</b>	<b>136</b>	<b>93</b>	<b>65</b>

<b>24 Hour Total:</b> 6,152		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 396	PM 4:00-5:00 473	AM Peak Hour:	7:45	412	0.73
AM 8:00-9:00 349	PM 5:00-6:00 517	PM Peak Hour:	17:15	532	0.91

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	11	15	9	12	37	101	177	155	157	153	165
30	22	7	2	3	16	31	126	139	172	160	140	152
45	14	8	6	8	9	46	164	158	170	167	141	168
00	8	6	9	7	26	67	185	210	154	153	132	163
<b>Hr Total</b>	<b>67</b>	<b>32</b>	<b>32</b>	<b>27</b>	<b>63</b>	<b>181</b>	<b>576</b>	<b>684</b>	<b>651</b>	<b>637</b>	<b>566</b>	<b>648</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	182	173	222	197	223	221	191	131	86	70	28
30	169	162	170	223	223	252	199	157	124	100	41	38
45	175	182	208	209	224	234	185	132	102	66	38	35
00	200	176	238	226	209	212	167	114	89	70	37	23
<b>Hr Total</b>	<b>715</b>	<b>702</b>	<b>789</b>	<b>880</b>	<b>853</b>	<b>921</b>	<b>772</b>	<b>594</b>	<b>446</b>	<b>322</b>	<b>186</b>	<b>124</b>

<b>24 Hour Total:</b> 11,468		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 684	PM 4:00-5:00 853	AM Peak Hour:	7:45	707	0.84
AM 8:00-9:00 651	PM 5:00-6:00 921	PM Peak Hour:	17:00	921	0.91

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9A:Neptune Rd: SE of Old Canoe Creek Rd	

25-Apr-18 (Wed)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	10	4	3	5	14	56	73	81	60	67	63	
30	10	7	3	2	4	20	50	56	79	72	64	75	
45	6	9	2	7	13	24	87	59	67	62	70	70	
00	5	3	2	3	12	36	75	76	62	66	71	63	
<b>Hr Total</b>	<b>39</b>	<b>29</b>	<b>11</b>	<b>15</b>	<b>34</b>	<b>94</b>	<b>268</b>	<b>264</b>	<b>289</b>	<b>260</b>	<b>272</b>	<b>271</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	94	83	80	108	102	87	115	102	73	62	34	18	
30	72	68	80	75	91	114	104	91	62	63	35	18	
45	86	87	84	91	111	84	80	77	71	53	28	18	
00	71	82	94	99	101	93	96	71	82	37	23	8	
<b>Hr Total</b>	<b>323</b>	<b>320</b>	<b>338</b>	<b>373</b>	<b>405</b>	<b>378</b>	<b>395</b>	<b>341</b>	<b>288</b>	<b>215</b>	<b>120</b>	<b>62</b>	
<b>24 Hour Total:</b> 5,404							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 264		PM 4:00-5:00 405					AM Peak Hour:		8:00	289	0.89		
AM 8:00-9:00 289		PM 5:00-6:00 378					PM Peak Hour:		16:00	405	0.91		

25-Apr-18 (Wed)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	2	3	5	5	19	52	78	82	91	67	80	
30	7	1	0	4	5	18	70	80	86	65	71	104	
45	4	4	1	5	9	26	82	111	91	85	79	84	
00	7	5	4	8	10	31	104	118	105	90	80	93	
<b>Hr Total</b>	<b>27</b>	<b>12</b>	<b>8</b>	<b>22</b>	<b>29</b>	<b>94</b>	<b>308</b>	<b>387</b>	<b>364</b>	<b>331</b>	<b>297</b>	<b>361</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	81	83	86	103	101	128	129	87	58	46	32	13	
30	80	91	99	93	134	114	123	72	40	41	28	15	
45	106	104	102	120	118	111	113	57	59	30	17	18	
00	98	97	109	127	141	153	82	70	53	34	13	12	
<b>Hr Total</b>	<b>365</b>	<b>375</b>	<b>396</b>	<b>443</b>	<b>494</b>	<b>506</b>	<b>447</b>	<b>286</b>	<b>210</b>	<b>151</b>	<b>90</b>	<b>58</b>	
<b>24 Hour Total:</b> 6,061							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 387		PM 4:00-5:00 494					AM Peak Hour:		7:00	387	0.82		
AM 8:00-9:00 364		PM 5:00-6:00 506					PM Peak Hour:		17:00	506	0.83		

25-Apr-18 (Wed)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	27	12	7	8	10	33	108	151	163	151	134	143	
30	17	8	3	6	9	38	120	136	165	137	135	179	
45	10	13	3	12	22	50	169	170	158	147	149	154	
00	12	8	6	11	22	67	179	194	167	156	151	156	
<b>Hr Total</b>	<b>66</b>	<b>41</b>	<b>19</b>	<b>37</b>	<b>63</b>	<b>188</b>	<b>576</b>	<b>651</b>	<b>653</b>	<b>591</b>	<b>569</b>	<b>632</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	175	166	166	211	203	215	244	189	131	108	66	31	
30	152	159	179	168	225	228	227	163	102	104	63	33	
45	192	191	186	211	229	195	193	134	130	83	45	36	
00	169	179	203	226	242	246	178	141	135	71	36	20	
<b>Hr Total</b>	<b>688</b>	<b>695</b>	<b>734</b>	<b>816</b>	<b>899</b>	<b>884</b>	<b>842</b>	<b>627</b>	<b>498</b>	<b>366</b>	<b>210</b>	<b>120</b>	
<b>24 Hour Total:</b> 11,465							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 651		PM 4:00-5:00 899					AM Peak Hour:		8:00	653	0.98		
AM 8:00-9:00 653		PM 5:00-6:00 884					PM Peak Hour:		16:00	899	0.93		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 9A:Neptune Rd: SE of Old Canoe Creek Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	11	3	9	4	6	21	48	74	71	65	60	71	
30	16	5	2	3	4	20	65	74	68	58	63	81	
45	12	6	3	3	6	24	80	64	65	64	69	94	
00	9	8	2	3	10	32	77	68	77	61	73	82	
<b>Hr Total</b>	<b>48</b>	<b>22</b>	<b>16</b>	<b>13</b>	<b>26</b>	<b>97</b>	<b>270</b>	<b>280</b>	<b>281</b>	<b>248</b>	<b>265</b>	<b>328</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	90	92	83	85	100	113	91	96	67	57	36	28	
30	84	89	78	113	102	99	96	85	66	36	31	22	
45	90	72	67	93	91	101	83	86	65	52	29	12	
00	93	79	90	95	93	94	89	89	71	47	22	24	
<b>Hr Total</b>	<b>357</b>	<b>332</b>	<b>318</b>	<b>386</b>	<b>386</b>	<b>407</b>	<b>359</b>	<b>356</b>	<b>269</b>	<b>192</b>	<b>118</b>	<b>86</b>	
<b>24 Hour Total:</b>		5,460				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		280				PM 4:00-5:00		386		AM Peak Hour:		11:00 328 0.87	
AM 8:00-9:00		281				PM 5:00-6:00		407		PM Peak Hour:		17:00 407 0.90	

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	5	5	2	8	15	44	92	82	83	86	93	
30	17	8	8	6	6	15	65	85	89	76	102	92	
45	10	5	6	6	9	26	84	93	82	87	88	96	
00	9	9	3	6	11	30	108	130	100	91	90	91	
<b>Hr Total</b>	<b>52</b>	<b>27</b>	<b>22</b>	<b>20</b>	<b>34</b>	<b>86</b>	<b>301</b>	<b>400</b>	<b>353</b>	<b>337</b>	<b>366</b>	<b>372</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	94	70	90	107	105	142	111	83	79	34	22	14	
30	92	96	101	129	134	127	123	80	54	40	20	22	
45	92	90	86	101	114	110	89	98	52	38	20	13	
00	87	71	135	95	113	143	84	62	50	25	26	15	
<b>Hr Total</b>	<b>365</b>	<b>327</b>	<b>412</b>	<b>432</b>	<b>466</b>	<b>522</b>	<b>407</b>	<b>323</b>	<b>235</b>	<b>137</b>	<b>88</b>	<b>64</b>	
<b>24 Hour Total:</b>		6,148				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		400				PM 4:00-5:00		466		AM Peak Hour:		7:00 400 0.77	
AM 8:00-9:00		353				PM 5:00-6:00		522		PM Peak Hour:		17:00 522 0.91	

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	27	8	14	6	14	36	92	166	153	148	146	164	
30	33	13	10	9	10	35	130	159	157	134	165	173	
45	22	11	9	9	15	50	164	157	147	151	157	190	
00	18	17	5	9	21	62	185	198	177	152	163	173	
<b>Hr Total</b>	<b>100</b>	<b>49</b>	<b>38</b>	<b>33</b>	<b>60</b>	<b>183</b>	<b>571</b>	<b>680</b>	<b>634</b>	<b>585</b>	<b>631</b>	<b>700</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	184	162	173	192	205	255	202	179	146	91	58	42	
30	176	185	179	242	236	226	219	165	120	76	51	44	
45	182	162	153	194	205	211	172	184	117	90	49	25	
00	180	150	225	190	206	237	173	151	121	72	48	39	
<b>Hr Total</b>	<b>722</b>	<b>659</b>	<b>730</b>	<b>818</b>	<b>852</b>	<b>929</b>	<b>766</b>	<b>679</b>	<b>504</b>	<b>329</b>	<b>206</b>	<b>150</b>	
<b>24 Hour Total:</b>		11,608				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		680				PM 4:00-5:00		852		AM Peak Hour:		11:00 700 0.92	
AM 8:00-9:00		634				PM 5:00-6:00		929		PM Peak Hour:		17:00 929 0.91	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9A:Neptune Rd: SE of Old Canoe Creek Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	8	4	7	17	53	79	77	64	66	67
30	13	5	2	2	6	19	57	65	76	68	67	78
45	8	6	3	5	8	24	79	62	66	66	70	77
00	6	4	2	3	12	33	76	71	72	68	69	73
<b>Hr Total</b>	<b>41</b>	<b>20</b>	<b>15</b>	<b>14</b>	<b>33</b>	<b>93</b>	<b>265</b>	<b>277</b>	<b>291</b>	<b>266</b>	<b>272</b>	<b>295</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	84	78	95	96	102	99	101	73	58	35	20
30	78	79	75	101	92	106	96	85	66	53	29	20
45	86	81	82	92	105	97	82	74	63	46	26	16
00	81	81	96	99	97	91	88	73	68	41	20	12
<b>Hr Total</b>	<b>337</b>	<b>325</b>	<b>331</b>	<b>387</b>	<b>390</b>	<b>396</b>	<b>365</b>	<b>333</b>	<b>270</b>	<b>198</b>	<b>110</b>	<b>68</b>

<b>24 Hour Total:</b> 5,392		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 277	PM 4:00-5:00 390	AM Peak Hour:	11:00	295	0.95
AM 8:00-9:00 291	PM 5:00-6:00 396	PM Peak Hour:	17:00	396	0.93

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	4	3	5	18	47	86	80	88	78	90
30	11	4	3	4	6	16	69	79	89	76	80	90
45	7	4	3	5	8	25	87	99	93	89	79	93
00	6	6	5	6	11	32	107	130	94	86	80	91
<b>Hr Total</b>	<b>35</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>30</b>	<b>91</b>	<b>310</b>	<b>394</b>	<b>356</b>	<b>339</b>	<b>317</b>	<b>364</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	86	93	113	106	129	124	85	63	37	30	14
30	88	89	101	110	136	129	119	76	50	41	22	18
45	97	98	100	112	114	116	102	76	54	34	18	16
00	102	87	126	115	122	141	85	62	47	30	20	15
<b>Hr Total</b>	<b>372</b>	<b>360</b>	<b>420</b>	<b>450</b>	<b>478</b>	<b>515</b>	<b>430</b>	<b>299</b>	<b>214</b>	<b>142</b>	<b>90</b>	<b>63</b>

<b>24 Hour Total:</b> 6,121		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 394	PM 4:00-5:00 478	AM Peak Hour:	7:00	394	0.76
AM 8:00-9:00 356	PM 5:00-6:00 515	PM Peak Hour:	17:00	515	0.91

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	10	12	8	12	35	100	165	157	152	144	157
30	24	9	5	6	12	35	125	145	165	144	147	168
45	15	11	6	10	15	49	166	162	158	155	149	171
00	13	10	7	9	23	65	183	201	166	154	149	164
<b>Hr Total</b>	<b>78</b>	<b>40</b>	<b>30</b>	<b>33</b>	<b>62</b>	<b>184</b>	<b>574</b>	<b>673</b>	<b>646</b>	<b>605</b>	<b>589</b>	<b>660</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	170	171	208	202	231	222	186	136	95	65	34
30	166	169	176	211	228	235	215	162	115	93	52	38
45	183	178	182	205	219	213	183	150	116	80	44	32
00	183	168	222	214	219	232	173	135	115	71	40	27
<b>Hr Total</b>	<b>709</b>	<b>685</b>	<b>751</b>	<b>838</b>	<b>868</b>	<b>911</b>	<b>793</b>	<b>633</b>	<b>482</b>	<b>339</b>	<b>201</b>	<b>131</b>

<b>24 Hour Total:</b> 11,515		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 673	PM 4:00-5:00 868	AM Peak Hour:	7:00	672	0.84
AM 8:00-9:00 646	PM 5:00-6:00 911	PM Peak Hour:	17:00	911	0.97

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9B:Neptune Rd: NW of Old Canoe Creek Rd	

24-Apr-18 (Tue)	<u>Northbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	8	12	16	27	62	197	268	239	202	161	155	
30	20	5	7	15	35	73	196	264	251	200	157	207	
45	10	7	9	16	38	96	191	248	252	189	148	151	
00	11	5	10	21	47	128	254	242	213	175	138	173	
<b>Hr Total</b>	<b>51</b>	<b>25</b>	<b>38</b>	<b>68</b>	<b>147</b>	<b>359</b>	<b>838</b>	<b>1022</b>	<b>955</b>	<b>766</b>	<b>604</b>	<b>686</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	146	166	188	192	214	210	137	163	125	89	56	39	
30	159	164	186	201	176	193	159	135	129	99	58	33	
45	179	165	166	196	203	197	168	113	114	70	47	21	
00	175	161	167	238	193	174	135	99	106	55	31	15	
<b>Hr Total</b>	<b>659</b>	<b>656</b>	<b>707</b>	<b>827</b>	<b>786</b>	<b>774</b>	<b>599</b>	<b>510</b>	<b>474</b>	<b>313</b>	<b>192</b>	<b>108</b>	
<b>24 Hour Total:</b> 12,164							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		6:45	1,034	0.96		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		15:15	849	0.89		

24-Apr-18 (Tue)	<u>Southbound Volume</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	33	23	6	7	11	23	89	162	170	137	165	143	
30	24	16	6	5	9	29	117	152	170	133	115	138	
45	26	12	11	5	12	50	117	168	142	147	106	151	
00	22	22	11	8	19	57	155	185	149	127	129	131	
<b>Hr Total</b>	<b>105</b>	<b>73</b>	<b>34</b>	<b>25</b>	<b>51</b>	<b>159</b>	<b>478</b>	<b>667</b>	<b>631</b>	<b>544</b>	<b>515</b>	<b>563</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	167	169	158	268	245	310	276	221	136	103	85	41	
30	178	164	219	241	309	342	272	134	136	130	79	53	
45	171	172	215	250	251	353	221	159	112	89	68	44	
00	161	158	278	269	325	295	195	161	100	98	63	42	
<b>Hr Total</b>	<b>677</b>	<b>663</b>	<b>870</b>	<b>1028</b>	<b>1130</b>	<b>1300</b>	<b>964</b>	<b>675</b>	<b>484</b>	<b>420</b>	<b>295</b>	<b>180</b>	
<b>24 Hour Total:</b> 12,531							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:30	693	0.94		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:45	1,330	0.94		

24-Apr-18 (Tue)	<u>TOTAL TWO WAY (Northbound Volume + Southbound Volume)</u>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	43	31	18	23	38	85	286	430	409	339	326	298	
30	44	21	13	20	44	102	313	416	421	333	272	345	
45	36	19	20	21	50	146	308	416	394	336	254	302	
00	33	27	21	29	66	185	409	427	362	302	267	304	
<b>Hr Total</b>	<b>156</b>	<b>98</b>	<b>72</b>	<b>93</b>	<b>198</b>	<b>518</b>	<b>1316</b>	<b>1689</b>	<b>1586</b>	<b>1310</b>	<b>1119</b>	<b>1249</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	313	335	346	460	459	520	413	384	261	192	141	80	
30	337	328	405	442	485	535	431	269	265	229	137	86	
45	350	337	381	446	454	550	389	272	226	159	115	65	
00	336	319	445	507	518	469	330	260	206	153	94	57	
<b>Hr Total</b>	<b>1336</b>	<b>1319</b>	<b>1577</b>	<b>1855</b>	<b>1916</b>	<b>2074</b>	<b>1563</b>	<b>1185</b>	<b>958</b>	<b>733</b>	<b>487</b>	<b>288</b>	
<b>24 Hour Total:</b> 24,695							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	1,689	0.98		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:45	2,123	0.97		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 9B:Neptune Rd: NW of Old Canoe Creek Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	5	7	15	26	57	190	285	228	185	191	165	
30	15	11	3	14	33	73	225	258	242	185	155	166	
45	13	12	7	14	44	106	254	219	218	195	167	172	
00	9	5	6	16	36	131	279	256	209	147	172	138	
<b>Hr Total</b>	<b>57</b>	<b>33</b>	<b>23</b>	<b>59</b>	<b>139</b>	<b>367</b>	<b>948</b>	<b>1018</b>	<b>897</b>	<b>712</b>	<b>685</b>	<b>641</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	156	190	169	183	222	223	172	171	129	115	46	36	
30	171	146	187	180	226	190	194	139	119	97	43	32	
45	176	154	186	210	199	209	180	130	120	78	48	29	
00	142	184	173	199	191	166	174	123	98	55	49	15	
<b>Hr Total</b>	<b>645</b>	<b>674</b>	<b>715</b>	<b>772</b>	<b>838</b>	<b>788</b>	<b>720</b>	<b>563</b>	<b>466</b>	<b>345</b>	<b>186</b>	<b>112</b>	
<b>24 Hour Total:</b>		12,403				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,018		PM 4:00-5:00		838		AM Peak Hour:	7:00	1,018	0.89		
AM 8:00-9:00		897		PM 5:00-6:00		788		PM Peak Hour:	16:00	838	0.93		

25-Apr-18 (Wed)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	34	20	13	9	11	20	85	149	171	161	120	130	
30	24	14	5	9	9	37	101	153	153	113	130	168	
45	27	10	9	11	19	51	111	187	147	141	136	156	
00	26	13	14	11	14	53	149	155	166	152	137	170	
<b>Hr Total</b>	<b>111</b>	<b>57</b>	<b>41</b>	<b>40</b>	<b>53</b>	<b>161</b>	<b>446</b>	<b>644</b>	<b>637</b>	<b>567</b>	<b>523</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	123	156	130	255	190	295	297	167	144	131	85	39	
30	168	183	225	247	303	308	236	194	134	110	87	56	
45	176	181	236	268	276	298	232	130	130	96	78	48	
00	179	180	270	278	334	316	204	132	142	84	42	40	
<b>Hr Total</b>	<b>646</b>	<b>700</b>	<b>861</b>	<b>1048</b>	<b>1103</b>	<b>1217</b>	<b>969</b>	<b>623</b>	<b>550</b>	<b>421</b>	<b>292</b>	<b>183</b>	
<b>24 Hour Total:</b>		12,517				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		644		PM 4:00-5:00		1,103		AM Peak Hour:	7:00	644	0.86		
AM 8:00-9:00		637		PM 5:00-6:00		1,217		PM Peak Hour:	17:00	1,217	0.96		

25-Apr-18 (Wed)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	54	25	20	24	37	77	275	434	399	346	311	295	
30	39	25	8	23	42	110	326	411	395	298	285	334	
45	40	22	16	25	63	157	365	406	365	336	303	328	
00	35	18	20	27	50	184	428	411	375	299	309	308	
<b>Hr Total</b>	<b>168</b>	<b>90</b>	<b>64</b>	<b>99</b>	<b>192</b>	<b>528</b>	<b>1394</b>	<b>1662</b>	<b>1534</b>	<b>1279</b>	<b>1208</b>	<b>1265</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	279	346	299	438	412	518	469	338	273	246	131	75	
30	339	329	412	427	529	498	430	333	253	207	130	88	
45	352	335	422	478	475	507	412	260	250	174	126	77	
00	321	364	443	477	525	482	378	255	240	139	91	55	
<b>Hr Total</b>	<b>1291</b>	<b>1374</b>	<b>1576</b>	<b>1820</b>	<b>1941</b>	<b>2005</b>	<b>1689</b>	<b>1186</b>	<b>1016</b>	<b>766</b>	<b>478</b>	<b>295</b>	
<b>24 Hour Total:</b>		24,920				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,662		PM 4:00-5:00		1,941		AM Peak Hour:	7:00	1,662	0.96		
AM 8:00-9:00		1,534		PM 5:00-6:00		2,005		PM Peak Hour:	17:00	2,005	0.97		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9B:Neptune Rd: NW of Old Canoe Creek Rd	

26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	12	13	7	25	74	191	284	236	183	151	157	
30	19	8	12	14	40	85	228	271	247	202	167	174	
45	13	9	6	19	43	102	235	250	224	196	155	185	
00	11	14	10	19	46	120	262	230	213	177	151	182	
<b>Hr Total</b>	<b>58</b>	<b>43</b>	<b>41</b>	<b>59</b>	<b>154</b>	<b>381</b>	<b>916</b>	<b>1035</b>	<b>920</b>	<b>758</b>	<b>624</b>	<b>698</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	158	167	157	178	213	208	181	156	128	105	39	47	
30	159	198	188	208	183	207	212	148	105	89	58	49	
45	196	160	171	212	197	206	194	123	119	77	46	23	
00	156	175	154	198	197	162	149	115	108	60	38	28	
<b>Hr Total</b>	<b>669</b>	<b>700</b>	<b>670</b>	<b>796</b>	<b>790</b>	<b>783</b>	<b>736</b>	<b>542</b>	<b>460</b>	<b>331</b>	<b>181</b>	<b>147</b>	
<b>24 Hour Total:</b> 12,492							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,035		PM 4:00-5:00 790					AM Peak Hour:		7:00	1,035	0.91		
AM 8:00-9:00 920		PM 5:00-6:00 783					PM Peak Hour:		15:00	796	0.94		

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	34	20	9	7	14	24	68	169	148	155	176	143	
30	31	17	18	12	10	31	97	148	157	128	148	151	
45	38	14	16	13	19	46	111	195	126	130	138	174	
00	24	14	10	9	21	56	164	188	140	128	150	156	
<b>Hr Total</b>	<b>127</b>	<b>65</b>	<b>53</b>	<b>41</b>	<b>64</b>	<b>157</b>	<b>440</b>	<b>700</b>	<b>571</b>	<b>541</b>	<b>612</b>	<b>624</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	151	135	163	280	288	291	264	210	144	79	39	18	
30	172	154	200	266	319	314	216	219	102	73	30	38	
45	171	159	205	240	259	303	178	251	69	62	41	22	
00	140	135	274	190	304	331	212	143	106	42	46	35	
<b>Hr Total</b>	<b>634</b>	<b>583</b>	<b>842</b>	<b>976</b>	<b>1170</b>	<b>1239</b>	<b>870</b>	<b>823</b>	<b>421</b>	<b>256</b>	<b>156</b>	<b>113</b>	
<b>24 Hour Total:</b> 12,078							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 700		PM 4:00-5:00 1,170					AM Peak Hour:		7:00	700	0.90		
AM 8:00-9:00 571		PM 5:00-6:00 1,239					PM Peak Hour:		17:00	1,239	0.94		

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	49	32	22	14	39	98	259	453	384	338	327	300	
30	50	25	30	26	50	116	325	419	404	330	315	325	
45	51	23	22	32	62	148	346	445	350	326	293	359	
00	35	28	20	28	67	176	426	418	353	305	301	338	
<b>Hr Total</b>	<b>185</b>	<b>108</b>	<b>94</b>	<b>100</b>	<b>218</b>	<b>538</b>	<b>1356</b>	<b>1735</b>	<b>1491</b>	<b>1299</b>	<b>1236</b>	<b>1322</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	302	320	458	501	499	445	366	272	184	78	65	
30	331	352	388	474	502	521	428	367	207	162	88	87	
45	367	319	376	452	456	509	372	374	188	139	87	45	
00	296	310	428	388	501	493	361	258	214	102	84	63	
<b>Hr Total</b>	<b>1303</b>	<b>1283</b>	<b>1512</b>	<b>1772</b>	<b>1960</b>	<b>2022</b>	<b>1606</b>	<b>1365</b>	<b>881</b>	<b>587</b>	<b>337</b>	<b>260</b>	
<b>24 Hour Total:</b> 24,570							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 1,735		PM 4:00-5:00 1,960					AM Peak Hour:		7:00	1,735	0.96		
AM 8:00-9:00 1,491		PM 5:00-6:00 2,022					PM Peak Hour:		17:00	2,022	0.97		

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9B:Neptune Rd: NW of Old Canoe Creek Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	11	13	26	64	193	279	234	190	168	159
30	18	8	7	14	36	77	216	264	247	196	160	182
45	12	9	7	16	42	101	227	239	231	193	157	169
00	10	8	9	19	43	126	265	243	212	166	154	164
<b>Hr Total</b>	<b>55</b>	<b>33</b>	<b>34</b>	<b>62</b>	<b>147</b>	<b>368</b>	<b>901</b>	<b>1025</b>	<b>924</b>	<b>745</b>	<b>639</b>	<b>674</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	174	171	184	216	214	163	163	127	103	47	41
30	163	169	187	196	195	197	188	141	118	95	53	38
45	184	160	174	206	200	204	181	122	118	75	47	24
00	158	173	165	212	194	167	153	112	104	57	39	19
<b>Hr Total</b>	<b>658</b>	<b>676</b>	<b>697</b>	<b>798</b>	<b>805</b>	<b>782</b>	<b>685</b>	<b>538</b>	<b>467</b>	<b>330</b>	<b>186</b>	<b>122</b>

<b>24 Hour Total:</b>	12,351			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,025	PM 4:00-5:00	805	AM Peak Hour:	7:00	1,025	0.92
AM 8:00-9:00	924	PM 5:00-6:00	782	PM Peak Hour:	16:00	805	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	21	9	8	12	22	81	160	163	151	154	139
30	26	16	10	9	9	32	105	151	160	125	131	152
45	30	12	12	10	17	49	113	183	138	139	127	160
00	24	16	12	9	18	55	156	176	152	136	139	152
<b>Hr Total</b>	<b>114</b>	<b>65</b>	<b>43</b>	<b>36</b>	<b>56</b>	<b>158</b>	<b>455</b>	<b>670</b>	<b>613</b>	<b>551</b>	<b>551</b>	<b>603</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	153	150	268	241	299	279	199	141	104	70	33
30	173	167	215	251	310	321	241	182	124	104	65	49
45	173	171	219	253	262	318	210	180	104	82	62	38
00	160	158	274	246	321	314	204	145	116	75	50	39
<b>Hr Total</b>	<b>653</b>	<b>649</b>	<b>858</b>	<b>1018</b>	<b>1134</b>	<b>1252</b>	<b>934</b>	<b>706</b>	<b>485</b>	<b>365</b>	<b>247</b>	<b>159</b>

<b>24 Hour Total:</b>	12,375			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	670	PM 4:00-5:00	1,134	AM Peak Hour:	7:00	670	0.91
AM 8:00-9:00	613	PM 5:00-6:00	1,252	PM Peak Hour:	17:00	1,252	0.97

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	29	20	20	38	87	273	439	397	341	321	298
30	44	24	17	23	45	109	321	415	407	320	291	335
45	42	21	19	26	58	150	340	422	370	333	283	330
00	34	24	20	28	61	182	421	419	363	302	292	317
<b>Hr Total</b>	<b>169</b>	<b>98</b>	<b>76</b>	<b>97</b>	<b>202</b>	<b>528</b>	<b>1355</b>	<b>1695</b>	<b>1537</b>	<b>1296</b>	<b>1187</b>	<b>1280</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	328	322	452	457	512	442	363	269	207	117	73
30	336	336	402	448	505	518	430	323	242	199	118	87
45	356	330	393	459	462	522	391	302	221	157	109	62
00	318	331	439	457	515	481	356	258	220	131	90	58
<b>Hr Total</b>	<b>1310</b>	<b>1325</b>	<b>1556</b>	<b>1816</b>	<b>1939</b>	<b>2033</b>	<b>1619</b>	<b>1246</b>	<b>952</b>	<b>694</b>	<b>434</b>	<b>280</b>

<b>24 Hour Total:</b>	24,724			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,695	PM 4:00-5:00	1,939	AM Peak Hour:	7:00	1,695	0.97
AM 8:00-9:00	1,537	PM 5:00-6:00	2,033	PM Peak Hour:	17:00	2,034	0.97



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9C:Old Canoe Creek Rd: NEof Neptune Rd	

24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	11	12	18	37	76	219	325	312	272	225	249	
30	15	10	8	18	46	94	207	371	332	244	242	268	
45	11	11	14	28	65	129	242	320	334	244	213	238	
00	11	6	12	34	67	152	273	383	293	230	223	221	
<b>Hr Total</b>	<b>52</b>	<b>38</b>	<b>46</b>	<b>98</b>	<b>215</b>	<b>451</b>	<b>941</b>	<b>1399</b>	<b>1271</b>	<b>990</b>	<b>903</b>	<b>976</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	212	228	219	241	304	259	238	196	151	114	69	43	
30	212	205	259	260	248	246	192	169	160	79	57	31	
45	249	231	246	289	264	253	214	168	132	82	43	21	
00	260	254	252	339	261	229	202	134	123	74	43	16	
<b>Hr Total</b>	<b>933</b>	<b>918</b>	<b>976</b>	<b>1129</b>	<b>1077</b>	<b>987</b>	<b>846</b>	<b>667</b>	<b>566</b>	<b>349</b>	<b>212</b>	<b>111</b>	
<b>24 Hour Total:</b> 16,151							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	1,399	0.91		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		15:15	1,192	0.88		

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	30	16	6	14	21	82	132	197	156	156	166	
30	39	22	9	8	7	32	77	162	237	145	163	192	
45	33	16	12	7	14	46	107	151	149	146	153	174	
00	36	23	9	7	11	69	113	191	158	134	156	174	
<b>Hr Total</b>	<b>155</b>	<b>91</b>	<b>46</b>	<b>28</b>	<b>46</b>	<b>168</b>	<b>379</b>	<b>636</b>	<b>741</b>	<b>581</b>	<b>628</b>	<b>706</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	225	200	212	300	317	311	349	284	241	183	131	65	
30	208	223	215	325	328	362	317	212	228	198	113	74	
45	224	227	265	330	312	372	305	236	209	145	100	67	
00	204	220	295	309	369	314	289	228	178	142	84	53	
<b>Hr Total</b>	<b>861</b>	<b>870</b>	<b>987</b>	<b>1264</b>	<b>1326</b>	<b>1359</b>	<b>1260</b>	<b>960</b>	<b>856</b>	<b>668</b>	<b>428</b>	<b>259</b>	
<b>24 Hour Total:</b> 15,303							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		11:30	781	0.87		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		16:45	1,414	0.95		

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	62	41	28	24	51	97	301	457	509	428	381	415	
30	54	32	17	26	53	126	284	533	569	389	405	460	
45	44	27	26	35	79	175	349	471	483	390	366	412	
00	47	29	21	41	78	221	386	574	451	364	379	395	
<b>Hr Total</b>	<b>207</b>	<b>129</b>	<b>92</b>	<b>126</b>	<b>261</b>	<b>619</b>	<b>1320</b>	<b>2035</b>	<b>2012</b>	<b>1571</b>	<b>1531</b>	<b>1682</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	437	428	431	541	621	570	587	480	392	297	200	108	
30	420	428	474	585	576	608	509	381	388	277	170	105	
45	473	458	511	619	576	625	519	404	341	227	143	88	
00	464	474	547	648	630	543	491	362	301	216	127	69	
<b>Hr Total</b>	<b>1794</b>	<b>1788</b>	<b>1963</b>	<b>2393</b>	<b>2403</b>	<b>2346</b>	<b>2106</b>	<b>1627</b>	<b>1422</b>	<b>1017</b>	<b>640</b>	<b>370</b>	
<b>24 Hour Total:</b> 31,454							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:45	2,135	0.93		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		15:15	2,473	0.95		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9C:Old Canoe Creek Rd: NEof Neptune Rd	

25-Apr-18 (Wed)													Eastbound Volume
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	22	2	7	19	38	77	207	358	302	236	217	252	
30	13	11	5	26	58	79	278	371	343	255	223	230	
45	18	11	8	21	60	132	322	336	262	272	209	244	
00	10	9	9	35	52	150	354	355	293	212	245	237	
<b>Hr Total</b>	<b>63</b>	<b>33</b>	<b>29</b>	<b>101</b>	<b>208</b>	<b>438</b>	<b>1161</b>	<b>1420</b>	<b>1200</b>	<b>975</b>	<b>894</b>	<b>963</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	239	220	200	257	291	292	240	217	159	105	61	41	
30	208	221	268	240	245	268	271	169	145	119	51	28	
45	252	225	244	308	285	262	256	196	133	76	56	24	
00	224	262	233	338	269	249	235	173	105	93	46	16	
<b>Hr Total</b>	<b>923</b>	<b>928</b>	<b>945</b>	<b>1143</b>	<b>1090</b>	<b>1071</b>	<b>1002</b>	<b>755</b>	<b>542</b>	<b>393</b>	<b>214</b>	<b>109</b>	
<b>24 Hour Total:</b>		16,600				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,420				PM 4:00-5:00		1,090		AM Peak Hour:		7:00 1,420 0.96	
AM 8:00-9:00		1,200				PM 5:00-6:00		1,071		PM Peak Hour:		15:00 1,143 0.85	

25-Apr-18 (Wed)													Westbound Volume
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	55	34	13	9	10	11	63	140	202	140	141	135	
30	43	24	11	10	11	33	77	162	195	131	173	209	
45	32	22	11	15	17	48	98	176	140	127	154	188	
00	33	23	18	8	16	49	111	187	145	157	158	192	
<b>Hr Total</b>	<b>163</b>	<b>103</b>	<b>53</b>	<b>42</b>	<b>54</b>	<b>141</b>	<b>349</b>	<b>665</b>	<b>682</b>	<b>555</b>	<b>626</b>	<b>724</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	196	217	196	311	301	341	348	281	248	238	140	74	
30	212	258	290	329	306	339	299	275	242	197	138	72	
45	209	233	289	288	325	347	287	214	211	168	123	58	
00	226	235	312	360	346	335	274	235	258	141	66	53	
<b>Hr Total</b>	<b>843</b>	<b>943</b>	<b>1087</b>	<b>1288</b>	<b>1278</b>	<b>1362</b>	<b>1208</b>	<b>1005</b>	<b>959</b>	<b>744</b>	<b>467</b>	<b>257</b>	
<b>24 Hour Total:</b>		15,598				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		665				PM 4:00-5:00		1,278		AM Peak Hour:		11:00 724 0.87	
AM 8:00-9:00		682				PM 5:00-6:00		1,362		PM Peak Hour:		17:00 1,362 0.98	

25-Apr-18 (Wed)													TOTAL TWO WAY (Eastbound Volume + Westbound Volume)
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	77	36	20	28	48	88	270	498	504	376	358	387	
30	56	35	16	36	69	112	355	533	538	386	396	439	
45	50	33	19	36	77	180	420	512	402	399	363	432	
00	43	32	27	43	68	199	465	542	438	369	403	429	
<b>Hr Total</b>	<b>226</b>	<b>136</b>	<b>82</b>	<b>143</b>	<b>262</b>	<b>579</b>	<b>1510</b>	<b>2085</b>	<b>1882</b>	<b>1530</b>	<b>1520</b>	<b>1687</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	435	437	396	568	592	633	588	498	407	343	201	115	
30	420	479	558	569	551	607	570	444	387	316	189	100	
45	461	458	533	596	610	609	543	410	344	244	179	82	
00	450	497	545	698	615	584	509	408	363	234	112	69	
<b>Hr Total</b>	<b>1766</b>	<b>1871</b>	<b>2032</b>	<b>2431</b>	<b>2368</b>	<b>2433</b>	<b>2210</b>	<b>1760</b>	<b>1501</b>	<b>1137</b>	<b>681</b>	<b>366</b>	
<b>24 Hour Total:</b>		32,198				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,085				PM 4:00-5:00		2,368		AM Peak Hour:		7:00 2,085 0.96	
AM 8:00-9:00		1,882				PM 5:00-6:00		2,433		PM Peak Hour:		17:00 2,433 0.96	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9C:Old Canoe Creek Rd: NEof Neptune Rd	

26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	17	10	8	38	80	212	377	346	269	230	219	
30	17	8	15	21	49	98	250	366	332	276	236	227	
45	9	11	6	25	58	135	295	321	315	271	242	214	
00	7	18	16	39	68	138	333	334	302	239	244	267	
<b>Hr Total</b>	<b>53</b>	<b>54</b>	<b>47</b>	<b>93</b>	<b>213</b>	<b>451</b>	<b>1090</b>	<b>1398</b>	<b>1295</b>	<b>1055</b>	<b>952</b>	<b>927</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	223	238	210	253	282	268	249	194	166	99	51	35	
30	234	254	247	270	248	276	273	215	145	94	80	42	
45	235	239	224	298	256	235	244	165	133	88	45	23	
00	208	231	215	283	247	287	220	157	125	69	37	29	
<b>Hr Total</b>	<b>900</b>	<b>962</b>	<b>896</b>	<b>1104</b>	<b>1033</b>	<b>1066</b>	<b>986</b>	<b>731</b>	<b>569</b>	<b>350</b>	<b>213</b>	<b>129</b>	
<b>24 Hour Total:</b>		16,567				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,398				PM 4:00-5:00		1,033		AM Peak Hour:		7:00 1,398 0.93	
AM 8:00-9:00		1,295				PM 5:00-6:00		1,066		PM Peak Hour:		15:00 1,104 0.93	

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	51	26	22	9	7	15	60	124	229	164	172	150	
30	44	24	12	9	15	38	82	160	179	150	150	174	
45	51	22	19	11	16	42	82	176	127	142	147	191	
00	22	16	14	9	21	61	133	191	151	177	191	176	
<b>Hr Total</b>	<b>168</b>	<b>88</b>	<b>67</b>	<b>38</b>	<b>59</b>	<b>156</b>	<b>357</b>	<b>651</b>	<b>686</b>	<b>633</b>	<b>660</b>	<b>691</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	207	226	205	293	299	318	346	279	238	211	141	89	
30	242	215	229	303	362	344	278	253	254	141	99	65	
45	212	226	260	331	327	356	271	252	206	168	93	79	
00	220	211	309	295	338	356	310	262	206	146	94	64	
<b>Hr Total</b>	<b>881</b>	<b>878</b>	<b>1003</b>	<b>1222</b>	<b>1326</b>	<b>1374</b>	<b>1205</b>	<b>1046</b>	<b>904</b>	<b>666</b>	<b>427</b>	<b>297</b>	
<b>24 Hour Total:</b>		15,483				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		651				PM 4:00-5:00		1,326		AM Peak Hour:		11:00 691 0.90	
AM 8:00-9:00		686				PM 5:00-6:00		1,374		PM Peak Hour:		17:00 1,374 0.96	

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	71	43	32	17	45	95	272	501	575	433	402	369	
30	61	32	27	30	64	136	332	526	511	426	386	401	
45	60	33	25	36	74	177	377	497	442	413	389	405	
00	29	34	30	48	89	199	466	525	453	416	435	443	
<b>Hr Total</b>	<b>221</b>	<b>142</b>	<b>114</b>	<b>131</b>	<b>272</b>	<b>607</b>	<b>1447</b>	<b>2049</b>	<b>1981</b>	<b>1688</b>	<b>1612</b>	<b>1618</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	430	464	415	546	581	586	595	473	404	310	192	124	
30	476	469	476	573	610	620	551	468	399	235	179	107	
45	447	465	484	629	583	591	515	417	339	256	138	102	
00	428	442	524	578	585	643	530	419	331	215	131	93	
<b>Hr Total</b>	<b>1781</b>	<b>1840</b>	<b>1899</b>	<b>2326</b>	<b>2359</b>	<b>2440</b>	<b>2191</b>	<b>1777</b>	<b>1473</b>	<b>1016</b>	<b>640</b>	<b>426</b>	
<b>24 Hour Total:</b>		32,050				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,049				PM 4:00-5:00		2,359		AM Peak Hour:		7:00 2,049 0.97	
AM 8:00-9:00		1,981				PM 5:00-6:00		2,440		PM Peak Hour:		17:00 2,440 0.95	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9C:Old Canoe Creek Rd: NEof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	10	15	38	78	213	353	320	259	224	240
30	15	10	9	22	51	90	245	369	336	258	234	242
45	13	11	9	25	61	132	286	326	304	262	221	232
00	9	11	12	36	62	147	320	357	296	227	237	242
<b>Hr Total</b>	<b>56</b>	<b>42</b>	<b>40</b>	<b>98</b>	<b>212</b>	<b>447</b>	<b>1064</b>	<b>1405</b>	<b>1256</b>	<b>1006</b>	<b>916</b>	<b>956</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	229	210	250	292	273	242	202	159	106	60	40
30	218	227	258	257	247	263	245	184	150	97	63	34
45	245	232	238	298	268	250	238	176	133	82	48	23
00	231	249	233	320	259	255	219	155	118	79	42	20
<b>Hr Total</b>	<b>919</b>	<b>937</b>	<b>939</b>	<b>1125</b>	<b>1066</b>	<b>1041</b>	<b>944</b>	<b>717</b>	<b>560</b>	<b>364</b>	<b>213</b>	<b>117</b>

<b>24 Hour Total:</b>	16,440			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,405	PM 4:00-5:00	1,066	AM Peak Hour:	7:00	1,406	0.95
AM 8:00-9:00	1,256	PM 5:00-6:00	1,041	PM Peak Hour:	15:00	1,125	0.88

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	30	17	8	10	16	68	132	209	153	156	150
30	42	23	11	9	11	34	79	161	204	142	162	192
45	39	20	14	11	16	45	96	168	139	138	151	184
00	30	21	14	8	16	60	119	190	151	156	168	181
<b>Hr Total</b>	<b>162</b>	<b>94</b>	<b>56</b>	<b>36</b>	<b>53</b>	<b>155</b>	<b>362</b>	<b>651</b>	<b>703</b>	<b>589</b>	<b>637</b>	<b>707</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	214	204	301	306	323	348	281	242	211	137	76
30	221	232	245	319	332	348	298	247	241	179	117	70
45	215	229	271	316	321	358	288	234	209	160	105	68
00	217	222	305	321	351	335	291	242	214	143	81	57
<b>Hr Total</b>	<b>862</b>	<b>897</b>	<b>1025</b>	<b>1257</b>	<b>1310</b>	<b>1364</b>	<b>1225</b>	<b>1004</b>	<b>906</b>	<b>693</b>	<b>440</b>	<b>271</b>

<b>24 Hour Total:</b>	15,459			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	651	PM 4:00-5:00	1,310	AM Peak Hour:	11:00	707	0.92
AM 8:00-9:00	703	PM 5:00-6:00	1,364	PM Peak Hour:	17:00	1,365	0.95

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	40	27	23	48	93	281	485	529	412	380	390
30	57	33	20	31	62	125	324	531	539	400	396	433
45	51	31	23	36	77	177	382	493	442	401	373	416
00	40	32	26	44	78	206	439	547	447	383	406	422
<b>Hr Total</b>	<b>218</b>	<b>136</b>	<b>96</b>	<b>134</b>	<b>265</b>	<b>601</b>	<b>1426</b>	<b>2056</b>	<b>1957</b>	<b>1596</b>	<b>1555</b>	<b>1661</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	434	443	414	552	598	596	590	484	401	317	198	116
30	439	459	503	576	579	612	543	431	391	276	179	104
45	460	460	509	615	590	608	526	410	341	242	153	91
00	447	471	539	641	610	590	510	396	332	222	123	77
<b>Hr Total</b>	<b>1780</b>	<b>1833</b>	<b>1965</b>	<b>2384</b>	<b>2377</b>	<b>2406</b>	<b>2169</b>	<b>1721</b>	<b>1465</b>	<b>1057</b>	<b>653</b>	<b>388</b>

<b>24 Hour Total:</b>	31,899			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	2,056	PM 4:00-5:00	2,377	AM Peak Hour:	7:00	2,056	0.94
AM 8:00-9:00	1,957	PM 5:00-6:00	2,406	PM Peak Hour:	17:00	2,406	0.98

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 9D:Old Canoe Creek Rd: SWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	11	12	18	37	76	219	325	312	272	225	249	
30	15	10	8	18	46	94	207	371	332	244	242	268	
45	11	11	14	28	65	129	242	320	334	244	213	238	
00	11	6	12	34	67	152	273	383	293	230	223	221	
<b>Hr Total</b>	<b>52</b>	<b>38</b>	<b>46</b>	<b>98</b>	<b>215</b>	<b>451</b>	<b>941</b>	<b>1399</b>	<b>1271</b>	<b>990</b>	<b>903</b>	<b>976</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	212	228	219	241	304	259	238	196	151	114	69	43	
30	212	205	259	260	248	246	192	169	160	79	57	31	
45	249	231	246	289	264	253	214	168	132	82	43	21	
00	260	254	252	339	261	229	202	134	123	74	43	16	
<b>Hr Total</b>	<b>933</b>	<b>918</b>	<b>976</b>	<b>1129</b>	<b>1077</b>	<b>987</b>	<b>846</b>	<b>667</b>	<b>566</b>	<b>349</b>	<b>212</b>	<b>111</b>	
<b>24 Hour Total:</b>		16,151					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		1,399					PM 4:00-5:00		1,077	7:00	1,399	0.91	
AM 8:00-9:00		1,271					PM 5:00-6:00		987	15:15	1,192	0.88	

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	47	30	16	6	14	21	82	132	197	156	156	166	
30	39	22	9	8	7	32	77	162	237	145	163	192	
45	33	16	12	7	14	46	107	151	149	146	153	174	
00	36	23	9	7	11	69	113	191	158	134	156	174	
<b>Hr Total</b>	<b>155</b>	<b>91</b>	<b>46</b>	<b>28</b>	<b>46</b>	<b>168</b>	<b>379</b>	<b>636</b>	<b>741</b>	<b>581</b>	<b>628</b>	<b>706</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	225	200	212	300	317	311	349	284	241	183	131	65	
30	208	223	215	325	328	362	317	212	228	198	113	74	
45	224	227	265	330	312	372	305	236	209	145	100	67	
00	204	220	295	309	369	314	289	228	178	142	84	53	
<b>Hr Total</b>	<b>861</b>	<b>870</b>	<b>987</b>	<b>1264</b>	<b>1326</b>	<b>1359</b>	<b>1260</b>	<b>960</b>	<b>856</b>	<b>668</b>	<b>428</b>	<b>259</b>	
<b>24 Hour Total:</b>		15,303					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		636					PM 4:00-5:00		1,326	11:30	781	0.87	
AM 8:00-9:00		741					PM 5:00-6:00		1,359	16:45	1,414	0.95	

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	62	41	28	24	51	97	301	457	509	428	381	415	
30	54	32	17	26	53	126	284	533	569	389	405	460	
45	44	27	26	35	79	175	349	471	483	390	366	412	
00	47	29	21	41	78	221	386	574	451	364	379	395	
<b>Hr Total</b>	<b>207</b>	<b>129</b>	<b>92</b>	<b>126</b>	<b>261</b>	<b>619</b>	<b>1320</b>	<b>2035</b>	<b>2012</b>	<b>1571</b>	<b>1531</b>	<b>1682</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	437	428	431	541	621	570	587	480	392	297	200	108	
30	420	428	474	585	576	608	509	381	388	277	170	105	
45	473	458	511	619	576	625	519	404	341	227	143	88	
00	464	474	547	648	630	543	491	362	301	216	127	69	
<b>Hr Total</b>	<b>1794</b>	<b>1788</b>	<b>1963</b>	<b>2393</b>	<b>2403</b>	<b>2346</b>	<b>2106</b>	<b>1627</b>	<b>1422</b>	<b>1017</b>	<b>640</b>	<b>370</b>	
<b>24 Hour Total:</b>		31,454					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		2,035					PM 4:00-5:00		2,403	7:45	2,135	0.93	
AM 8:00-9:00		2,012					PM 5:00-6:00		2,346	15:15	2,473	0.95	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9D:Old Canoe Creek Rd: SWof Neptune Rd	

25-Apr-18 (Wed)													Eastbound Volume
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	22	2	7	19	38	77	207	358	302	236	217	252	
30	13	11	5	26	58	79	278	371	343	255	223	230	
45	18	11	8	21	60	132	322	336	262	272	209	244	
00	10	9	9	35	52	150	354	355	293	212	245	237	
<b>Hr Total</b>	<b>63</b>	<b>33</b>	<b>29</b>	<b>101</b>	<b>208</b>	<b>438</b>	<b>1161</b>	<b>1420</b>	<b>1200</b>	<b>975</b>	<b>894</b>	<b>963</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	239	220	200	257	291	292	240	217	159	105	61	41	
30	208	221	268	240	245	268	271	169	145	119	51	28	
45	252	225	244	308	285	262	256	196	133	76	56	24	
00	224	262	233	338	269	249	235	173	105	93	46	16	
<b>Hr Total</b>	<b>923</b>	<b>928</b>	<b>945</b>	<b>1143</b>	<b>1090</b>	<b>1071</b>	<b>1002</b>	<b>755</b>	<b>542</b>	<b>393</b>	<b>214</b>	<b>109</b>	
<b>24 Hour Total:</b>		16,600				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,420				PM 4:00-5:00		1,090	7:00	1,420	0.96		
AM 8:00-9:00		1,200				PM 5:00-6:00		1,071	15:00	1,143	0.85		

25-Apr-18 (Wed)													Westbound Volume
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	55	34	13	9	10	11	63	140	202	140	141	135	
30	43	24	11	10	11	33	77	162	195	131	173	209	
45	32	22	11	15	17	48	98	176	140	127	154	188	
00	33	23	18	8	16	49	111	187	145	157	158	192	
<b>Hr Total</b>	<b>163</b>	<b>103</b>	<b>53</b>	<b>42</b>	<b>54</b>	<b>141</b>	<b>349</b>	<b>665</b>	<b>682</b>	<b>555</b>	<b>626</b>	<b>724</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	196	217	196	311	301	341	348	281	248	238	140	74	
30	212	258	290	329	306	339	299	275	242	197	138	72	
45	209	233	289	288	325	347	287	214	211	168	123	58	
00	226	235	312	360	346	335	274	235	258	141	66	53	
<b>Hr Total</b>	<b>843</b>	<b>943</b>	<b>1087</b>	<b>1288</b>	<b>1278</b>	<b>1362</b>	<b>1208</b>	<b>1005</b>	<b>959</b>	<b>744</b>	<b>467</b>	<b>257</b>	
<b>24 Hour Total:</b>		15,598				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		665				PM 4:00-5:00		1,278	11:00	724	0.87		
AM 8:00-9:00		682				PM 5:00-6:00		1,362	17:00	1,362	0.98		

25-Apr-18 (Wed)													TOTAL TWO WAY (Eastbound Volume + Westbound Volume)
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	77	36	20	28	48	88	270	498	504	376	358	387	
30	56	35	16	36	69	112	355	533	538	386	396	439	
45	50	33	19	36	77	180	420	512	402	399	363	432	
00	43	32	27	43	68	199	465	542	438	369	403	429	
<b>Hr Total</b>	<b>226</b>	<b>136</b>	<b>82</b>	<b>143</b>	<b>262</b>	<b>579</b>	<b>1510</b>	<b>2085</b>	<b>1882</b>	<b>1530</b>	<b>1520</b>	<b>1687</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	435	437	396	568	592	633	588	498	407	343	201	115	
30	420	479	558	569	551	607	570	444	387	316	189	100	
45	461	458	533	596	610	609	543	410	344	244	179	82	
00	450	497	545	698	615	584	509	408	363	234	112	69	
<b>Hr Total</b>	<b>1766</b>	<b>1871</b>	<b>2032</b>	<b>2431</b>	<b>2368</b>	<b>2433</b>	<b>2210</b>	<b>1760</b>	<b>1501</b>	<b>1137</b>	<b>681</b>	<b>366</b>	
<b>24 Hour Total:</b>		32,198				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,085				PM 4:00-5:00		2,368	7:00	2,085	0.96		
AM 8:00-9:00		1,882				PM 5:00-6:00		2,433	17:00	2,433	0.96		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9D:Old Canoe Creek Rd: SWof Neptune Rd	

26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	17	10	8	38	80	212	377	346	269	230	219	
30	17	8	15	21	49	98	250	366	332	276	236	227	
45	9	11	6	25	58	135	295	321	315	271	242	214	
00	7	18	16	39	68	138	333	334	302	239	244	267	
<b>Hr Total</b>	<b>53</b>	<b>54</b>	<b>47</b>	<b>93</b>	<b>213</b>	<b>451</b>	<b>1090</b>	<b>1398</b>	<b>1295</b>	<b>1055</b>	<b>952</b>	<b>927</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	223	238	210	253	282	268	249	194	166	99	51	35	
30	234	254	247	270	248	276	273	215	145	94	80	42	
45	235	239	224	298	256	235	244	165	133	88	45	23	
00	208	231	215	283	247	287	220	157	125	69	37	29	
<b>Hr Total</b>	<b>900</b>	<b>962</b>	<b>896</b>	<b>1104</b>	<b>1033</b>	<b>1066</b>	<b>986</b>	<b>731</b>	<b>569</b>	<b>350</b>	<b>213</b>	<b>129</b>	
<b>24 Hour Total:</b> 16,567							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	1,398	0.93		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		15:00	1,104	0.93		

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	51	26	22	9	7	15	60	124	229	164	172	150	
30	44	24	12	9	15	38	82	160	179	150	150	174	
45	51	22	19	11	16	42	82	176	127	142	147	191	
00	22	16	14	9	21	61	133	191	151	177	191	176	
<b>Hr Total</b>	<b>168</b>	<b>88</b>	<b>67</b>	<b>38</b>	<b>59</b>	<b>156</b>	<b>357</b>	<b>651</b>	<b>686</b>	<b>633</b>	<b>660</b>	<b>691</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	207	226	205	293	299	318	346	279	238	211	141	89	
30	242	215	229	303	362	344	278	253	254	141	99	65	
45	212	226	260	331	327	356	271	252	206	168	93	79	
00	220	211	309	295	338	356	310	262	206	146	94	64	
<b>Hr Total</b>	<b>881</b>	<b>878</b>	<b>1003</b>	<b>1222</b>	<b>1326</b>	<b>1374</b>	<b>1205</b>	<b>1046</b>	<b>904</b>	<b>666</b>	<b>427</b>	<b>297</b>	
<b>24 Hour Total:</b> 15,483							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		11:00	691	0.90		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	1,374	0.96		

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	71	43	32	17	45	95	272	501	575	433	402	369	
30	61	32	27	30	64	136	332	526	511	426	386	401	
45	60	33	25	36	74	177	377	497	442	413	389	405	
00	29	34	30	48	89	199	466	525	453	416	435	443	
<b>Hr Total</b>	<b>221</b>	<b>142</b>	<b>114</b>	<b>131</b>	<b>272</b>	<b>607</b>	<b>1447</b>	<b>2049</b>	<b>1981</b>	<b>1688</b>	<b>1612</b>	<b>1618</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	430	464	415	546	581	586	595	473	404	310	192	124	
30	476	469	476	573	610	620	551	468	399	235	179	107	
45	447	465	484	629	583	591	515	417	339	256	138	102	
00	428	442	524	578	585	643	530	419	331	215	131	93	
<b>Hr Total</b>	<b>1781</b>	<b>1840</b>	<b>1899</b>	<b>2326</b>	<b>2359</b>	<b>2440</b>	<b>2191</b>	<b>1777</b>	<b>1473</b>	<b>1016</b>	<b>640</b>	<b>426</b>	
<b>24 Hour Total:</b> 32,050							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		PM 4:00-5:00					AM Peak Hour:		7:00	2,049	0.97		
AM 8:00-9:00		PM 5:00-6:00					PM Peak Hour:		17:00	2,440	0.95		

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 9D:Old Canoe Creek Rd: SWof Neptune Rd	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	10	15	38	78	213	353	320	259	224	240
30	15	10	9	22	51	90	245	369	336	258	234	242
45	13	11	9	25	61	132	286	326	304	262	221	232
00	9	11	12	36	62	147	320	357	296	227	237	242
<b>Hr Total</b>	<b>56</b>	<b>42</b>	<b>40</b>	<b>98</b>	<b>212</b>	<b>447</b>	<b>1064</b>	<b>1405</b>	<b>1256</b>	<b>1006</b>	<b>916</b>	<b>956</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	229	210	250	292	273	242	202	159	106	60	40
30	218	227	258	257	247	263	245	184	150	97	63	34
45	245	232	238	298	268	250	238	176	133	82	48	23
00	231	249	233	320	259	255	219	155	118	79	42	20
<b>Hr Total</b>	<b>919</b>	<b>937</b>	<b>939</b>	<b>1125</b>	<b>1066</b>	<b>1041</b>	<b>944</b>	<b>717</b>	<b>560</b>	<b>364</b>	<b>213</b>	<b>117</b>

<b>24 Hour Total:</b>	16,440			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,405	PM 4:00-5:00	1,066	AM Peak Hour:	7:00	1,406	0.95
AM 8:00-9:00	1,256	PM 5:00-6:00	1,041	PM Peak Hour:	15:00	1,125	0.88

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	30	17	8	10	16	68	132	209	153	156	150
30	42	23	11	9	11	34	79	161	204	142	162	192
45	39	20	14	11	16	45	96	168	139	138	151	184
00	30	21	14	8	16	60	119	190	151	156	168	181
<b>Hr Total</b>	<b>162</b>	<b>94</b>	<b>56</b>	<b>36</b>	<b>53</b>	<b>155</b>	<b>362</b>	<b>651</b>	<b>703</b>	<b>589</b>	<b>637</b>	<b>707</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	214	204	301	306	323	348	281	242	211	137	76
30	221	232	245	319	332	348	298	247	241	179	117	70
45	215	229	271	316	321	358	288	234	209	160	105	68
00	217	222	305	321	351	335	291	242	214	143	81	57
<b>Hr Total</b>	<b>862</b>	<b>897</b>	<b>1025</b>	<b>1257</b>	<b>1310</b>	<b>1364</b>	<b>1225</b>	<b>1004</b>	<b>906</b>	<b>693</b>	<b>440</b>	<b>271</b>

<b>24 Hour Total:</b>	15,459			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	651	PM 4:00-5:00	1,310	AM Peak Hour:	11:00	707	0.92
AM 8:00-9:00	703	PM 5:00-6:00	1,364	PM Peak Hour:	17:00	1,365	0.95

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	40	27	23	48	93	281	485	529	412	380	390
30	57	33	20	31	62	125	324	531	539	400	396	433
45	51	31	23	36	77	177	382	493	442	401	373	416
00	40	32	26	44	78	206	439	547	447	383	406	422
<b>Hr Total</b>	<b>218</b>	<b>136</b>	<b>96</b>	<b>134</b>	<b>265</b>	<b>601</b>	<b>1426</b>	<b>2056</b>	<b>1957</b>	<b>1596</b>	<b>1555</b>	<b>1661</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	434	443	414	552	598	596	590	484	401	317	198	116
30	439	459	503	576	579	612	543	431	391	276	179	104
45	460	460	509	615	590	608	526	410	341	242	153	91
00	447	471	539	641	610	590	510	396	332	222	123	77
<b>Hr Total</b>	<b>1780</b>	<b>1833</b>	<b>1965</b>	<b>2384</b>	<b>2377</b>	<b>2406</b>	<b>2169</b>	<b>1721</b>	<b>1465</b>	<b>1057</b>	<b>653</b>	<b>388</b>

<b>24 Hour Total:</b>	31,899			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	2,056	PM 4:00-5:00	2,377	AM Peak Hour:	7:00	2,056	0.94
AM 8:00-9:00	1,957	PM 5:00-6:00	2,406	PM Peak Hour:	17:00	2,406	0.98



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10B:Neptune Rd: SW of US 192	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	4	4	3	21	49	89	70	80	83	98
30	12	4	4	1	7	14	70	75	95	87	67	86
45	11	6	5	2	6	23	99	93	106	94	72	98
00	4	6	6	3	13	38	104	135	89	71	74	87
<b>Hr Total</b>	<b>39</b>	<b>24</b>	<b>19</b>	<b>10</b>	<b>29</b>	<b>96</b>	<b>322</b>	<b>392</b>	<b>360</b>	<b>332</b>	<b>296</b>	<b>369</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	110	103	122	105	122	127	93	55	37	40	16
30	91	77	103	119	147	135	117	80	53	44	20	16
45	104	102	102	100	104	127	98	74	47	33	21	18
00	118	103	137	128	112	124	89	54	39	30	22	14
<b>Hr Total</b>	<b>394</b>	<b>392</b>	<b>445</b>	<b>469</b>	<b>468</b>	<b>508</b>	<b>431</b>	<b>301</b>	<b>194</b>	<b>144</b>	<b>103</b>	<b>64</b>

<b>24 Hour Total:</b> 6,201		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 392	PM 4:00-5:00 468	AM Peak Hour:	7:45	406	0.75
AM 8:00-9:00 360	PM 5:00-6:00 508	PM Peak Hour:	17:15	513	0.95

24-Apr-18 (Tue)	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	2	6	6	8	14	50	85	72	58	65	61
30	11	1	0	2	8	10	48	60	76	65	58	74
45	5	5	3	5	3	24	61	71	68	73	57	60
00	8	2	1	3	15	22	63	73	71	80	58	62
<b>Hr Total</b>	<b>34</b>	<b>10</b>	<b>10</b>	<b>16</b>	<b>34</b>	<b>70</b>	<b>222</b>	<b>289</b>	<b>287</b>	<b>276</b>	<b>238</b>	<b>257</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	67	65	84	76	81	72	76	66	45	27	13
30	59	63	66	92	79	92	71	73	57	50	9	15
45	70	67	75	90	84	78	62	48	42	19	18	16
00	81	68	82	92	81	71	63	45	39	35	13	3
<b>Hr Total</b>	<b>274</b>	<b>265</b>	<b>288</b>	<b>358</b>	<b>320</b>	<b>322</b>	<b>268</b>	<b>242</b>	<b>204</b>	<b>149</b>	<b>67</b>	<b>47</b>

<b>24 Hour Total:</b> 4,547		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 289	PM 4:00-5:00 320	AM Peak Hour:	7:30	292	0.96
AM 8:00-9:00 287	PM 5:00-6:00 322	PM Peak Hour:	15:00	358	0.97

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	10	10	11	35	99	174	142	138	148	159
30	23	5	4	3	15	24	118	135	171	152	125	160
45	16	11	8	7	9	47	160	164	174	167	129	158
00	12	8	7	6	28	60	167	208	160	151	132	149
<b>Hr Total</b>	<b>73</b>	<b>34</b>	<b>29</b>	<b>26</b>	<b>63</b>	<b>166</b>	<b>544</b>	<b>681</b>	<b>647</b>	<b>608</b>	<b>534</b>	<b>626</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	177	168	206	181	203	199	169	121	82	67	29
30	150	140	169	211	226	227	188	153	110	94	29	31
45	174	169	177	190	188	205	160	122	89	52	39	34
00	199	171	219	220	193	195	152	99	78	65	35	17
<b>Hr Total</b>	<b>668</b>	<b>657</b>	<b>733</b>	<b>827</b>	<b>788</b>	<b>830</b>	<b>699</b>	<b>543</b>	<b>398</b>	<b>293</b>	<b>170</b>	<b>111</b>

<b>24 Hour Total:</b> 10,748		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 681	PM 4:00-5:00 788	AM Peak Hour:	7:45	695	0.84
AM 8:00-9:00 647	PM 5:00-6:00 830	PM Peak Hour:	17:00	830	0.91

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10B:Neptune Rd: SW of US 192	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	10	3	4	5	5	17	54	84	82	93	72	86	
30	7	2	1	4	5	19	65	84	84	76	76	104	
45	6	4	4	5	9	27	92	110	89	77	80	88	
00	9	4	4	8	10	34	101	112	97	89	79	99	
<b>Hr Total</b>	<b>32</b>	<b>13</b>	<b>13</b>	<b>22</b>	<b>29</b>	<b>97</b>	<b>312</b>	<b>390</b>	<b>352</b>	<b>335</b>	<b>307</b>	<b>377</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	85	95	98	114	104	144	128	75	65	43	34	14	
30	91	92	99	100	128	106	110	76	41	41	32	19	
45	108	103	104	120	111	131	113	60	59	33	23	19	
00	114	103	105	120	138	137	92	69	57	44	22	12	
<b>Hr Total</b>	<b>398</b>	<b>393</b>	<b>406</b>	<b>454</b>	<b>481</b>	<b>518</b>	<b>443</b>	<b>280</b>	<b>222</b>	<b>161</b>	<b>111</b>	<b>64</b>	
<b>24 Hour Total:</b> 6,210							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 390		PM 4:00-5:00 481					AM Peak Hour:		7:00	390	0.87		
AM 8:00-9:00 352		PM 5:00-6:00 518					PM Peak Hour:		17:00	518	0.90		

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	6	4	3	4	13	54	70	76	59	63	73	
30	7	5	3	0	5	21	44	58	66	65	52	67	
45	6	6	3	6	9	22	76	59	64	55	62	61	
00	4	2	2	3	11	31	71	67	61	59	69	45	
<b>Hr Total</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>29</b>	<b>87</b>	<b>245</b>	<b>254</b>	<b>267</b>	<b>238</b>	<b>246</b>	<b>246</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	72	78	62	103	79	85	81	70	58	51	25	17	
30	71	63	75	68	86	100	77	59	51	43	20	16	
45	78	72	70	88	90	73	65	63	58	36	25	17	
00	69	74	76	82	84	82	79	59	63	31	21	11	
<b>Hr Total</b>	<b>290</b>	<b>287</b>	<b>283</b>	<b>341</b>	<b>339</b>	<b>340</b>	<b>302</b>	<b>251</b>	<b>230</b>	<b>161</b>	<b>91</b>	<b>61</b>	
<b>24 Hour Total:</b> 4,662							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 254		PM 4:00-5:00 339					AM Peak Hour:		8:00	267	0.88		
AM 8:00-9:00 267		PM 5:00-6:00 340					PM Peak Hour:		15:00	341	0.83		

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	9	8	8	9	30	108	154	158	152	135	159	
30	14	7	4	4	10	40	109	142	150	141	128	171	
45	12	10	7	11	18	49	168	169	153	132	142	149	
00	13	6	6	11	21	65	172	179	158	148	148	144	
<b>Hr Total</b>	<b>63</b>	<b>32</b>	<b>25</b>	<b>34</b>	<b>58</b>	<b>184</b>	<b>557</b>	<b>644</b>	<b>619</b>	<b>573</b>	<b>553</b>	<b>623</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	157	173	160	217	183	229	209	145	123	94	59	31	
30	162	155	174	168	214	206	187	135	92	84	52	35	
45	186	175	174	208	201	204	178	123	117	69	48	36	
00	183	177	181	202	222	219	171	128	120	75	43	23	
<b>Hr Total</b>	<b>688</b>	<b>680</b>	<b>689</b>	<b>795</b>	<b>820</b>	<b>858</b>	<b>745</b>	<b>531</b>	<b>452</b>	<b>322</b>	<b>202</b>	<b>125</b>	
<b>24 Hour Total:</b> 10,872							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 644		PM 4:00-5:00 820					AM Peak Hour:		7:00	644	0.90		
AM 8:00-9:00 619		PM 5:00-6:00 858					PM Peak Hour:		17:00	858	0.94		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10B:Neptune Rd: SW of US 192	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	7	7	3	8	16	47	93	83	87	88	89	
30	13	10	11	4	7	15	72	80	81	75	99	92	
45	10	8	7	6	9	25	87	99	87	92	88	88	
00	11	12	4	6	11	33	110	120	97	86	88	97	
<b>Hr Total</b>	<b>50</b>	<b>37</b>	<b>29</b>	<b>19</b>	<b>35</b>	<b>89</b>	<b>316</b>	<b>392</b>	<b>348</b>	<b>340</b>	<b>363</b>	<b>366</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	85	76	94	127	107	141	116	84	74	39	25	26	
30	108	107	107	128	119	118	113	81	61	38	22	21	
45	92	90	87	110	121	96	103	100	55	38	20	19	
00	90	81	118	105	108	130	77	61	50	31	22	15	
<b>Hr Total</b>	<b>375</b>	<b>354</b>	<b>406</b>	<b>470</b>	<b>455</b>	<b>485</b>	<b>409</b>	<b>326</b>	<b>240</b>	<b>146</b>	<b>89</b>	<b>81</b>	
<b>24 Hour Total:</b>		6,220					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		392					PM 4:00-5:00		455		AM Peak Hour:	7:00	0.82
AM 8:00-9:00		348					PM 5:00-6:00		485		PM Peak Hour:	17:00	0.86

26-Apr-18 (Thu)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	5	7	3	6	18	43	71	59	58	56	58	
30	11	5	4	3	4	22	58	65	70	53	62	80	
45	9	4	3	4	6	19	75	65	54	58	59	76	
00	8	11	2	2	10	27	76	64	68	57	69	63	
<b>Hr Total</b>	<b>37</b>	<b>25</b>	<b>16</b>	<b>12</b>	<b>26</b>	<b>86</b>	<b>252</b>	<b>265</b>	<b>251</b>	<b>226</b>	<b>246</b>	<b>277</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	74	80	74	68	81	94	82	64	57	49	26	29	
30	69	68	77	90	90	82	80	61	49	35	24	23	
45	74	65	59	92	76	87	60	70	54	44	20	8	
00	80	75	79	89	90	81	83	69	59	28	24	20	
<b>Hr Total</b>	<b>297</b>	<b>288</b>	<b>289</b>	<b>339</b>	<b>337</b>	<b>344</b>	<b>305</b>	<b>264</b>	<b>219</b>	<b>156</b>	<b>94</b>	<b>80</b>	
<b>24 Hour Total:</b>		4,731					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		265					PM 4:00-5:00		337		AM Peak Hour:	11:00	0.87
AM 8:00-9:00		251					PM 5:00-6:00		344		PM Peak Hour:	17:00	0.91

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	25	12	14	6	14	34	90	164	142	145	144	147	
30	24	15	15	7	11	37	130	145	151	128	161	172	
45	19	12	10	10	15	44	162	164	141	150	147	164	
00	19	23	6	8	21	60	186	184	165	143	157	160	
<b>Hr Total</b>	<b>87</b>	<b>62</b>	<b>45</b>	<b>31</b>	<b>61</b>	<b>175</b>	<b>568</b>	<b>657</b>	<b>599</b>	<b>566</b>	<b>609</b>	<b>643</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	159	156	168	195	188	235	198	148	131	88	51	55	
30	177	175	184	218	209	200	193	142	110	73	46	44	
45	166	155	146	202	197	183	163	170	109	82	40	27	
00	170	156	197	194	198	211	160	130	109	59	46	35	
<b>Hr Total</b>	<b>672</b>	<b>642</b>	<b>695</b>	<b>809</b>	<b>792</b>	<b>829</b>	<b>714</b>	<b>590</b>	<b>459</b>	<b>302</b>	<b>183</b>	<b>161</b>	
<b>24 Hour Total:</b>		10,951					<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00		657					PM 4:00-5:00		792		AM Peak Hour:	7:00	0.89
AM 8:00-9:00		599					PM 5:00-6:00		829		PM Peak Hour:	17:00	0.88

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 10B:Neptune Rd: SW of US 192	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	5	4	5	18	50	89	78	87	81	91
30	11	5	5	3	6	16	69	80	87	79	81	94
45	9	6	5	4	8	25	93	101	94	88	80	91
00	8	7	5	6	11	35	105	122	94	82	80	94
<b>Hr Total</b>	<b>41</b>	<b>24</b>	<b>20</b>	<b>17</b>	<b>30</b>	<b>94</b>	<b>317</b>	<b>392</b>	<b>353</b>	<b>336</b>	<b>322</b>	<b>370</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	94	98	121	105	136	124	84	65	40	33	19
30	97	92	103	116	131	120	113	79	52	41	25	19
45	101	98	98	110	112	118	105	78	54	35	21	19
00	107	96	120	118	119	130	86	61	49	35	22	14
<b>Hr Total</b>	<b>389</b>	<b>380</b>	<b>419</b>	<b>465</b>	<b>467</b>	<b>504</b>	<b>428</b>	<b>302</b>	<b>220</b>	<b>151</b>	<b>101</b>	<b>71</b>

<b>24 Hour Total:</b> 6,213		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 392	PM 4:00-5:00 467	AM Peak Hour:	7:00	391	0.80
AM 8:00-9:00 353	PM 5:00-6:00 504	PM Peak Hour:	17:00	504	0.93

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	6	4	6	15	49	75	69	58	61	64
30	10	4	2	2	6	18	50	61	71	61	57	74
45	7	5	3	5	6	22	71	65	62	62	59	66
00	7	5	2	3	12	27	70	68	67	65	65	57
<b>Hr Total</b>	<b>35</b>	<b>18</b>	<b>13</b>	<b>14</b>	<b>30</b>	<b>82</b>	<b>240</b>	<b>269</b>	<b>269</b>	<b>246</b>	<b>242</b>	<b>261</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	75	67	85	79	87	78	70	60	48	26	20
30	66	65	73	83	85	91	76	64	52	43	18	18
45	74	68	68	90	83	79	62	60	51	33	21	14
00	77	72	79	88	85	78	75	58	54	31	19	11
<b>Hr Total</b>	<b>287</b>	<b>280</b>	<b>287</b>	<b>346</b>	<b>332</b>	<b>335</b>	<b>291</b>	<b>252</b>	<b>217</b>	<b>155</b>	<b>84</b>	<b>63</b>

<b>24 Hour Total:</b> 4,648		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 269	PM 4:00-5:00 332	AM Peak Hour:	7:00	269	0.89
AM 8:00-9:00 269	PM 5:00-6:00 335	PM Peak Hour:	15:00	346	0.96

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	10	11	8	11	33	99	164	147	145	142	155
30	20	9	8	5	12	34	119	141	157	140	138	168
45	16	11	8	9	14	47	163	166	156	150	139	157
00	15	12	6	8	23	62	175	190	161	147	146	151
<b>Hr Total</b>	<b>75</b>	<b>42</b>	<b>33</b>	<b>30</b>	<b>60</b>	<b>176</b>	<b>556</b>	<b>661</b>	<b>621</b>	<b>582</b>	<b>565</b>	<b>631</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	169	165	206	184	222	202	154	125	88	59	38
30	163	157	176	199	216	211	189	143	104	84	42	37
45	175	166	166	200	195	197	167	138	105	68	42	32
00	184	168	199	205	204	208	161	119	102	66	41	25
<b>Hr Total</b>	<b>676</b>	<b>660</b>	<b>706</b>	<b>810</b>	<b>799</b>	<b>838</b>	<b>719</b>	<b>554</b>	<b>436</b>	<b>306</b>	<b>184</b>	<b>132</b>

<b>24 Hour Total:</b> 10,852		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 661	PM 4:00-5:00 799	AM Peak Hour:	7:00	661	0.87
AM 8:00-9:00 621	PM 5:00-6:00 838	PM Peak Hour:	17:00	839	0.94

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10C:US 192: NWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	33	10	22	45	105	222	356	272	302	307	334
30	30	14	17	20	53	134	270	348	301	334	294	305
45	26	18	7	37	52	139	287	319	268	295	277	311
00	25	18	19	25	68	186	339	306	300	293	332	302
<b>Hr Total</b>	<b>104</b>	<b>83</b>	<b>53</b>	<b>104</b>	<b>218</b>	<b>564</b>	<b>1118</b>	<b>1329</b>	<b>1141</b>	<b>1224</b>	<b>1210</b>	<b>1252</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	310	293	335	350	285	299	217	245	130	86	48
30	294	305	295	384	260	334	294	228	213	137	62	35
45	282	289	377	318	308	281	232	213	173	119	62	42
00	313	311	325	333	355	317	230	198	153	95	48	29
<b>Hr Total</b>	<b>1193</b>	<b>1215</b>	<b>1290</b>	<b>1370</b>	<b>1273</b>	<b>1217</b>	<b>1055</b>	<b>856</b>	<b>784</b>	<b>481</b>	<b>258</b>	<b>154</b>

<b>24 Hour Total:</b> 19,546		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,329	PM 4:00-5:00 1,273	AM Peak Hour:	6:45	1,362	0.96
AM 8:00-9:00 1,141	PM 5:00-6:00 1,217	PM Peak Hour:	14:30	1,421	0.93

24-Apr-18 (Tue)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	26	24	27	20	41	99	163	198	189	241	300
30	56	26	33	29	24	72	173	177	212	244	290	273
45	37	30	26	27	20	74	181	210	231	212	277	264
00	35	28	12	22	40	93	208	179	214	251	284	247
<b>Hr Total</b>	<b>189</b>	<b>110</b>	<b>95</b>	<b>105</b>	<b>104</b>	<b>280</b>	<b>661</b>	<b>729</b>	<b>855</b>	<b>896</b>	<b>1092</b>	<b>1084</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	286	342	326	295	270	306	304	232	162	122	59
30	310	285	304	322	332	297	261	264	226	146	113	51
45	294	285	332	312	322	291	291	195	190	120	87	66
00	265	283	258	308	340	284	272	191	187	126	98	63
<b>Hr Total</b>	<b>1134</b>	<b>1139</b>	<b>1236</b>	<b>1268</b>	<b>1289</b>	<b>1142</b>	<b>1130</b>	<b>954</b>	<b>835</b>	<b>554</b>	<b>420</b>	<b>239</b>

<b>24 Hour Total:</b> 17,540		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 729	PM 4:00-5:00 1,289	AM Peak Hour:	10:15	1,151	0.96
AM 8:00-9:00 855	PM 5:00-6:00 1,142	PM Peak Hour:	16:00	1,289	0.95

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	59	34	49	65	146	321	519	470	491	548	634
30	86	40	50	49	77	206	443	525	513	578	584	578
45	63	48	33	64	72	213	468	529	499	507	554	575
00	60	46	31	47	108	279	547	485	514	544	616	549
<b>Hr Total</b>	<b>293</b>	<b>193</b>	<b>148</b>	<b>209</b>	<b>322</b>	<b>844</b>	<b>1779</b>	<b>2058</b>	<b>1996</b>	<b>2120</b>	<b>2302</b>	<b>2336</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	569	596	635	661	645	555	605	521	477	292	208	107
30	604	590	599	706	592	631	555	492	439	283	175	86
45	576	574	709	630	630	572	523	408	363	239	149	108
00	578	594	583	641	695	601	502	389	340	221	146	92
<b>Hr Total</b>	<b>2327</b>	<b>2354</b>	<b>2526</b>	<b>2638</b>	<b>2562</b>	<b>2359</b>	<b>2185</b>	<b>1810</b>	<b>1619</b>	<b>1035</b>	<b>678</b>	<b>393</b>

<b>24 Hour Total:</b> 37,086		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 2,058	PM 4:00-5:00 2,562	AM Peak Hour:	10:45	2,403	0.95
AM 8:00-9:00 1,996	PM 5:00-6:00 2,359	PM Peak Hour:	14:30	2,659	0.94

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10C:US 192: NWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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25-Apr-18 (Wed)		Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	38	19	17	27	42	107	213	376	294	309	308	330	
30	33	28	13	24	53	114	214	299	286	314	327	289	
45	14	23	14	14	52	130	319	273	299	316	276	346	
00	20	17	18	28	80	172	263	323	300	335	319	326	
<b>Hr Total</b>	<b>105</b>	<b>87</b>	<b>62</b>	<b>93</b>	<b>227</b>	<b>523</b>	<b>1009</b>	<b>1271</b>	<b>1179</b>	<b>1274</b>	<b>1230</b>	<b>1291</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	334	292	346	315	299	286	326	242	236	138	88	42	
30	299	309	334	272	282	274	292	230	197	129	84	44	
45	295	322	344	342	362	286	301	205	162	96	47	51	
00	310	335	356	313	317	281	224	223	182	101	54	41	
<b>Hr Total</b>	<b>1238</b>	<b>1258</b>	<b>1380</b>	<b>1242</b>	<b>1260</b>	<b>1127</b>	<b>1143</b>	<b>900</b>	<b>777</b>	<b>464</b>	<b>273</b>	<b>178</b>	
<b>24 Hour Total:</b>		19,591				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,271				PM 4:00-5:00		1,260		11:00	1,291	0.93	
AM 8:00-9:00		1,179				PM 5:00-6:00		1,127		14:00	1,380	0.97	

25-Apr-18 (Wed)		Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	60	36	28	32	20	49	118	169	192	200	249	262	
30	69	31	26	33	30	80	132	193	217	226	270	313	
45	52	26	30	20	29	78	213	183	229	247	286	267	
00	40	30	17	16	44	84	205	218	201	195	301	279	
<b>Hr Total</b>	<b>221</b>	<b>123</b>	<b>101</b>	<b>101</b>	<b>123</b>	<b>291</b>	<b>668</b>	<b>763</b>	<b>839</b>	<b>868</b>	<b>1106</b>	<b>1121</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	309	279	283	326	317	292	308	300	227	194	130	86	
30	312	304	329	264	285	313	305	248	254	161	108	71	
45	268	304	291	333	344	294	291	238	215	160	94	68	
00	321	293	303	285	282	281	295	233	255	154	98	71	
<b>Hr Total</b>	<b>1210</b>	<b>1180</b>	<b>1206</b>	<b>1208</b>	<b>1228</b>	<b>1180</b>	<b>1199</b>	<b>1019</b>	<b>951</b>	<b>669</b>	<b>430</b>	<b>296</b>	
<b>24 Hour Total:</b>		18,101				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		763				PM 4:00-5:00		1,228		11:00	1,121	0.90	
AM 8:00-9:00		839				PM 5:00-6:00		1,180		16:00	1,228	0.89	

25-Apr-18 (Wed)		TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	98	55	45	59	62	156	331	545	486	509	557	592	
30	102	59	39	57	83	194	346	492	503	540	597	602	
45	66	49	44	34	81	208	532	456	528	563	562	613	
00	60	47	35	44	124	256	468	541	501	530	620	605	
<b>Hr Total</b>	<b>326</b>	<b>210</b>	<b>163</b>	<b>194</b>	<b>350</b>	<b>814</b>	<b>1677</b>	<b>2034</b>	<b>2018</b>	<b>2142</b>	<b>2336</b>	<b>2412</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	643	571	629	641	616	578	634	542	463	332	218	128	
30	611	613	663	536	567	587	597	478	451	290	192	115	
45	563	626	635	675	706	580	592	443	377	256	141	119	
00	631	628	659	598	599	562	519	456	437	255	152	112	
<b>Hr Total</b>	<b>2448</b>	<b>2438</b>	<b>2586</b>	<b>2450</b>	<b>2488</b>	<b>2307</b>	<b>2342</b>	<b>1919</b>	<b>1728</b>	<b>1133</b>	<b>703</b>	<b>474</b>	
<b>24 Hour Total:</b>		37,692				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,034				PM 4:00-5:00		2,488		11:00	2,412	0.98	
AM 8:00-9:00		2,018				PM 5:00-6:00		2,307		14:00	2,586	0.98	

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10C:US 192: NWof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	20	15	25	43	100	206	313	269	309	329	313
30	20	23	19	31	52	138	235	294	309	344	303	326
45	21	19	14	20	46	132	274	301	286	294	315	352
00	18	24	14	24	74	148	338	308	265	298	297	300
<b>Hr Total</b>	<b>95</b>	<b>86</b>	<b>62</b>	<b>100</b>	<b>215</b>	<b>518</b>	<b>1053</b>	<b>1216</b>	<b>1129</b>	<b>1245</b>	<b>1244</b>	<b>1291</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	295	308	328	281	339	288	264	205	162	84	59
30	346	291	326	335	343	295	284	231	179	147	70	54
45	335	269	337	314	273	338	246	201	165	124	59	26
00	286	328	308	328	311	282	278	204	163	115	64	0
<b>Hr Total</b>	<b>1292</b>	<b>1183</b>	<b>1279</b>	<b>1305</b>	<b>1208</b>	<b>1254</b>	<b>1096</b>	<b>900</b>	<b>712</b>	<b>548</b>	<b>277</b>	<b>139</b>

<b>24 Hour Total:</b> 19,447		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,216	PM 4:00-5:00 1,208	AM Peak Hour:	11:00	1,291	0.92
AM 8:00-9:00 1,129	PM 5:00-6:00 1,254	PM Peak Hour:	15:00	1,305	0.97

26-Apr-18 (Thu)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	37	25	40	30	60	98	172	176	215	257	285
30	54	33	25	23	25	46	140	158	220	217	252	316
45	47	29	16	17	31	65	218	178	195	215	260	271
00	40	30	18	19	39	98	199	260	204	241	287	305
<b>Hr Total</b>	<b>199</b>	<b>129</b>	<b>84</b>	<b>99</b>	<b>125</b>	<b>269</b>	<b>655</b>	<b>768</b>	<b>795</b>	<b>888</b>	<b>1056</b>	<b>1177</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	271	332	279	313	317	306	278	229	162	108	104
30	282	301	289	321	327	284	299	280	188	189	134	90
45	323	271	286	305	341	301	283	291	206	140	103	71
00	307	323	327	316	299	308	266	266	199	132	105	75
<b>Hr Total</b>	<b>1186</b>	<b>1166</b>	<b>1234</b>	<b>1221</b>	<b>1280</b>	<b>1210</b>	<b>1154</b>	<b>1115</b>	<b>822</b>	<b>623</b>	<b>450</b>	<b>340</b>

<b>24 Hour Total:</b> 18,045		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 768	PM 4:00-5:00 1,280	AM Peak Hour:	11:00	1,177	0.93
AM 8:00-9:00 795	PM 5:00-6:00 1,210	PM Peak Hour:	16:00	1,280	0.94

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	57	40	65	73	160	304	485	445	524	586	598
30	74	56	44	54	77	184	375	452	529	561	555	642
45	68	48	30	37	77	197	492	479	481	509	575	623
00	58	54	32	43	113	246	537	568	469	539	584	605
<b>Hr Total</b>	<b>294</b>	<b>215</b>	<b>146</b>	<b>199</b>	<b>340</b>	<b>787</b>	<b>1708</b>	<b>1984</b>	<b>1924</b>	<b>2133</b>	<b>2300</b>	<b>2468</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	599	566	640	607	594	656	594	542	434	324	192	163
30	628	592	615	656	670	579	583	511	367	336	204	144
45	658	540	623	619	614	639	529	492	371	264	162	97
00	593	651	635	644	610	590	544	470	362	247	169	75
<b>Hr Total</b>	<b>2478</b>	<b>2349</b>	<b>2513</b>	<b>2526</b>	<b>2488</b>	<b>2464</b>	<b>2250</b>	<b>2015</b>	<b>1534</b>	<b>1171</b>	<b>727</b>	<b>479</b>

<b>24 Hour Total:</b> 37,492		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,984	PM 4:00-5:00 2,488	AM Peak Hour:	11:00	2,468	0.96
AM 8:00-9:00 1,924	PM 5:00-6:00 2,464	PM Peak Hour:	15:00	2,526	0.96

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 10C:US 192: NWof Neptune Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	24	14	25	43	104	214	348	278	307	315	326
30	28	22	16	25	53	129	240	314	299	331	308	307
45	20	20	12	24	50	134	293	298	284	302	289	336
00	21	20	17	26	74	169	313	312	288	309	316	309
<b>Hr Total</b>	<b>101</b>	<b>86</b>	<b>59</b>	<b>100</b>	<b>220</b>	<b>536</b>	<b>1060</b>	<b>1272</b>	<b>1149</b>	<b>1249</b>	<b>1228</b>	<b>1278</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	299	316	326	310	303	304	241	229	143	86	50
30	313	302	318	330	295	301	290	230	196	138	72	44
45	304	293	353	325	314	302	260	206	167	113	56	40
00	303	325	330	325	328	293	244	208	166	104	55	23
<b>Hr Total</b>	<b>1241</b>	<b>1219</b>	<b>1317</b>	<b>1306</b>	<b>1247</b>	<b>1199</b>	<b>1098</b>	<b>885</b>	<b>758</b>	<b>498</b>	<b>269</b>	<b>157</b>

<b>24 Hour Total:</b>	19,532			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,272	PM 4:00-5:00	1,247	AM Peak Hour:	11:00	1,278	0.95
AM 8:00-9:00	1,149	PM 5:00-6:00	1,199	PM Peak Hour:	14:00	1,316	0.93

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	33	26	33	23	50	105	168	189	201	249	282
30	60	30	28	28	26	66	148	176	216	229	271	301
45	45	28	24	21	27	72	204	190	218	225	274	267
00	38	29	16	19	41	92	204	219	206	229	291	277
<b>Hr Total</b>	<b>203</b>	<b>120</b>	<b>94</b>	<b>101</b>	<b>117</b>	<b>280</b>	<b>661</b>	<b>753</b>	<b>829</b>	<b>884</b>	<b>1085</b>	<b>1127</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	279	319	310	308	293	307	294	229	173	120	83
30	301	297	307	302	315	298	288	264	223	165	118	71
45	295	287	303	317	336	295	288	241	204	140	95	68
00	298	300	296	303	307	291	278	230	214	137	100	70
<b>Hr Total</b>	<b>1177</b>	<b>1163</b>	<b>1225</b>	<b>1232</b>	<b>1266</b>	<b>1177</b>	<b>1161</b>	<b>1029</b>	<b>870</b>	<b>615</b>	<b>433</b>	<b>292</b>

<b>24 Hour Total:</b>	17,894			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	753	PM 4:00-5:00	1,266	AM Peak Hour:	11:00	1,127	0.94
AM 8:00-9:00	829	PM 5:00-6:00	1,177	PM Peak Hour:	16:00	1,266	0.94

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	92	57	40	58	67	154	319	516	467	508	564	608
30	87	52	44	53	79	195	388	490	515	560	579	607
45	66	48	36	45	77	206	497	488	503	526	564	604
00	59	49	33	45	115	260	517	531	495	538	607	586
<b>Hr Total</b>	<b>304</b>	<b>206</b>	<b>153</b>	<b>201</b>	<b>338</b>	<b>815</b>	<b>1721</b>	<b>2025</b>	<b>1980</b>	<b>2132</b>	<b>2314</b>	<b>2405</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	604	578	635	636	618	596	611	535	458	316	206	133
30	614	598	626	633	610	599	578	494	419	303	190	115
45	599	580	656	641	650	597	548	448	370	253	151	108
00	601	624	626	628	635	584	522	438	380	241	156	93
<b>Hr Total</b>	<b>2418</b>	<b>2380</b>	<b>2543</b>	<b>2538</b>	<b>2513</b>	<b>2376</b>	<b>2259</b>	<b>1915</b>	<b>1627</b>	<b>1113</b>	<b>703</b>	<b>449</b>

<b>24 Hour Total:</b>	37,428			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	2,025	PM 4:00-5:00	2,513	AM Peak Hour:	11:00	2,405	0.99
AM 8:00-9:00	1,980	PM 5:00-6:00	2,376	PM Peak Hour:	14:00	2,542	0.97



# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 10D:US 192: SEof Neptune Rd	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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24-Apr-18 (Tue)	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	35	16	25	47	106	266	441	337	339	326	324
30	23	17	18	22	59	137	306	374	327	366	307	335
45	29	17	8	38	48	147	335	359	332	307	282	330
00	21	18	20	26	77	195	371	338	342	338	344	318
<b>Hr Total</b>	<b>99</b>	<b>87</b>	<b>62</b>	<b>111</b>	<b>231</b>	<b>585</b>	<b>1278</b>	<b>1512</b>	<b>1338</b>	<b>1350</b>	<b>1259</b>	<b>1307</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	332	323	302	339	375	342	332	253	262	149	95	53
30	309	325	332	367	287	359	294	225	221	164	63	41
45	288	315	414	348	342	307	245	212	172	115	68	50
00	368	327	366	367	362	332	240	222	166	106	45	32
<b>Hr Total</b>	<b>1297</b>	<b>1290</b>	<b>1414</b>	<b>1421</b>	<b>1366</b>	<b>1340</b>	<b>1111</b>	<b>912</b>	<b>821</b>	<b>534</b>	<b>271</b>	<b>176</b>

<b>24 Hour Total:</b> 21,172		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 1,512	PM 4:00-5:00 1,366	AM Peak Hour:	6:45	1,545	0.88
AM 8:00-9:00 1,338	PM 5:00-6:00 1,340	PM Peak Hour:	14:30	1,486	0.90

24-Apr-18 (Tue)	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	30	30	28	23	51	135	220	237	243	296	341
30	46	28	36	27	27	82	216	217	274	288	319	303
45	33	32	27	24	25	84	257	256	286	273	300	301
00	31	25	19	25	46	132	312	267	261	258	305	301
<b>Hr Total</b>	<b>167</b>	<b>115</b>	<b>112</b>	<b>104</b>	<b>121</b>	<b>349</b>	<b>920</b>	<b>960</b>	<b>1058</b>	<b>1062</b>	<b>1220</b>	<b>1246</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	320	372	380	339	342	377	341	231	166	143	65
30	335	332	381	377	392	364	335	280	218	174	120	62
45	340	320	359	345	390	392	331	256	208	144	90	69
00	332	329	352	396	396	344	298	213	192	133	98	57
<b>Hr Total</b>	<b>1304</b>	<b>1301</b>	<b>1464</b>	<b>1498</b>	<b>1517</b>	<b>1442</b>	<b>1341</b>	<b>1090</b>	<b>849</b>	<b>617</b>	<b>451</b>	<b>253</b>

<b>24 Hour Total:</b> 20,561		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 960	PM 4:00-5:00 1,517	AM Peak Hour:	10:15	1,265	0.93
AM 8:00-9:00 1,058	PM 5:00-6:00 1,442	PM Peak Hour:	16:15	1,520	0.96

24-Apr-18 (Tue)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	65	46	53	70	157	401	661	574	582	622	665
30	69	45	54	49	86	219	522	591	601	654	626	638
45	62	49	35	62	73	231	592	615	618	580	582	631
00	52	43	39	51	123	327	683	605	603	596	649	619
<b>Hr Total</b>	<b>266</b>	<b>202</b>	<b>174</b>	<b>215</b>	<b>352</b>	<b>934</b>	<b>2198</b>	<b>2472</b>	<b>2396</b>	<b>2412</b>	<b>2479</b>	<b>2553</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	629	643	674	719	714	684	709	594	493	315	238	118
30	644	657	713	744	679	723	629	505	439	338	183	103
45	628	635	773	693	732	699	576	468	380	259	158	119
00	700	656	718	763	758	676	538	435	358	239	143	89
<b>Hr Total</b>	<b>2601</b>	<b>2591</b>	<b>2878</b>	<b>2919</b>	<b>2883</b>	<b>2782</b>	<b>2452</b>	<b>2002</b>	<b>1670</b>	<b>1151</b>	<b>722</b>	<b>429</b>

<b>24 Hour Total:</b> 41,733		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 2,472	PM 4:00-5:00 2,883	AM Peak Hour:	10:45	2,583	0.97
AM 8:00-9:00 2,396	PM 5:00-6:00 2,782	PM Peak Hour:	14:30	2,954	0.96

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 10D:US 192: SEof Neptune Rd	

25-Apr-18 (Wed)		Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	41	19	16	28	46	117	249	422	352	357	333	360	
30	28	28	13	25	58	133	251	311	317	322	329	301	
45	14	23	15	18	50	131	388	326	343	320	307	354	
00	20	19	18	28	86	200	314	346	319	360	347	363	
<b>Hr Total</b>	<b>103</b>	<b>89</b>	<b>62</b>	<b>99</b>	<b>240</b>	<b>581</b>	<b>1202</b>	<b>1405</b>	<b>1331</b>	<b>1359</b>	<b>1316</b>	<b>1378</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	347	304	337	341	346	303	344	258	219	152	96	47	
30	327	327	352	313	304	313	339	257	213	149	78	50	
45	336	350	365	365	413	311	312	214	167	115	61	48	
00	330	356	364	323	329	313	242	263	205	100	63	44	
<b>Hr Total</b>	<b>1340</b>	<b>1337</b>	<b>1418</b>	<b>1342</b>	<b>1392</b>	<b>1240</b>	<b>1237</b>	<b>992</b>	<b>804</b>	<b>516</b>	<b>298</b>	<b>189</b>	
<b>24 Hour Total:</b>		21,270				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,405		PM 4:00-5:00		1,392		AM Peak Hour:	7:00	1,405	0.83		
AM 8:00-9:00		1,331		PM 5:00-6:00		1,240		PM Peak Hour:	14:00	1,418	0.97		

25-Apr-18 (Wed)		Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	64	37	29	32	25	68	163	237	237	273	262	291	
30	68	27	27	37	31	77	193	248	276	252	295	376	
45	51	23	30	27	32	103	286	244	274	292	318	316	
00	38	34	20	18	43	102	280	287	268	260	342	307	
<b>Hr Total</b>	<b>221</b>	<b>121</b>	<b>106</b>	<b>114</b>	<b>131</b>	<b>350</b>	<b>922</b>	<b>1016</b>	<b>1055</b>	<b>1077</b>	<b>1217</b>	<b>1290</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	345	318	312	366	326	383	341	303	254	213	142	87	
30	334	337	334	319	370	339	356	265	250	169	110	81	
45	329	338	341	353	395	404	324	249	232	169	96	80	
00	360	347	371	385	358	337	325	246	245	168	97	73	
<b>Hr Total</b>	<b>1368</b>	<b>1340</b>	<b>1358</b>	<b>1423</b>	<b>1449</b>	<b>1463</b>	<b>1346</b>	<b>1063</b>	<b>981</b>	<b>719</b>	<b>445</b>	<b>321</b>	
<b>24 Hour Total:</b>		20,896				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,016		PM 4:00-5:00		1,449		AM Peak Hour:	11:00	1,290	0.86		
AM 8:00-9:00		1,055		PM 5:00-6:00		1,463		PM Peak Hour:	17:00	1,463	0.91		

25-Apr-18 (Wed)		TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	105	56	45	60	71	185	412	659	589	630	595	651	
30	96	55	40	62	89	210	444	559	593	574	624	677	
45	65	46	45	45	82	234	674	570	617	612	625	670	
00	58	53	38	46	129	302	594	633	587	620	689	670	
<b>Hr Total</b>	<b>324</b>	<b>210</b>	<b>168</b>	<b>213</b>	<b>371</b>	<b>931</b>	<b>2124</b>	<b>2421</b>	<b>2386</b>	<b>2436</b>	<b>2533</b>	<b>2668</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	692	622	649	707	672	686	685	561	473	365	238	134	
30	661	664	686	632	674	652	695	522	463	318	188	131	
45	665	688	706	718	808	715	636	463	399	284	157	128	
00	690	703	735	708	687	650	567	509	450	268	160	117	
<b>Hr Total</b>	<b>2708</b>	<b>2677</b>	<b>2776</b>	<b>2765</b>	<b>2841</b>	<b>2703</b>	<b>2583</b>	<b>2055</b>	<b>1785</b>	<b>1235</b>	<b>743</b>	<b>510</b>	
<b>24 Hour Total:</b>		42,166				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,421		PM 4:00-5:00		2,841		AM Peak Hour:	11:00	2,668	0.99		
AM 8:00-9:00		2,386		PM 5:00-6:00		2,703		PM Peak Hour:	16:00	2,841	0.88		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 10D:US 192: SEof Neptune Rd	

26-Apr-18 (Thu)	Northbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	37	18	20	28	47	105	233	374	303	327	324	339	
30	29	26	19	30	50	155	287	318	333	362	334	353	
45	26	21	17	24	51	145	342	345	312	311	330	368	
00	20	28	14	29	70	167	368	329	298	302	302	344	
<b>Hr Total</b>	<b>112</b>	<b>93</b>	<b>70</b>	<b>111</b>	<b>218</b>	<b>572</b>	<b>1230</b>	<b>1366</b>	<b>1246</b>	<b>1302</b>	<b>1290</b>	<b>1404</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	395	319	299	325	312	378	314	264	217	177	91	77	
30	389	312	353	345	384	333	315	243	181	160	72	57	
45	384	298	367	326	296	347	262	214	197	137	77	44	
00	337	340	341	360	348	315	317	213	203	137	72	50	
<b>Hr Total</b>	<b>1505</b>	<b>1269</b>	<b>1360</b>	<b>1356</b>	<b>1340</b>	<b>1373</b>	<b>1208</b>	<b>934</b>	<b>798</b>	<b>611</b>	<b>312</b>	<b>228</b>	
<b>24 Hour Total:</b>		21,308				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,366				PM 4:00-5:00		1,340		AM Peak Hour:		11:00 1,404 0.95	
AM 8:00-9:00		1,246				PM 5:00-6:00		1,373		PM Peak Hour:		12:00 1,505 0.95	

26-Apr-18 (Thu)	Southbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	69	38	25	41	36	68	126	241	241	242	277	330	
30	58	40	33	26	31	61	203	238	249	278	302	360	
45	53	33	24	23	39	80	269	231	253	252	315	337	
00	44	38	21	22	42	117	294	300	254	286	323	350	
<b>Hr Total</b>	<b>224</b>	<b>149</b>	<b>103</b>	<b>112</b>	<b>148</b>	<b>326</b>	<b>892</b>	<b>1010</b>	<b>997</b>	<b>1058</b>	<b>1217</b>	<b>1377</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	308	314	331	354	356	381	358	297	265	184	134	115	
30	352	324	357	390	380	385	346	302	212	181	117	94	
45	351	309	334	334	384	341	351	319	232	150	121	73	
00	333	354	357	375	366	375	277	266	195	126	101	75	
<b>Hr Total</b>	<b>1344</b>	<b>1301</b>	<b>1379</b>	<b>1453</b>	<b>1486</b>	<b>1482</b>	<b>1332</b>	<b>1184</b>	<b>904</b>	<b>641</b>	<b>473</b>	<b>357</b>	
<b>24 Hour Total:</b>		20,949				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		1,010				PM 4:00-5:00		1,486		AM Peak Hour:		11:00 1,377 0.96	
AM 8:00-9:00		997				PM 5:00-6:00		1,482		PM Peak Hour:		16:00 1,486 0.97	

26-Apr-18 (Thu)	TOTAL TWO WAY (Northbound Volume + Southbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	106	56	45	69	83	173	359	615	544	569	601	669	
30	87	66	52	56	81	216	490	556	582	640	636	713	
45	79	54	41	47	90	225	611	576	565	563	645	705	
00	64	66	35	51	112	284	662	629	552	588	625	694	
<b>Hr Total</b>	<b>336</b>	<b>242</b>	<b>173</b>	<b>223</b>	<b>366</b>	<b>898</b>	<b>2122</b>	<b>2376</b>	<b>2243</b>	<b>2360</b>	<b>2507</b>	<b>2781</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	703	633	630	679	668	759	672	561	482	361	225	192	
30	741	636	710	735	764	718	661	545	393	341	189	151	
45	735	607	701	660	680	688	613	533	429	287	198	117	
00	670	694	698	735	714	690	594	479	398	263	173	125	
<b>Hr Total</b>	<b>2849</b>	<b>2570</b>	<b>2739</b>	<b>2809</b>	<b>2826</b>	<b>2855</b>	<b>2540</b>	<b>2118</b>	<b>1702</b>	<b>1252</b>	<b>785</b>	<b>585</b>	
<b>24 Hour Total:</b>		42,257				<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>			
AM 7:00-8:00		2,376				PM 4:00-5:00		2,826		AM Peak Hour:		11:00 2,781 0.98	
AM 8:00-9:00		2,243				PM 5:00-6:00		2,855		PM Peak Hour:		17:00 2,855 0.94	

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 10D:US 192: SEof Neptune Rd	

3 Avg	Northbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	24	17	27	47	109	249	412	331	341	328	341
30	27	24	17	26	56	142	281	334	326	350	323	330
45	23	20	13	27	50	141	355	343	329	313	306	351
00	20	22	17	28	78	187	351	338	320	333	331	342
<b>Hr Total</b>	<b>105</b>	<b>90</b>	<b>64</b>	<b>108</b>	<b>231</b>	<b>579</b>	<b>1236</b>	<b>1427</b>	<b>1306</b>	<b>1337</b>	<b>1288</b>	<b>1364</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	358	315	313	335	344	341	330	258	233	159	94	59
30	342	321	346	342	325	335	316	242	205	158	71	49
45	336	321	382	346	350	322	273	213	179	122	69	47
00	345	341	357	350	346	320	266	233	191	114	60	42
<b>Hr Total</b>	<b>1381</b>	<b>1298</b>	<b>1398</b>	<b>1373</b>	<b>1365</b>	<b>1318</b>	<b>1185</b>	<b>946</b>	<b>808</b>	<b>553</b>	<b>294</b>	<b>197</b>

<b>24 Hour Total:</b>	21,251			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	1,427	PM 4:00-5:00	1,365	AM Peak Hour:	7:00	1,428	0.87
AM 8:00-9:00	1,306	PM 5:00-6:00	1,318	PM Peak Hour:	14:00	1,397	0.91

3 Avg	Southbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	35	28	34	28	62	141	233	238	253	278	321
30	57	32	32	30	30	73	204	234	266	273	305	346
45	46	29	27	25	32	89	271	244	271	272	311	318
00	38	32	20	22	44	117	295	285	261	268	323	319
<b>Hr Total</b>	<b>204</b>	<b>128</b>	<b>107</b>	<b>111</b>	<b>134</b>	<b>341</b>	<b>911</b>	<b>996</b>	<b>1036</b>	<b>1066</b>	<b>1217</b>	<b>1304</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	317	317	338	367	340	369	359	314	250	188	140	89
30	340	331	357	362	381	363	346	282	227	175	116	79
45	340	322	345	344	390	379	335	275	224	154	102	74
00	342	343	360	385	373	352	300	242	211	142	99	68
<b>Hr Total</b>	<b>1339</b>	<b>1313</b>	<b>1400</b>	<b>1458</b>	<b>1484</b>	<b>1463</b>	<b>1340</b>	<b>1113</b>	<b>912</b>	<b>659</b>	<b>457</b>	<b>310</b>

<b>24 Hour Total:</b>	20,803			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	996	PM 4:00-5:00	1,484	AM Peak Hour:	11:00	1,304	0.94
AM 8:00-9:00	1,036	PM 5:00-6:00	1,463	PM Peak Hour:	16:00	1,484	0.95

3 Avg	TOTAL TWO WAY (Northbound Volume + Southbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	59	45	61	75	172	391	645	569	594	606	662
30	84	55	49	56	85	215	485	569	592	623	629	676
45	69	50	40	51	82	230	626	587	600	585	617	669
00	58	54	37	49	121	304	646	622	581	601	654	661
<b>Hr Total</b>	<b>309</b>	<b>218</b>	<b>171</b>	<b>217</b>	<b>363</b>	<b>921</b>	<b>2148</b>	<b>2423</b>	<b>2342</b>	<b>2403</b>	<b>2506</b>	<b>2668</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	675	633	651	702	685	710	689	572	483	347	234	148
30	682	652	703	704	706	698	662	524	432	332	187	128
45	676	643	727	690	740	701	608	488	403	277	171	121
00	687	684	717	735	720	672	566	474	402	257	159	110
<b>Hr Total</b>	<b>2720</b>	<b>2612</b>	<b>2798</b>	<b>2831</b>	<b>2851</b>	<b>2781</b>	<b>2525</b>	<b>2058</b>	<b>1720</b>	<b>1213</b>	<b>751</b>	<b>507</b>

<b>24 Hour Total:</b>	42,056			<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00	2,423	PM 4:00-5:00	2,851	AM Peak Hour:	11:00	2,667	0.99
AM 8:00-9:00	2,342	PM 5:00-6:00	2,781	PM Peak Hour:	16:00	2,850	0.96

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 11A:Neptune Rd: Eof Franklin St	

24-Apr-18 (Tue)	Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	8	7	3	4	3	21	48	87	64	86	82	100	
30	7	4	2	1	6	13	70	75	94	90	67	76	
45	8	5	3	3	6	23	93	95	105	88	70	104	
00	3	5	6	3	13	38	110	141	84	78	73	93	
<b>Hr Total</b>	<b>26</b>	<b>21</b>	<b>14</b>	<b>11</b>	<b>28</b>	<b>95</b>	<b>321</b>	<b>398</b>	<b>347</b>	<b>342</b>	<b>292</b>	<b>373</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	77	105	101	134	109	121	134	86	47	33	39	14	
30	91	76	106	111	142	147	110	77	56	43	20	17	
45	102	95	105	105	111	124	101	74	47	34	18	16	
00	119	98	136	128	105	129	94	52	36	30	22	18	
<b>Hr Total</b>	<b>389</b>	<b>374</b>	<b>448</b>	<b>478</b>	<b>467</b>	<b>521</b>	<b>439</b>	<b>289</b>	<b>186</b>	<b>140</b>	<b>99</b>	<b>65</b>	
<b>24 Hour Total:</b> 6,163							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 398		PM 4:00-5:00 467					AM Peak Hour:		7:45	404	0.72		
AM 8:00-9:00 347		PM 5:00-6:00 521					PM Peak Hour:		17:15	534	0.91		

24-Apr-18 (Tue)	Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	12	2	7	2	6	7	40	78	64	48	61	54	
30	9	1	0	0	6	4	43	50	69	60	53	64	
45	3	1	2	3	0	16	42	65	62	58	57	57	
00	3	1	0	1	7	14	53	65	68	72	52	57	
<b>Hr Total</b>	<b>27</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>19</b>	<b>41</b>	<b>178</b>	<b>258</b>	<b>263</b>	<b>238</b>	<b>223</b>	<b>232</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	77	63	57	73	81	83	62	77	62	39	21	11	
30	59	52	61	94	75	79	74	61	50	44	14	8	
45	66	69	60	87	90	76	63	44	41	19	15	14	
00	79	54	84	86	85	69	61	41	38	28	13	4	
<b>Hr Total</b>	<b>281</b>	<b>238</b>	<b>262</b>	<b>340</b>	<b>331</b>	<b>307</b>	<b>260</b>	<b>223</b>	<b>191</b>	<b>130</b>	<b>63</b>	<b>37</b>	
<b>24 Hour Total:</b> 4,162							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 258		PM 4:00-5:00 331					AM Peak Hour:		7:30	263	0.95		
AM 8:00-9:00 263		PM 5:00-6:00 307					PM Peak Hour:		15:15	348	0.93		

24-Apr-18 (Tue)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	20	9	10	6	9	28	88	165	128	134	143	154	
30	16	5	2	1	12	17	113	125	163	150	120	140	
45	11	6	5	6	6	39	135	160	167	146	127	161	
00	6	6	6	4	20	52	163	206	152	150	125	150	
<b>Hr Total</b>	<b>53</b>	<b>26</b>	<b>23</b>	<b>17</b>	<b>47</b>	<b>136</b>	<b>499</b>	<b>656</b>	<b>610</b>	<b>580</b>	<b>515</b>	<b>605</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	154	168	158	207	190	204	196	163	109	72	60	25	
30	150	128	167	205	217	226	184	138	106	87	34	25	
45	168	164	165	192	201	200	164	118	88	53	33	30	
00	198	152	220	214	190	198	155	93	74	58	35	22	
<b>Hr Total</b>	<b>670</b>	<b>612</b>	<b>710</b>	<b>818</b>	<b>798</b>	<b>828</b>	<b>699</b>	<b>512</b>	<b>377</b>	<b>270</b>	<b>162</b>	<b>102</b>	
<b>24 Hour Total:</b> 10,325							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 656		PM 4:00-5:00 798					AM Peak Hour:		7:45	664	0.81		
AM 8:00-9:00 610		PM 5:00-6:00 828					PM Peak Hour:		17:00	828	0.92		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 11A:Neptune Rd: Eof Franklin St	

25-Apr-18 (Wed)		Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	9	2	3	5	4	19	54	81	81	93	67	83	
30	8	1	0	4	5	17	68	82	85	68	75	104	
45	4	4	1	5	9	25	88	108	88	87	80	84	
00	7	5	4	8	10	32	104	118	105	83	78	87	
<b>Hr Total</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>22</b>	<b>28</b>	<b>93</b>	<b>314</b>	<b>389</b>	<b>359</b>	<b>331</b>	<b>300</b>	<b>358</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	86	82	89	99	106	141	126	85	59	41	33	14	
30	79	94	100	93	130	113	116	73	40	42	29	15	
45	107	100	104	120	113	114	119	58	58	32	17	18	
00	97	104	110	123	144	148	81	68	50	35	12	11	
<b>Hr Total</b>	<b>369</b>	<b>380</b>	<b>403</b>	<b>435</b>	<b>493</b>	<b>516</b>	<b>442</b>	<b>284</b>	<b>207</b>	<b>150</b>	<b>91</b>	<b>58</b>	
<b>24 Hour Total:</b> 6,070							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 389		PM 4:00-5:00 493					AM Peak Hour:		7:00	389	0.82		
AM 8:00-9:00 359		PM 5:00-6:00 516					PM Peak Hour:		17:00	516	0.87		

25-Apr-18 (Wed)		Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	5	9	1	2	2	7	47	67	79	57	53	66	
30	7	4	0	2	4	10	42	50	58	58	45	56	
45	3	8	1	3	5	17	63	54	61	51	52	57	
00	3	2	1	2	2	18	65	70	56	57	63	46	
<b>Hr Total</b>	<b>18</b>	<b>23</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>52</b>	<b>217</b>	<b>241</b>	<b>254</b>	<b>223</b>	<b>213</b>	<b>225</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	73	77	71	105	74	70	86	76	54	49	27	12	
30	56	56	68	64	71	95	81	55	49	43	19	15	
45	68	71	73	84	88	70	61	68	61	34	23	16	
00	62	67	75	77	82	79	71	56	59	22	17	4	
<b>Hr Total</b>	<b>259</b>	<b>271</b>	<b>287</b>	<b>330</b>	<b>315</b>	<b>314</b>	<b>299</b>	<b>255</b>	<b>223</b>	<b>148</b>	<b>86</b>	<b>47</b>	
<b>24 Hour Total:</b> 4,325							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 241		PM 4:00-5:00 315					AM Peak Hour:		8:00	254	0.80		
AM 8:00-9:00 254		PM 5:00-6:00 314					PM Peak Hour:		15:00	330	0.79		

25-Apr-18 (Wed)		TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	14	11	4	7	6	26	101	148	160	150	120	149	
30	15	5	0	6	9	27	110	132	143	126	120	160	
45	7	12	2	8	14	42	151	162	149	138	132	141	
00	10	7	5	10	12	50	169	188	161	140	141	133	
<b>Hr Total</b>	<b>46</b>	<b>35</b>	<b>11</b>	<b>31</b>	<b>41</b>	<b>145</b>	<b>531</b>	<b>630</b>	<b>613</b>	<b>554</b>	<b>513</b>	<b>583</b>	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	159	159	160	204	180	211	212	161	113	90	60	26	
30	135	150	168	157	201	208	197	128	89	85	48	30	
45	175	171	177	204	201	184	180	126	119	66	40	34	
00	159	171	185	200	226	227	152	124	109	57	29	15	
<b>Hr Total</b>	<b>628</b>	<b>651</b>	<b>690</b>	<b>765</b>	<b>808</b>	<b>830</b>	<b>741</b>	<b>539</b>	<b>430</b>	<b>298</b>	<b>177</b>	<b>105</b>	
<b>24 Hour Total:</b> 10,395							<i>Peak Hour Analysis</i>		<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>		
AM 7:00-8:00 630		PM 4:00-5:00 808					AM Peak Hour:		7:00	630	0.84		
AM 8:00-9:00 613		PM 5:00-6:00 830					PM Peak Hour:		17:00	830	0.91		

# Roadway Count Summary

<b>Start Date</b> 04/24/2018 (Tue) <b>Stop Date</b> 04/26/2018 (Thu) <b>County</b> Osceola <b>Location</b> 11A:Neptune Rd: Eof Franklin St	<b>Start Time</b> 00:00 <b>Stop Time</b> 24:00
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26-Apr-18 (Thu)	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	4	2	8	17	45	93	77	87	87	91
30	16	8	8	4	5	15	67	83	89	72	101	91
45	9	5	6	8	8	25	84	94	88	94	88	88
00	9	9	3	6	10	30	110	128	100	89	88	97
<b>Hr Total</b>	<b>51</b>	<b>27</b>	<b>21</b>	<b>20</b>	<b>31</b>	<b>87</b>	<b>306</b>	<b>398</b>	<b>354</b>	<b>342</b>	<b>364</b>	<b>367</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	78	93	120	111	138	109	81	79	34	22	14
30	97	97	107	130	130	121	118	81	52	34	22	20
45	93	88	86	103	117	103	90	97	49	42	20	15
00	87	72	121	103	117	149	83	62	45	27	25	15
<b>Hr Total</b>	<b>368</b>	<b>335</b>	<b>407</b>	<b>456</b>	<b>475</b>	<b>511</b>	<b>400</b>	<b>321</b>	<b>225</b>	<b>137</b>	<b>89</b>	<b>64</b>

<b>24 Hour Total:</b> 6,156		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 398	PM 4:00-5:00 475	AM Peak Hour:	7:00	398	0.78
AM 8:00-9:00 354	PM 5:00-6:00 511	PM Peak Hour:	17:00	511	0.86

26-Apr-18 (Thu)	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	6	2	3	13	37	67	62	49	44	58
30	10	4	0	2	3	16	51	58	65	48	60	73
45	7	6	1	3	1	13	64	52	48	54	49	66
00	7	3	2	3	10	22	66	63	65	56	63	65
<b>Hr Total</b>	<b>31</b>	<b>17</b>	<b>9</b>	<b>10</b>	<b>17</b>	<b>64</b>	<b>218</b>	<b>240</b>	<b>240</b>	<b>207</b>	<b>216</b>	<b>262</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	77	75	67	84	87	73	66	51	42	13	23
30	67	72	77	89	81	81	82	65	51	29	20	14
45	68	50	60	89	79	82	62	73	51	36	17	8
00	83	71	81	81	84	82	78	77	56	34	18	19
<b>Hr Total</b>	<b>291</b>	<b>270</b>	<b>293</b>	<b>326</b>	<b>328</b>	<b>332</b>	<b>295</b>	<b>281</b>	<b>209</b>	<b>141</b>	<b>68</b>	<b>64</b>

<b>24 Hour Total:</b> 4,429		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 240	PM 4:00-5:00 328	AM Peak Hour:	11:00	262	0.90
AM 8:00-9:00 240	PM 5:00-6:00 332	PM Peak Hour:	17:00	332	0.95

26-Apr-18 (Thu)	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	9	10	4	11	30	82	160	139	136	131	149
30	26	12	8	6	8	31	118	141	154	120	161	164
45	16	11	7	11	9	38	148	146	136	148	137	154
00	16	12	5	9	20	52	176	191	165	145	151	162
<b>Hr Total</b>	<b>82</b>	<b>44</b>	<b>30</b>	<b>30</b>	<b>48</b>	<b>151</b>	<b>524</b>	<b>638</b>	<b>594</b>	<b>549</b>	<b>580</b>	<b>629</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	155	168	187	195	225	182	147	130	76	35	37
30	164	169	184	219	211	202	200	146	103	63	42	34
45	161	138	146	192	196	185	152	170	100	78	37	23
00	170	143	202	184	201	231	161	139	101	61	43	34
<b>Hr Total</b>	<b>659</b>	<b>605</b>	<b>700</b>	<b>782</b>	<b>803</b>	<b>843</b>	<b>695</b>	<b>602</b>	<b>434</b>	<b>278</b>	<b>157</b>	<b>128</b>

<b>24 Hour Total:</b> 10,585		<i>Peak Hour Analysis</i>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 638	PM 4:00-5:00 803	AM Peak Hour:	7:00	638	0.84
AM 8:00-9:00 594	PM 5:00-6:00 843	PM Peak Hour:	17:00	843	0.91

# Roadway Count Summary

## Average

<b>Start Date</b> 04/24/2018 (Tue)	<b>Start Time</b> 00:00
<b>Stop Date</b> 04/26/2018 (Thu)	<b>Stop Time</b> 24:00
<b>County</b> Osceola	
<b>Location</b> 11A:Neptune Rd: Eof Franklin St	

3 Avg	Eastbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	3	4	5	19	49	87	74	89	79	91
30	10	4	3	3	5	15	68	80	89	77	81	90
45	7	5	3	5	8	24	88	99	94	90	79	92
00	6	6	4	6	11	33	108	129	96	83	80	92
<b>Hr Total</b>	<b>34</b>	<b>20</b>	<b>13</b>	<b>18</b>	<b>29</b>	<b>91</b>	<b>313</b>	<b>395</b>	<b>353</b>	<b>339</b>	<b>319</b>	<b>365</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	88	94	118	109	133	123	84	62	36	31	14
30	89	89	104	111	134	127	115	77	49	40	24	17
45	101	94	98	109	114	114	103	76	51	36	18	16
00	101	91	122	118	122	142	86	61	44	31	20	15
<b>Hr Total</b>	<b>376</b>	<b>362</b>	<b>418</b>	<b>456</b>	<b>479</b>	<b>516</b>	<b>427</b>	<b>298</b>	<b>206</b>	<b>143</b>	<b>93</b>	<b>62</b>

<b>24 Hour Total:</b> 6,125		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 395	PM 4:00-5:00 479	AM Peak Hour:	7:00	395	0.77
AM 8:00-9:00 353	PM 5:00-6:00 516	PM Peak Hour:	17:00	516	0.91

3 Avg	Westbound Volume											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	5	2	4	9	41	71	68	51	53	59
30	9	3	0	1	4	10	45	53	64	55	53	64
45	4	5	1	3	2	15	56	57	57	54	53	60
00	4	2	1	2	6	18	61	66	63	62	59	56
<b>Hr Total</b>	<b>25</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>16</b>	<b>52</b>	<b>203</b>	<b>247</b>	<b>252</b>	<b>222</b>	<b>218</b>	<b>239</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	72	68	82	80	80	74	73	56	43	20	15
30	61	60	69	82	76	85	79	60	50	39	18	12
45	67	63	64	87	86	76	62	62	51	30	18	13
00	75	64	80	81	84	77	70	58	51	28	16	9
<b>Hr Total</b>	<b>277</b>	<b>259</b>	<b>281</b>	<b>332</b>	<b>326</b>	<b>318</b>	<b>285</b>	<b>253</b>	<b>208</b>	<b>140</b>	<b>72</b>	<b>49</b>

<b>24 Hour Total:</b> 4,304		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 247	PM 4:00-5:00 326	AM Peak Hour:	8:00	252	0.92
AM 8:00-9:00 252	PM 5:00-6:00 318	PM Peak Hour:	15:00	332	0.96

3 Avg	TOTAL TWO WAY (Eastbound Volume + Westbound Volume)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	8	6	9	28	90	158	142	140	131	151
30	19	7	3	4	10	25	114	133	153	132	134	155
45	11	10	5	8	10	40	145	156	151	144	132	152
00	11	8	5	8	17	51	169	195	159	145	139	148
<b>Hr Total</b>	<b>60</b>	<b>35</b>	<b>21</b>	<b>26</b>	<b>46</b>	<b>144</b>	<b>518</b>	<b>642</b>	<b>605</b>	<b>561</b>	<b>536</b>	<b>606</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	161	162	199	188	213	197	157	117	79	52	29
30	150	149	173	194	210	212	194	137	99	78	41	30
45	168	158	163	196	199	190	165	138	102	66	37	29
00	176	155	202	199	206	219	156	119	95	59	36	24
<b>Hr Total</b>	<b>653</b>	<b>623</b>	<b>700</b>	<b>788</b>	<b>803</b>	<b>834</b>	<b>712</b>	<b>551</b>	<b>413</b>	<b>282</b>	<b>166</b>	<b>112</b>

<b>24 Hour Total:</b> 10,437		<b>Peak Hour Analysis</b>	<b>Begins</b>	<b>Volume</b>	<b>Pk Hr Fac</b>
AM 7:00-8:00 642	PM 4:00-5:00 803	AM Peak Hour:	7:00	641	0.82
AM 8:00-9:00 605	PM 5:00-6:00 834	PM Peak Hour:	17:00	834	0.95



2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.98	1.01
2	01/08/2017 - 01/14/2017	1.02	1.05
3	01/15/2017 - 01/21/2017	1.05	1.08
4	01/22/2017 - 01/28/2017	1.04	1.07
5	01/29/2017 - 02/04/2017	1.02	1.05
6	02/05/2017 - 02/11/2017	1.01	1.04
7	02/12/2017 - 02/18/2017	1.00	1.03
* 8	02/19/2017 - 02/25/2017	0.99	1.02
* 9	02/26/2017 - 03/04/2017	0.98	1.01
*10	03/05/2017 - 03/11/2017	0.97	1.00
*11	03/12/2017 - 03/18/2017	0.96	0.99
*12	03/19/2017 - 03/25/2017	0.96	0.99
*13	03/26/2017 - 04/01/2017	0.96	0.99
*14	04/02/2017 - 04/08/2017	0.97	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.00
*16	04/16/2017 - 04/22/2017	0.97	1.00
*17	04/23/2017 - 04/29/2017	0.98	1.01
*18	04/30/2017 - 05/06/2017	0.98	1.01
*19	05/07/2017 - 05/13/2017	0.99	1.02
*20	05/14/2017 - 05/20/2017	0.99	1.02
21	05/21/2017 - 05/27/2017	1.00	1.03
22	05/28/2017 - 06/03/2017	1.01	1.04
23	06/04/2017 - 06/10/2017	1.01	1.04
24	06/11/2017 - 06/17/2017	1.02	1.05
25	06/18/2017 - 06/24/2017	1.02	1.05
26	06/25/2017 - 07/01/2017	1.01	1.04
27	07/02/2017 - 07/08/2017	1.01	1.04
28	07/09/2017 - 07/15/2017	1.00	1.03
29	07/16/2017 - 07/22/2017	1.00	1.03
30	07/23/2017 - 07/29/2017	1.00	1.03
31	07/30/2017 - 08/05/2017	1.00	1.03
32	08/06/2017 - 08/12/2017	1.00	1.03
33	08/13/2017 - 08/19/2017	1.00	1.03
34	08/20/2017 - 08/26/2017	1.03	1.06
35	08/27/2017 - 09/02/2017	1.06	1.09
36	09/03/2017 - 09/09/2017	1.09	1.12
37	09/10/2017 - 09/16/2017	1.11	1.14
38	09/17/2017 - 09/23/2017	1.09	1.12
39	09/24/2017 - 09/30/2017	1.06	1.09
40	10/01/2017 - 10/07/2017	1.04	1.07
41	10/08/2017 - 10/14/2017	1.01	1.04
42	10/15/2017 - 10/21/2017	0.98	1.01
43	10/22/2017 - 10/28/2017	0.98	1.01
44	10/29/2017 - 11/04/2017	0.98	1.01
45	11/05/2017 - 11/11/2017	0.98	1.01
46	11/12/2017 - 11/18/2017	0.97	1.00
47	11/19/2017 - 11/25/2017	0.98	1.01
48	11/26/2017 - 12/02/2017	0.98	1.01
49	12/03/2017 - 12/09/2017	0.98	1.01
50	12/10/2017 - 12/16/2017	0.98	1.01
51	12/17/2017 - 12/23/2017	1.01	1.04
52	12/24/2017 - 12/30/2017	1.03	1.06
53	12/31/2017 - 12/31/2017	1.05	1.08

\* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9215 OSCEOLA SR15/US441

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2017 - 01/07/2017	0.99	1.04
2	01/08/2017 - 01/14/2017	1.04	1.09
3	01/15/2017 - 01/21/2017	1.08	1.14
4	01/22/2017 - 01/28/2017	1.06	1.12
5	01/29/2017 - 02/04/2017	1.05	1.11
6	02/05/2017 - 02/11/2017	1.03	1.08
7	02/12/2017 - 02/18/2017	1.01	1.06
8	02/19/2017 - 02/25/2017	0.99	1.04
* 9	02/26/2017 - 03/04/2017	0.97	1.02
*10	03/05/2017 - 03/11/2017	0.95	1.00
*11	03/12/2017 - 03/18/2017	0.93	0.98
*12	03/19/2017 - 03/25/2017	0.93	0.98
*13	03/26/2017 - 04/01/2017	0.93	0.98
*14	04/02/2017 - 04/08/2017	0.93	0.98
*15	04/09/2017 - 04/15/2017	0.93	0.98
*16	04/16/2017 - 04/22/2017	0.94	0.99
*17	04/23/2017 - 04/29/2017	0.95	1.00
*18	04/30/2017 - 05/06/2017	0.95	1.00
*19	05/07/2017 - 05/13/2017	0.96	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.02
*21	05/21/2017 - 05/27/2017	0.98	1.03
22	05/28/2017 - 06/03/2017	1.00	1.05
23	06/04/2017 - 06/10/2017	1.01	1.06
24	06/11/2017 - 06/17/2017	1.02	1.07
25	06/18/2017 - 06/24/2017	1.01	1.06
26	06/25/2017 - 07/01/2017	1.00	1.05
27	07/02/2017 - 07/08/2017	0.98	1.03
28	07/09/2017 - 07/15/2017	0.97	1.02
29	07/16/2017 - 07/22/2017	0.98	1.03
30	07/23/2017 - 07/29/2017	0.99	1.04
31	07/30/2017 - 08/05/2017	1.00	1.05
32	08/06/2017 - 08/12/2017	1.01	1.06
33	08/13/2017 - 08/19/2017	1.02	1.07
34	08/20/2017 - 08/26/2017	1.04	1.09
35	08/27/2017 - 09/02/2017	1.06	1.12
36	09/03/2017 - 09/09/2017	1.08	1.14
37	09/10/2017 - 09/16/2017	1.10	1.16
38	09/17/2017 - 09/23/2017	1.09	1.15
39	09/24/2017 - 09/30/2017	1.08	1.14
40	10/01/2017 - 10/07/2017	1.06	1.12
41	10/08/2017 - 10/14/2017	1.05	1.11
42	10/15/2017 - 10/21/2017	1.04	1.09
43	10/22/2017 - 10/28/2017	1.03	1.08
44	10/29/2017 - 11/04/2017	1.02	1.07
45	11/05/2017 - 11/11/2017	1.01	1.06
46	11/12/2017 - 11/18/2017	1.00	1.05
47	11/19/2017 - 11/25/2017	1.00	1.05
48	11/26/2017 - 12/02/2017	1.00	1.05
49	12/03/2017 - 12/09/2017	0.99	1.04
50	12/10/2017 - 12/16/2017	0.99	1.04
51	12/17/2017 - 12/23/2017	1.02	1.07
52	12/24/2017 - 12/30/2017	1.05	1.11
53	12/31/2017 - 12/31/2017	1.08	1.14

\* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9241 OSCEOLA I4 RURAL

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2017 - 01/07/2017	0.98	1.01
2	01/08/2017 - 01/14/2017	1.03	1.06
3	01/15/2017 - 01/21/2017	1.08	1.11
4	01/22/2017 - 01/28/2017	1.06	1.09
5	01/29/2017 - 02/04/2017	1.04	1.07
6	02/05/2017 - 02/11/2017	1.02	1.05
7	02/12/2017 - 02/18/2017	1.00	1.03
* 8	02/19/2017 - 02/25/2017	0.98	1.01
* 9	02/26/2017 - 03/04/2017	0.96	0.99
*10	03/05/2017 - 03/11/2017	0.94	0.97
*11	03/12/2017 - 03/18/2017	0.92	0.95
*12	03/19/2017 - 03/25/2017	0.93	0.96
*13	03/26/2017 - 04/01/2017	0.95	0.98
*14	04/02/2017 - 04/08/2017	0.96	0.99
*15	04/09/2017 - 04/15/2017	0.98	1.01
*16	04/16/2017 - 04/22/2017	0.99	1.02
*17	04/23/2017 - 04/29/2017	0.99	1.02
*18	04/30/2017 - 05/06/2017	0.99	1.02
*19	05/07/2017 - 05/13/2017	0.99	1.02
*20	05/14/2017 - 05/20/2017	0.99	1.02
21	05/21/2017 - 05/27/2017	1.00	1.03
22	05/28/2017 - 06/03/2017	1.00	1.03
23	06/04/2017 - 06/10/2017	1.01	1.04
24	06/11/2017 - 06/17/2017	1.01	1.04
25	06/18/2017 - 06/24/2017	1.02	1.05
26	06/25/2017 - 07/01/2017	1.02	1.05
27	07/02/2017 - 07/08/2017	1.01	1.04
28	07/09/2017 - 07/15/2017	1.01	1.04
29	07/16/2017 - 07/22/2017	1.00	1.03
30	07/23/2017 - 07/29/2017	1.01	1.04
31	07/30/2017 - 08/05/2017	1.02	1.05
32	08/06/2017 - 08/12/2017	1.02	1.05
33	08/13/2017 - 08/19/2017	1.03	1.06
34	08/20/2017 - 08/26/2017	1.03	1.06
35	08/27/2017 - 09/02/2017	1.04	1.07
36	09/03/2017 - 09/09/2017	1.04	1.07
37	09/10/2017 - 09/16/2017	1.05	1.08
38	09/17/2017 - 09/23/2017	1.05	1.08
39	09/24/2017 - 09/30/2017	1.04	1.07
40	10/01/2017 - 10/07/2017	1.03	1.06
41	10/08/2017 - 10/14/2017	1.01	1.04
42	10/15/2017 - 10/21/2017	1.00	1.03
43	10/22/2017 - 10/28/2017	1.00	1.03
44	10/29/2017 - 11/04/2017	1.00	1.03
45	11/05/2017 - 11/11/2017	0.99	1.02
46	11/12/2017 - 11/18/2017	0.99	1.02
47	11/19/2017 - 11/25/2017	0.99	1.02
48	11/26/2017 - 12/02/2017	0.99	1.02
49	12/03/2017 - 12/09/2017	0.98	1.01
50	12/10/2017 - 12/16/2017	0.98	1.01
51	12/17/2017 - 12/23/2017	0.98	1.01
52	12/24/2017 - 12/30/2017	1.03	1.06
53	12/31/2017 - 12/31/2017	1.08	1.11

\* PEAK SEASON

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0003		ON US-17/92 (JOHN YOUNG PARKWAY), 0.335 MI. S OF	N 23500	S 28000	51500 C	9.0	52.8F	5.6F
0005		ON US-192, 1.298 MI. E OF ORANGE CO LINE (UCLP)	E 30500	W 29500	60000 C	9.0	52.8F	4.7A
0006		ON DAKIN ST., 0.05 MI. S OF EMMETT ST. (SIS)	E 950E	W 1100E	2050 F	9.0	52.8F	4.2P
0007		ON US-192, 0.954 MI. W OF FL TPK (UCLP)	E 16500	W 16500	33000 C	9.0	52.8F	5.0A
0010		ON OSCEOLA PKWY, 0.150 MI. E OF MICHIGAN (SIS) (	E 24000	W 32000	56000 C	9.0	52.8F	7.2A
0027		ON SR-60, 0.1 MI. E OF US-441 (KENANSVILLE RD) (	E 4600	W 4600	9200 C	9.5	52.8F	36.3A
0028		ON US-441 (OBT), 0.1 MI. S OF SR-60 (KENANSVILLE	N 1700	S 1700	3400 C	9.5	56.5F	47.1A
0029		ON US-17/92 (OBT), 0.2 MI. W OF OLD TAMPA HWY (R	E 12000	W 13000	25000 C	9.0	52.8F	14.2A
0032		ON US-192, 1.136 MI. NW OF CR-534 (NEPTUNE RD.)	E 19500E	W 20000E	39500 S	9.0	52.8F	5.4P
0044		ON US-441 (OBT), 0.17 MI. N OF SR-60 (KENANSVILL	N 850	S 750	1600 C	9.5	56.5F	41.2F
0058		ON SR-60, 0.13 MI. W OF US-441 (KENANSVILLE RD)	E 3900	W 3700	7600 C	9.5	52.8F	40.2A
0065	T	US-192, 2 MI W OF SR-15, HOLOPAW, OSCEOLA CO.	E 5443	W 5356	10799 C	9.5	56.5A	13.2A
0100		ON US-17/92/441 (OBT), 0.205 MI. S OF OSCEOLA PK	N 15000	S 21500	36500 C	9.0	52.8F	2.9A
0105		ON US-192, 0.256 MI. E OF C-534 (NEPTUNE RD.) (U	E 23500E	W 23500E	47000 F	9.0	52.8F	7.2P
0135		ON US-17/92/441 (MAIN ST), 0.482 MI. N OF US-192	N 18000E	S 19000E	37000 F	9.0	52.8F	4.1F
0145		ON US-192, 0.3 MI. E OF MICHIGAN AVE. (UVL)	E 26500	W 25500	52000 C	9.0	52.8F	10.1F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0147		ON US-192, 0.126 MI. E OF CENTRAL AVE (UVL)	E 25500E	W 20500E	46000 F	9.0	52.8F	3.9F
0155		ON US-192, 0.353 MI. W OF CR-534 (UVL)	E 14000	W 15500	29500 C	9.0	52.8F	9.1A
0255		ON US-192, 0.333 MI. E OF CR-15 (RCLP)	E 14000	W 14000	28000 C	9.0	52.8F	10.8A
0265	T	ON US-192, 0.2 MI E OF YATES RD, OSCEOLA CO.	E 32066	W 33336	65402 C	9.0	50.7A	2.5A
0291		ON US-192, 0.051 MI. W OF CR-545 (UVL) CAB NW	E 31500	W 29500	61000 C	9.0	52.8F	4.2F
0296		ON I-4, 0.55 MI. SW OF US-192 (UV) (ITS)	E 40500E	W 41500E	82000 F	9.0	51.7F	13.7F
0300		ON US-192, 0.441 MI. E OF I-4 BRIDGE (UCLP)	E 27500	W 28500	56000 C	9.0	52.8F	3.7A
0302		ON US-192, 0.382 MI. E OF C-532 (RVL)	E 11000E	W 11000E	22000 F	9.0	56.5F	10.1F
0304		ON US-192, 0.353 MI. E OF C-500A (RVL)	E 7300	W 7300	14600 C	9.5	56.5F	10.1F
0311		ON US-192, 0.758 MI. W OF I-4 OVERPASS (UVL) CAB	E 33000	W 34500	67500 C	9.0	52.8F	4.2F
0312		ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)	N 27500	S 25000	52500 C	9.0	52.8F	3.9A
0313		ON US-192, 0.433 MI. SE OF SR-535 (UVL)	E 27000	W 24000	51000 C	9.0	52.8F	3.9F
0314		ON US-17/92 (OBT), 0.009 MI. NE OF POLK CO LINE	E 7000	W 6600	13600 C	9.0	52.8F	11.6A
0315		ON I-4, 0.267 MI. W OF WORLD DR. (UVL)	E 48000E	W 48500E	96500 S	9.0	51.7F	12.8P
0316		ON I-4, 1.33 MI. E OF WORLD DR	E 50000	W 42500	92500 C	9.0	51.7F	11.3A
0317		ON US-192, 0.166 MI. E OF GRIFFIN ROAD (UVL)	E 33000	W 32500	65500 C	9.0	52.8F	4.0A

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 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

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0318		ON SR-535, 0.289 MI. N OF US-192 (UVL)	N	16000	S	16000	32000 C	9.0	52.8F	3.7F
0319		ON SR-17/92 (JYP), 0.442 MI. S OF US-192 (UCLP)	N	16500E	S	18500E	35000 F	9.0	52.8F	12.3P
0320		ON US-192, 0.468 MI. W OF SR-535 (UVL)	E	18000	W	19000	37000 C	9.0	52.8F	3.9F
0321		ON I-4, 2.84 MI. E OF CR-532 (RCLP) ITS	E	62000E	W	61500E	123500 F	9.0	52.8F	13.7F
1000		ON US-192, 0.099 MI. W OF GRIFFIN ROAD (UVL)	E	35500	W	36500	72000 C	9.0	52.8F	6.0A
1002		ON US-17/92 (OBT), 0.643 MI. W OF CR-531 (UC)	E	16500	W	12500	29000 C	9.0	52.8F	5.6A
1006		ON US-441 (HOLOPAW RD.) 0.3 MI. S OF US-192 (RCL	N	1300	S	1300	2600 C	9.5	56.5F	35.2A
1008		ON US-192, 4.622 MI. E OF US-441 (HOLOPAW RD.) (	E	3900	W	3500	7400 C	9.5	56.5F	16.6A
1086		GOODMAN RD., TRI-CITY TO HAPPY TRAILS (HPMS)	N	2300	S	2300	4600 C	9.0	52.8F	1.1A
1087		GOODMAN RD., S OF TRI-CITY (HPMS)	N	3400	S	3300	6700 C	9.0	52.8F	1.9A
1088		GOODMAN RD., N OF HAPPY TRAILS (HPMS)	N	250E	S	300E	550 S	9.0	52.8F	8.7P
2001		I-4, RAMP FROM CR-532 TO I-4 EB		0E		0E	11000 F	9.0	99.9W	34.2F
2002		I-4, RAMP FROM WB I-4 TO CR-532		0E		0E	11500 F	9.0	99.9W	34.2F
2004		I-4, RAMP FROM I-4 EB TO WORLD DR. SB (UV)		0E		0E	2800 F	9.0	99.9W	4.1F
2005		I-4, RAMP FROM WORLD DR. NB TO I-4 EB		0E		0E	2200 F	9.0	99.9W	4.1F
2006		I-4, RAMP FROM I-4 EB TO WORLD DR. NB		0E		0E	4900 F	9.0	99.9W	4.1F

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COUNTY: 92 OSCEOLA

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2007		I-4, RAMP I-4 WB TO WORLD DR. NB	0E	0E	650 F	9.0	99.9W	4.1F	
2008		I-4, RAMP FROM I-4 WB TO WORLD DR. SB	0E	0E	2000 F	9.0	99.9W	4.1F	
2009		I-4, RAMP FROM WORLD DR. SB TO I-4 WB (UVL)	E	5400	0	5400 C	9.0	99.9W	4.1F
2013		US-192 WB TO I-4 EB AKA 922028	0E	0E	6300 F	9.0	99.9W	10.1F	
2014		I-4 EB TO US-192 WB AKA 922029	0E	0E	700 F	9.0	99.9W	10.1F	
2015		I-4 WB TO US-192 WB AKA 922031	0E	0E	13000 F	9.0	99.9W	10.1F	
2016		US-192 EB TO I-4 WB	0E	0E	550 F	9.0	99.9W	10.1F	
2018		I-4 EB TO US-192 EB	0E	0E	3300 F	9.0	99.9W	10.1F	
2019		I-4, RAMP FROM I-4 EB TO OSCEOLA PKY WB (UV)	0E	0E	450 F	9.0	99.9W	4.1F	
2020		I-4, RAMP FROM OSCEOLA PKWY EB TO I-4 WB (UV) AK	0E	0E	1000 F	9.0	99.9W	4.1F	
2021		I-4, RAMP FROM I-4 WB TO OSCEOLA PKY WB (UV)	0E	0E	7100 F	9.0	99.9W	4.1F	
2022		I-4, RAMP FROM OSCEOLA PKY EB TO I-4 EB (UV)	0E	0E	7100 F	9.0	99.9W	4.1F	
2023		I-4, RAMP FROM OSCEOLA PKY WB TO I-4 EB (UV)	0E	0E	3800 F	9.0	99.9W	4.1F	
2024		I-4, RAMP FROM OSCEOLA PKY WB TO I-4 WB (UV)	0E	0E	1600 F	9.0	99.9W	4.1F	
2025		I-4, RAMP I-4 WB TO OSCEOLA PKY EB (UV)	0E	0E	3200 F	9.0	99.9W	4.1F	
2026		US 192 WB TO I-4 WB	0E	0E	4000 F	9.0	99.9W	3.8P	

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COUNTY: 92 OSCEOLA

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2027		I-4 WB TO US 192 EB	0E	0E	6700 F	9.0	99.9W	1.3P
2030		RAMP FROM WORLD DRIVE SB TO I-4 EB	0E	0E	400 F	9.0	99.9W	34.2F
2033		SR 535 WB TO WORLD DR. SB	0E	0E	100 F	9.0	99.9W	4.1F
2034		WORLD DR. SB TO ST 530 EB	0E	0E	4900 F	9.0	99.9W	4.1F
2035		SR 530 WB TO WORLD NB	0E	0E	5600 F	9.0	99.9W	4.1F
2036		WORLD DR. SB OFF RAMP 92090010 TO WB SR 530	0E	0E	5900 F	9.0	99.9W	4.1F
2037		NB WORLD DR TO FRONTAGE RD	0E	0E	3000 F	9.0	99.9W	4.1F
2038		NB WORLD DR TO NB WORLD DRIVE FRONTAGE RD	0E	0E	3700 F	9.0	99.9W	4.1F
2039		FROM EB OSCEOLA PKWY TO POINCIANA BLVD	0E	0E	1000 F	9.0	99.9W	5.6F
2040		FROM POINCIANA PKWY TO WB OSCEOLA PKWY	0E	0E	1100 F	9.0	99.9W	5.6F
2041		FROM VINELAND RD TO EB OSCEOLA PKWY - SR535 NB T	0E	0E	4600 F	9.0	99.9W	3.7F
2042		FROM WB OSCEOLA PKWY TO VINELAND RD - OSC PKWY T	0E	0E	4000 F	9.0	99.9W	12.9F
2043		FROM OSCEOLA PKWY TO SB JOHN YOUNG PKWY	0E	0E	5600 F	9.0	99.9W	5.6F
2044		FROM SB JOHN YOUNG PKWY TO OSCEOLA PKWY	0E	0E	5200 F	9.0	99.9W	3.3F
2045		FROM NB JOHN YOUNG PKWY TO OSCEOLA PKWY	0E	0E	5200 F	9.0	99.9W	3.3F
2046		FROM OSCEOLA PKWY TO NB JOHN YOUNG PKWY	0E	0E	3800 F	9.0	99.9W	5.6F

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 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE	SITE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT	"K"	"D"	"T"
=====	=====	=====	=====	=====	=====	=====	=====	=====
3001		ON I-4, BETWEEN SR-532 AND SR-545 (ITS)	E 58000E	W 57500E	115500 F	9.0	52.8F	34.2F
4001		US-192, RAMP FROM WORLD DRIVE NB AND SB TO US-19	0E	0E	5200 F	9.0	99.9W	4.2F
4002		US-192 EB TO I-4 EB	0E	0E	13000 F	9.0	99.9W	4.2F
4004		US-192, FROM US-192 EB TO WORLD DR NB	0E	0E	7000 F	9.0	99.9W	4.2F
5003		ON EMMETT ST., 0.26 MI. E OF US-17/92 (JYP) (UVL	E 12000E	W 11000E	23000 F	9.0	52.8F	12.9F
5014		ON US-192, 0.117 MI. E OF C-531A (THACKER AV.) (	E 20500	W 20500	41000 C	9.0	52.8F	3.9F
5015		ON US-192, 0.116 MI. W OF JOHN YOUNG PKY (UVLP)	E 21000	W 22000	43000 C	9.0	52.8F	3.8A
5016		ON US-192, 0.117 MI. W OF CENTRAL AVE. (UVLP)	E 22500	W 20500	43000 C	9.0	52.8F	5.5A
5017		ON US-192, 0.575 MI. E OF US-17/92 (UVL)	E 25000	W 23500	48500 C	9.0	52.8F	10.1F
5020		ON US-192, 0.036 MI. W OF CR-523 (VERMONT AV.) (	E 19000	W 21000	40000 C	9.0	52.8F	10.1F
5021		ON US-192, 0.032 MI. E OF CR-523 (VERMONT AV.) (	E 21000E	W 21500E	42500 F	9.0	52.8F	10.1F
5022		ON US-192, 0.037 MI. E OF NEW YORK (UVL)	E 18000	W 19000	37000 C	9.0	52.8F	10.1F
5039		ON US-192, 0.99 MI. E OF CR-523 (VERMONT AV.) (U	E 16500	W 16500	33000 C	9.0	52.8F	10.1F
5040		ON HAM BROWN ROAD, 0.35 MI. S OF US-17/92 (OBT)	N 4400	S 4700	9100 C	9.0	52.8F	34.2F
7001		REAVES ROAD - HAM BROWN RD TO PLEASANT HILL RD.	E 1900E	W 1800E	3700 S	9.0	52.8F	34.2F
7002		LAKESHORE BLVD., RUBY AVENUE TO NEPTUNE ROAD (HP	E 4000E	W 3300E	7300 S	9.0	52.8F	34.2F

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7003		RUMMELL RD, 900 FT E OF BRADLEY GAYLE DR (HPMS)	E 2200E	W 2000E	4200 S	9.0	52.8F	4.1F
7004		OLD TAMPA HIGHWAY, POINCIANA TO BROAD STREET (HP	E 1700E	W 1800E	3500 S	9.0	52.8F	5.6P
7005		DEER RUN ROAD, RAMBLER AVENUE TO HICKORY TREE (H	E 1400E	W 1400E	2800 S	9.0	52.8F	34.2F
7006		FRIAR'S COVE ROAD, FRIAR'S COVE LANE TO CANOE CR	N 1800E	S 1800E	3600 S	9.0	52.8F	34.2F
7007		BASS ROAD, YOWELL ROAD TO US-192 (HPMS)	N 3700E	S 4000E	7700 S	9.0	52.8F	5.7P
7008		OLD CANOE CREEK ROAD, CANOE CREEK ROAD TO KISSIM	N 9400E	S 9200E	18600 S	9.0	52.8F	34.2F
7010		COLUMBIA AVENUE, ARMSTRONG BLVD. TO THACKER AVEN	E 8500E	W 8400E	16900 S	9.0	52.8F	34.2F
7011		COLUMBIA AVENUE - US-192 TO LAKESHORE BLVD. (HPM	N 750E	S 750E	1500 S	9.0	52.8F	34.2F
7012		MICHIGAN AVENUE, DAVID ROAD TO LAKESHORE BLVD. (	N 2200	S 2300	4500 C	9.0	52.8F	2.9A
7013		EAST OAK STREET, MAIN STREET TO US-192 (HPMS)	E 11500E	W 11000E	22500 S	9.0	52.8F	34.2F
7014		BUENAVENTURA PARKWAY, BOGGY CREEK ROAD TO FLORID	N 12500E	S 12500E	25000 S	9.0	52.8F	34.2F
7015		BUENAVENTURA PARKWAY, FLORIDA PARKWAY TO OSCEOLA	N 12500E	S 12500E	25000 S	9.0	52.8F	34.2F
7016		FLORIDA PARKWAY, BUENAVENTURA PARKWAY TO PARKWAY	E 2600E	W 2600E	5200 S	9.0	52.8F	34.2F
7017		HOUGHLAND BLVD., 5TH STREET TO VINE STREET (HPMS	N 6500E	S 7100E	13600 S	9.0	52.8F	34.2F
7018		HOUGHLAND BLVD, 500 FT S OF VENETIAN BAY ENT (HPM	N 9000E	S 11500E	20500 S	9.0	52.8F	4.0P
7019		CARROLL ST, 0.3 MI W OF JOHN YOUNG PKWY (HPMS)	E 11500E	W 10500E	22000 S	9.0	52.8F	5.2P

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7020		FORMOSA GARDENS BLVD., FUNIE STEED ROAD TO US-19	N 5900E	S 5900E	11800 S	9.0	52.8F	34.2F
7021		MERCANTILE AVENUE/ENTERPRISE DRIVE, POINCIANA TO	E 350E	W 400E	750 S	9.0	52.8F	34.2F
7022		MILL RUN ROAD, MILL SLOUGH ROAD TO MICHIGAN AVEN	N 1500E	S 1700E	3200 S	9.0	52.8F	34.2F
7023		CLYDE AVE, 240 FT N OF PORTAGE ST (HPMS)	N 1900E	S 1300E	3200 S	9.0	52.8F	34.2F
7024		OAK RUN BLVD., MILL SLOUGH ROAD TO WOODCREST BLV	N 1000E	S 1000E	2000 S	9.0	52.8F	34.2F
7025		DYER ROAD, 250 FT S OF PINE BRANCH DR (HPMS)	N 2700E	S 2700E	5400 S	9.0	52.8F	4.1P
7026		LAKESIDE DRIVE, BOGGY CREEK TO MONTEREY VILLAGE (	N 4600E	S 4600E	9200 S	9.0	52.8F	34.2F
7027		NEW NOLTE ROAD, VILLAGE GREEN DRIVE TO CANOE CRE	E 6900	W 7000	13900 C	9.0	52.8F	3.0A
7028		ORANGE AVENUE - US-192 TO RUMMELL ROAD (HPMS)	N 900E	S 900E	1800 S	9.0	52.8F	34.2F
7029		OREN BROWN ROAD, POINCIANA BLVD. TO US-192 (HPMS	E 4100	W 4500	8600 C	9.0	52.8F	1.6A
7030		PRINCESS WAY, 0.35 MI N OF OLD VINELAND RD (HPMS	N 700E	S 750E	1450 S	9.0	52.8F	4.7P
7031		PENFIELD/LAKESHORE - RANDOLF AVEUE TO RUBY AVENU	E 2000E	W 2500E	4500 S	9.0	52.8F	34.2F
7032		POINCIANA BLVD., US-192 TO SR-535 (HPMS)	N 12500E	S 12000E	24500 S	9.0	52.8F	34.2F
7033		POLYNESIA ISLE BLVD, 550 FT S OF WARRIOR LN (HPM	N 5000E	S 4700E	9700 S	9.0	52.8F	7.3P
7034		ROYAL PALM DRIVE, BUENAVENTURA BLVD. TO BOGGY CR	N 1800E	S 1900E	3700 S	9.0	52.8F	34.2F
7035		SIESTA LAGO DR, 190 FT W OF ASBURY CT (HPMS)	E 2400E	W 2100E	4500 S	9.0	52.8F	3.0P

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SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
7036		SMITH STREET, US-192 TO DONEGAN AVENUE (HPMS)	N 750E	S 900E	1650 S	9.0	52.8F	34.2F
7037		WOODCREST BLVD., WYMAN CIRCLE TO BILL BECK BLVD.	E 1700E	W 1700E	3400 S	9.0	52.8F	34.2F
7038		OLD VINELAND RD, 0.25 MI E OF US-192 (HPMS)	E 700E	W 900E	1600 S	9.0	52.8F	5.0P
7039		NEW HICKORY TREE ROAD, OLD HICKORY TREET ROAD TO	E 500E	W 500E	1000 S	9.0	52.8F	34.2F
7040		SHERBERTH ROAD, US-192 TO ORANGE COUNTY LINE (HP	N 7100E	S 6800E	13900 S	9.0	52.8F	34.2F
7041		NOVA ROAD, LAKE LIZZIE ROAD TO EDEN ROAD (HPMS)	N 2000E	S 1900E	3900 S	9.0	52.8F	34.2F
7042		OLD DIXIE HWY, 200 FT N OF CARROLL ST (HPMS)	N 2900E	S 2800E	5700 S	9.0	52.8F	34.2F
7043		NARCOOSEE ROAD/CR-15/SR-500, US-192 TO RUMMELL R	N 9900E	S 10000E	19900 S	9.0	52.8F	34.2F
7044		NARCOOSEE ROAD/CR-15/SR-500, RUMMELL ROAD TO JON	N 10500E	S 11500E	22000 S	9.0	52.8F	34.2F
7045		NARCOOSEE ROAD/CR-15/SR-500, JONES TO BOGGY CREE	N 11500E	S 12000E	23500 S	9.0	52.8F	34.2F
7046		BOGGY CREEK ROAD, BILL BECK BLVD. TO SIMPSON (HP	E 16500E	W 18000E	34500 S	9.0	52.8F	34.2F
7047		BOGGY CREEK ROAD, ISMAEL PALON HIGHWAY TO BUENAV	N 11000E	S 12000E	23000 S	9.0	52.8F	34.2F
7048		BOGGY CREEK ROAD, BOGGY TERRACE TO BOGGY CREEK (	E 13000E	W 13500E	26500 S	9.0	52.8F	34.2F
7049		BOGGY CREEK ROAD, BOGGY CREEK TO GUS ROAD (HPMS)	N 7800E	S 8100E	15900 S	9.0	52.8F	4.9P
7050		BOGGY CREEK ROAD, GUS ROAD TO NARCOOSEE ROAD (HP	N 4500E	S 4600E	9100 S	9.0	52.8F	7.6P
7051		MICHIGAN AVENUE, US-192 TO DONEGAN AVENUE (HPMS)	N 15500E	S 14500E	30000 S	9.0	52.8F	34.2F

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
7052		MICHIGAN AVENUE, DONEGAN AVENUE TO GARDEN STREET	N 18500E	S 18500E	37000 S	9.0	52.8F	34.2F
7053		HICKORY TREE ROAD, S. 10TH STREET TO NEW HICKORY	N 1500	S 1500	3000 C	9.0	52.8F	3.4A
7054		HICKORY TREE ROAD, NEW HICKORY TREE TO DEER RUN	N 2500	S 2400	4900 C	9.0	52.8F	6.1A
7055		HICKORY TREE ROAD, DEER RUN TO US-192 (HPMS)	N 1100	S 1200	2300 C	9.0	52.8F	5.6A
7056		SIMPSON ROAD, US-192 TO FORTUNE ROAD (HPMS)	N 7100	S 6900	14000 C	9.0	52.8F	3.9A
7057		OSCEOLA PARKWAY - ORANGE COUNTY LINE TO INTERNAT	E 17500	W 18500	36000 C	9.0	52.8F	4.6A
7058		OSCEOLA PARKWAY - SR-535 TO JOHN YOUNG PARKWAY -	E 10500	W 11500	22000 C	9.0	52.8F	5.7A
7059		OSCEOLA PARKWAY - BRIARWOOD TO ANDOVER - (HPMS)	E 7600	W 9100	16700 C	9.0	52.8F	3.5A
7060		OSCEOLA PARKWAY - ANDOVER TO BOGGY CREEK - (HPMS)	E 10000	W 9800	19800 C	9.0	52.8F	1.9A
7061		WORLD DRIVE, GRIFFIN ROAD TO US-192 (HPMS)	N 7300	S 6900	14200 C	9.0	52.8F	4.6A
7062		WORLD DRIVE, SB WORLD DRIVE OVER I-4 (HPMS)	S 2700	0	2700 C	9.0	99.9W	1.8A
7063		CANOE CREEK, LAKE CYPRESS TO SULLIVAN (HPMS)	N 900	S 850	1750 C	9.5	52.8F	19.3A
7064		CANOE CREEK, OLD CANOE CREEK TO 17TH STREET (HPM)	N 5200	S 6500	11700 C	9.0	52.8F	5.8A
7065		PARTIN SETTLEMENT, SIMMONS ROAD TO US-192 (HPMS)	E 4100	W 3000	7100 C	9.0	52.8F	2.8A
7066		PLEASANT HILL, POINCIANA TO REAVES ROAD (HPMS)	N 17500	S 14500	32000 C	9.0	52.8F	4.3A
7067		PLEASANT HILL, GRANADA TO US-17/92 (HPMS)	N 20500	S 20500	41000 C	9.0	52.8F	3.9A

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====		DIRECTION 2 =====		AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
7068		THACKER AVENUE, HENRY TO MABBETTE STREET (HPMS)	N	5300	S	4200	9500 C	9.0	52.8F	5.6A
7069		DONEGAN AVENUE, JOHN YOUNG PARKWAY TO ORANGE BLO	E	4100	W	5300	9400 C	9.0	52.8F	4.2A
7070		KISSIMMEE PARK - NEPTUNE TO OLD CANOE CREEK - (H	N	1300	S	1300	2600 C	9.0	52.8F	5.2A
7071		KINGS HIGHWAY, GRANDVIEW DRIVE TO NEPTUNE ROAD (	N	2100	S	2400	4500 C	9.0	52.8F	1.8A
7072		JOHN YOUNG PARKWAY - US-192 TO DONEGAN AVENUE (H	N	17500	S	17500	35000 C	9.0	52.8F	3.8A
7073		JOHN YOUNG PARKWAY - DONEGAN AVENUE TO CARROLL A	N	17500	S	19000	36500 C	9.0	52.8F	4.5A
7074		JONES RD, 0.6 MI E OF NARCOOSSEE RD, ST CLOUD (H	E	250	W	250	500 C	9.0	52.8F	2.2A
7075		POINCIANA BLVD., PLEASANT HILL TO CRESENT LAKE W	N	9000	S	9900	18900 C	9.0	52.8F	2.7A
7076		POINCIANA BLVD., OLD TAMPA HIGHWAY TO OREN BROWN	N	17000	S	17000	34000 C	9.0	52.8F	4.7A
7077		POINCIANA BLVD., OREN BROWN ROAD TO PRIME CIRCLE	N	15000	S	17500	32500 C	9.0	52.8F	5.8A
7078		GOODMAN ROAD - TRI-COUNTY TO FUNIE STEED ROAD -	N	1100	S	1300	2400 C	9.0	52.8F	1.6A
7079		ON LAKESHORE BLVD., 0.21 MILES SOUTH OF NEPTUNE	E	5000	W	3800	8800 C	9.0	52.8F	5.1A
7080		ON GOODMAN ROAD, 1.23 MILES NORTH OF MASTERS BLV	N	1000	S	1100	2100 C	9.0	52.8F	1.8A
7081		ON DEER RUN ROAD, 0.95 MILES EAST OF CANOE CREEK	E	2200	W	2000	4200 C	9.0	52.8F	5.0A
7082		ON CYPRESS PKWY., 0.18 MILES WEST OF DOVER PLUM	E	17500	W	18500	36000 C	9.0	52.8F	6.3A
7083		ON TRICOUNTY ROAD, 0.68 MILES WEST OF MASTERS BL	E	2600	W	2800	5400 C	9.0	52.8F	1.7A

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

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7084		TRICOUNTY ROAD - 0.12 MILES WEST OF GOODMAN ROAD	E 2600	W 2800	5400 C	9.0	52.8F	1.8A
7085		ON MARIGOLD AVENUE, 2.42 MILES NORTH OF KOA STRE	N 2900	S 2400	5300 C	9.0	52.8F	1.9A
7086		ON S. ORANGE BLOSSOM TRAIL, 0.21 MILES NORTH OF	N 14000	S 14000	28000 C	9.0	52.8F	5.4A
7087		OLD DIXIE HWY, 0.22 MI S OF CARROLL ST (HPMS)	N 2400	S 3000	5400 C	9.0	52.8F	6.5A
7088		ON CANOE CREEK ROAD, 3 MILES SOUTH OF E. BRONSON	N 6200	S 6400	12600 C	9.0	52.8F	2.9A
7089		ON PLEASANT HILL ROAD, 0.23 MILES SOUTH OF POINC	N 26000	S 22000	48000 C	9.0	52.8F	5.0A
7090		NOLTE RD W OF OLD HICKORY TREE (HPMS SAMPLE 2015	E 3000	W 2200	5200 C	9.0	52.8F	5.2A
8000		ON I-4 EB, 0.266 MI. W OF WORLD DR. (UVL)	E 25500	0	25500 C	9.5	99.9W	13.7F
8001		RUBY AVE, E OF EMMETT ST - OFF SYSTEM	E 1700E	W 1300E	3000 T	9.0	52.8F	4.1F
8002		DONEGAN AVE, E OF ORANGE BLOSSOM TRL - OFF SYSTE	E 7700	W 7400	15100 C	9.0	52.8F	4.1F
8003		DYER BLVD, N OF KISSIMMEE AIRPORT PARKING - OFF	N 250E	S 250E	500 S	9.0	52.8F	4.1F
8004		OAK ST, E OF DYER BLVD - OFF SYSTEM	E 2200E	W 2800E	5000 T	9.0	52.8F	4.1F
8005		NEW YORK AVE, N OF 10TH ST - OFF SYSTEM	N 2200E	S 2800E	5000 T	9.0	52.8F	4.1F
8006		FUNIE STEED RD, E OF WESTSIDE BLVD - OFF SYSTEM	E 3200E	W 3400E	6600 T	9.0	52.8F	4.1F
8007		OLD TAMPA HWY, BTWN S OBT & POINCIANA BLVD - OFF	E 750E	W 850E	1600 T	9.0	52.8F	4.1F
8009		BASS HWY, E OF CR-534A/PINE GROVE RD - HPMS SAMP	E 600	W 600	1200 C	9.0	52.8F	0.7A

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2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
8010		INTERNATIONAL DR, N OF WEST BRONSON HWY - OFF SY	N 7900	S 7800	15700 C	9.0	52.8F	4.1F
8011		SOUTHPORT RD, E OF PLEASANT HILL RD - OFF SYSTEM	E 500E	W 500E	1000 T	9.5	52.8F	34.2F
8012		17TH ST, E OF BUDINGER AVE - OFF SYSTEM	E 2000E	W 3200E	5200 T	9.0	52.8F	4.1F
8014		ARMSTRONG BLVD, N OF COMMERCE BLVD - OFF SYSTEM	N 400E	S 400E	800 T	9.0	52.8F	4.1F
8015		BILL BECK BLVD, N OF US-192/E BRONSON HWY - OFF	N 1800	S 1700	3500 C	9.0	52.8F	34.2F
8016		BUDINGER AVE, N OF 17TH ST - OFF SYSTEM	N 2700E	S 2700E	5400 T	9.0	52.8F	4.1F
8018		CELEBRATION BLVD, N OF WORLD DR - OFF SYSTEM	N 7000	S 6800	13800 C	9.0	52.8F	4.1F
8019		CHURCH ST, E OF MABBETTE ST - OFF SYSTEM	E 2000E	W 2800E	4800 T	9.0	52.8F	4.1F
8020		COLUMBIA AVE, BTWN HOAGLAND BLVD & DYER BLVD - O	E 3700E	W 4200E	7900 T	9.0	52.8F	4.1F
8022		COMMERCE BLVD, E OF ARMSTRONG BLVD - OFF SYSTEM	E 350E	W 300E	650 T	9.0	52.8F	4.1F
8024		DENN JOHN LN, N OF US-192/E BRONSON HWY - OFF SY	N 8100E	S 8600E	16700 T	9.0	52.8F	4.1F
8025		BUENAVENTURA BLVD, N OF OSCEOLA PKWY - OFF SYSTE	N 17000	S 17000	34000 C	9.0	52.8F	4.1F
8026		EMMETT ST, E OF THACKER AVE - OFF SYSTEM	E 650E	W 900E	1550 T	9.0	52.8F	4.1F
8030		SAND HILL RD, E OF OLD LAKE WILSON RD - OFF SYST	E 1000E	W 1000E	2000 T	9.0	52.8F	4.1F
8031		GRIFFIN RD, N OF WORLD CENTER DR - OFF SYSTEM	N 1300E	S 900E	2200 T	9.0	52.8F	4.1F
8032		W MABBETTE ST, E OF JOHN YOUNG PKWY - OFF SYSTEM	E 1300E	W 1700E	3000 T	9.0	52.8F	4.1F

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2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
=====	=====	=====	=====	=====	=====	=====	=====	=====
8033		MICHIGAN AVE, N OF MILL RUN BLVD - OFF SYSTEM	N 13500E	S 20000E	33500 T	9.0	52.8F	4.1F
8034		CHAMPIONSGATE BLVD, E OF MASTERS BLVD - OFF SYST	E 8600E	W 10000E	18600 T	9.0	52.8F	34.2F
8035		DONEGON AVE, E OF W CARROLL ST - OFF SYSTEM	E 2300E	W 2200E	4500 T	9.0	52.8F	4.1F
8037		MASTERS BLVD, N OF CHAMPIONSGATE BLVD - OFF SYST	N 3100E	S 3000E	6100 F	9.0	52.8F	34.2F
8039		PINE TREE DR, E OF CANOE CREEK RD - HPMS SAMPLE	E 3200E	W 3600E	6800 S	9.0	52.8F	2.3P
8040		SHADY LN, N OF PARTIN SETTLEMENT RD - OFF SYSTEM	N 6100E	S 6400E	12500 F	9.0	52.8F	4.1F
8041		THACKER AVE, N OF DONEGAN AVE - HPMS SAMPLE	N 7800E	S 7600E	15400 S	9.0	52.8F	4.1P
8042		LAWRENCE SILAS BLVD, N OF NEPTUNE RD - OFF SYSTE	N 4300E	S 4600E	8900 T	9.0	52.8F	4.1F
8043		WOODCREST BLVD, BTWN MICHIGAN AVE & MILL RUN - O	E 4300E	W 4100E	8400 T	9.0	52.8F	4.1F
8044		FLORA BLVD, S OF OSCEOLA PKWY - HPMS SAMPLE	S 3300E	N 3700E	7000 S	9.0	52.8F	0.4P
8046		SINCLAIR RD, E OF SR-429 - OFF SYSTEM	E 2400	W 2100	4500 C	9.0	52.8F	34.2F
8047		5TH AVE, E OF US-192/13TH ST - OFF SYSTEM	E 2000	W 1400	3400 C	9.0	52.8F	4.1F
8048		KOA ST, 700 FT E OF MARIGOLD AVE - OFF SYSTEM	E 6000E	W 6300E	12300 F	9.0	52.8F	34.2F
8049		MILL SLOUGH RD, E OF MICHIGAN AVE - OFF SYSTEM	E 7300E	W 5200E	12500 T	9.0	52.8F	4.1F
8050		NOVA RD, E OF EDEN DR - OFF SYSTEM	E 850E	W 750E	1600 T	9.5	52.8F	34.2F
8051		ORANGE AVE, 0.23 MI S OF ORANGE CO/L - OFF SYSTE	N 12500E	S 14000E	26500 F	9.0	52.8F	4.1F

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8053		MICHIGAN AVE, N OF WOODCREST BLVD - OFF SYSTEM	N 16500E	S 16500E	33000 F	9.0	52.8F	4.1F
8054		CARROLL ST, E OF JOHN YOUNG PKWY - OFF SYSTEM	E 8900E	W 7900E	16800 F	9.0	52.8F	4.1F
8055		OLD MELBOURNE HWY, E OF US-192/E BRONSON HWY - O	E 1000E	W 1000E	2000 F	9.5	52.8F	34.2F
8056		LAKESHORE & FORTUNE, N OF PARTIN SETTLEMENT RD -	N 4800E	S 5400E	10200 F	9.0	52.8F	34.2F
8058		OSCEOLA PKWY, BTWN VICTORY WAY & I-4 - OFF SYSTE	E 14500E	W 14000E	28500 S	9.5	52.8F	4.1F
8059		WORLD DR, BTWN CELEBRATION BLVD & I-4 - OFF SYST	0E	0E	5900 T	9.0	99.9W	4.1F
8060		WORLD DR, N OF W BRONSON HWY - OFF SYSTEM	N 16500E	S 18000E	34500 F	9.0	52.8F	4.1F
8062		PARTIN SETTLEMENT RD, W OF E BRONSON HWY - OFF S	W 4600	E 3400	8000 C	9.5	52.8F	4.1F
8063		NEPTUNE RD, BTWN OLD CANOE CREEK RD & 13TH ST -	E 6200E	W 5900E	12100 F	9.0	52.8F	4.1F
8064		TENTH ST, E OF US-192/SR-500 - OFF SYSTEM	E 3100	W 2400	5500 C	9.0	52.8F	4.1F
8065		KISSIMMEE PARK RD, S OF FL TURNPIKE - OFF SYSTEM	S 1000E	N 1000E	2000 T	9.0	52.8F	34.2F
8066		DRURY AVE, E OF EMMETT ST - OFF SYSTEM	E 9700E	W 10500E	20200 F	9.0	52.8F	4.1F
8067		OLD LAKE WILSON RD, N OF OSCEOLA-POLK LINE RD -	N 4900E	S 4800E	9700 F	9.0	52.8F	34.2F
8068		N OLD LAKE WILSON RD, N OF MORGAN WILLIAMS RD -	N 9100E	S 7900E	17000 F	9.0	52.8F	34.2F
8069		DEER PARK RD, N OF E BRONSON HWY - OFF SYSTEM	N 150E	S 150E	300 T	9.5	52.8F	34.2F
8070		HAM BROWN RD, S OF ENTERPRIZE DR - OFF SYSTEM	N 4000E	S 4000E	8000 T	9.0	52.8F	34.2F

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 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

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SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
8071		HAM BROWN RD, N OF ENTERPRIZE DR - HPMS SAMPLE	N 6400E	S 6500E	12900 S	9.0	52.8F	7.3P
8072		REAVES RD, BTWN POINCIANA BLVD & HAM BROWN RD -	E 1500E	W 1800E	3300 T	9.0	52.8F	34.2F
8073		MABBETTE ST, E OF THACKER AVE - OFF SYSTEM	E 1000E	W 1100E	2100 T	9.0	52.8F	4.1F
8074		BROWN CHAPEL RD, N OF US-192/13TH ST - OFF SYSTE	N 3700	S 4500	8200 C	9.0	52.8F	4.1F
8076		OSCEOLA-PARK LINE RD, E OF I-4 - OFF SYSTEM	E 6600E	W 6700E	13300 F	9.0	52.8F	34.2F
8077		NEW YORK AVE, BTWN US-192/13TH ST & 10TH ST - OF	N 2400E	S 1300E	3700 T	9.0	52.8F	4.1F
8078		CENTRAL AVE, 0.27 MI S OF DONEGAN AVE - OFF SYST	N 700	S 850	1550 C	9.0	52.8F	15.3A
8079		GOODMAN RD, 700 FT N OF CHAMPIONS GATE BLVD - OF	N 1200	S 1300	2500 C	9.0	52.8F	4.1F
8080		BOGGY CREEK RD, 500 FT N OF US-192/BRONSON HWY -	N 11500	S 12000	23500 C	9.0	52.8F	34.2F
8081		CLAY ST, 0.225 MI N OF THACKER AVE - OFF SYSTEM	N 2300E	S 2700E	5000 F	9.0	52.8F	34.2F
8082		NEPTUNE RD, 0.5 MI S OF PARTIN SETTLEMENT RD - O	S 7900	N 5800	13700 C	9.0	52.8F	34.2F
8083		KISSIMMEE PARK RD, 0.76 MI S OF TURNPIKE - OFF S	S 800E	N 850E	1650 F	9.5	52.8F	34.2F
8084		PINE GROVE RD, 500 FT N OF BASS RD - OFF SYSTEM	S 300	N 350	650 C	9.0	52.8F	10.7A
8085		CELEBRATION AVE, 500' S OF US 192 - OFF SYSTEM	N 9400E	S 8000E	17400 F	9.0	52.8F	5.1F
8086		CELEBRATION PLACE, 900' E OF HOSPITAL RD - HPMS	E 8700	W 8600	17300 C	9.0	52.8F	2.3A
8087		DYER BLVD, 900' N OF FLORA BLVD - OFF SYSTEM	N 6800E	S 8700E	15500 T	9.0	52.8F	5.1F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;  
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION  
 2017 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 92 OSCEOLA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
8088		MLK BLVD, 250' W OF JYP - HPMS SAMPLE	E 3100E	W 3100E	6200 S	9.0	52.8F	4.7P
8089		PERSHING ST. N OF CAROLINE ST. - OFF SYSTEM	N 1700	S 1800	3500 C	9.0	52.8F	34.2F
8316		ON I-4 WB, 1.335 MI E OF WORLD DR. (UVL)	W 16000	0	16000 C	9.5	99.9W	13.7F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;  
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9201 OSCEOLA RURAL	9202 OSCEOLA URBAN	9203 US192, ORANGE TO I-4	9204 US441, S OF US192
1	01/01/2018 - 01/06/2018	0.89	0.99	0.95	0.78
2	01/07/2018 - 01/13/2018	0.89	0.99	0.95	0.78
3	01/14/2018 - 01/20/2018	0.89	0.99	0.95	0.78
4	01/21/2018 - 01/27/2018	0.89	0.99	0.95	0.78
5	01/28/2018 - 02/03/2018	0.89	0.99	0.95	0.78
6	02/04/2018 - 02/10/2018	0.89	0.99	0.95	0.78
7	02/11/2018 - 02/17/2018	0.89	0.99	0.95	0.78
8	02/18/2018 - 02/24/2018	0.89	0.99	0.95	0.78
9	02/25/2018 - 03/03/2018	0.89	0.99	0.95	0.78
10	03/04/2018 - 03/10/2018	0.89	0.99	0.95	0.78
11	03/11/2018 - 03/17/2018	0.89	0.99	0.95	0.78
12	03/18/2018 - 03/24/2018	0.89	0.99	0.95	0.78
13	03/25/2018 - 03/31/2018	0.89	0.99	0.95	0.78
14	04/01/2018 - 04/07/2018	0.89	0.99	0.95	0.78
15	04/08/2018 - 04/14/2018	0.89	0.99	0.95	0.78
16	04/15/2018 - 04/21/2018	0.89	0.99	0.95	0.78
17	04/22/2018 - 04/28/2018	0.89	0.99	0.95	0.78
18	04/29/2018 - 05/05/2018	0.89	0.99	0.95	0.78
19	05/06/2018 - 05/12/2018	0.89	0.99	0.95	0.78
20	05/13/2018 - 05/19/2018	0.89	0.99	0.95	0.78
21	05/20/2018 - 05/26/2018	0.89	0.99	0.95	0.78
22	05/27/2018 - 06/02/2018	0.89	0.98	0.95	0.78
23	06/03/2018 - 06/09/2018	0.89	0.98	0.95	0.78
24	06/10/2018 - 06/16/2018	0.89	0.97	0.95	0.78
25	06/17/2018 - 06/23/2018	0.89	0.97	0.95	0.78
26	06/24/2018 - 06/30/2018	0.89	0.96	0.95	0.78
27	07/01/2018 - 07/07/2018	0.89	0.96	0.95	0.78
28	07/08/2018 - 07/14/2018	0.89	0.95	0.95	0.78
29	07/15/2018 - 07/21/2018	0.89	0.95	0.95	0.78
30	07/22/2018 - 07/28/2018	0.89	0.96	0.95	0.78
31	07/29/2018 - 08/04/2018	0.89	0.97	0.95	0.78
32	08/05/2018 - 08/11/2018	0.89	0.98	0.95	0.78
33	08/12/2018 - 08/18/2018	0.89	0.99	0.95	0.78
34	08/19/2018 - 08/25/2018	0.89	0.99	0.95	0.78
35	08/26/2018 - 09/01/2018	0.89	0.99	0.95	0.78
36	09/02/2018 - 09/08/2018	0.89	0.99	0.95	0.78
37	09/09/2018 - 09/15/2018	0.89	0.99	0.95	0.78
38	09/16/2018 - 09/22/2018	0.89	0.99	0.95	0.78
39	09/23/2018 - 09/29/2018	0.89	0.99	0.95	0.78
40	09/30/2018 - 10/06/2018	0.89	0.99	0.95	0.78
41	10/07/2018 - 10/13/2018	0.89	0.99	0.95	0.78
42	10/14/2018 - 10/20/2018	0.89	0.99	0.95	0.78
43	10/21/2018 - 10/27/2018	0.89	0.99	0.95	0.78
44	10/28/2018 - 11/03/2018	0.89	0.99	0.95	0.78
45	11/04/2018 - 11/10/2018	0.89	0.98	0.95	0.78
46	11/11/2018 - 11/17/2018	0.89	0.98	0.95	0.78
47	11/18/2018 - 11/24/2018	0.89	0.98	0.95	0.78
48	11/25/2018 - 12/01/2018	0.89	0.99	0.95	0.78
49	12/02/2018 - 12/08/2018	0.89	0.99	0.95	0.78
50	12/09/2018 - 12/15/2018	0.89	0.99	0.95	0.78
51	12/16/2018 - 12/22/2018	0.89	0.99	0.95	0.78
52	12/23/2018 - 12/29/2018	0.89	0.99	0.95	0.78
53	12/30/2018 - 12/31/2018	0.89	0.99	0.95	0.78

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	I4	9205	9206 US-17, TO POINCIANA B	9207 US192, OBT TO US441	SR535	9208
1	01/01/2018 - 01/06/2018		0.89	0.94	0.91		0.95
2	01/07/2018 - 01/13/2018		0.89	0.94	0.90		0.95
3	01/14/2018 - 01/20/2018		0.89	0.94	0.89		0.95
4	01/21/2018 - 01/27/2018		0.89	0.94	0.89		0.95
5	01/28/2018 - 02/03/2018		0.89	0.94	0.90		0.95
6	02/04/2018 - 02/10/2018		0.89	0.94	0.90		0.95
7	02/11/2018 - 02/17/2018		0.89	0.94	0.90		0.95
8	02/18/2018 - 02/24/2018		0.89	0.94	0.90		0.95
9	02/25/2018 - 03/03/2018		0.89	0.94	0.90		0.95
10	03/04/2018 - 03/10/2018		0.89	0.94	0.90		0.95
11	03/11/2018 - 03/17/2018		0.89	0.94	0.90		0.95
12	03/18/2018 - 03/24/2018		0.89	0.94	0.90		0.95
13	03/25/2018 - 03/31/2018		0.89	0.94	0.90		0.95
14	04/01/2018 - 04/07/2018		0.89	0.94	0.90		0.95
15	04/08/2018 - 04/14/2018		0.89	0.94	0.90		0.95
16	04/15/2018 - 04/21/2018		0.89	0.94	0.90		0.95
17	04/22/2018 - 04/28/2018		0.89	0.94	0.90		0.95
18	04/29/2018 - 05/05/2018		0.89	0.94	0.90		0.95
19	05/06/2018 - 05/12/2018		0.89	0.94	0.89		0.95
20	05/13/2018 - 05/19/2018		0.89	0.94	0.89		0.95
21	05/20/2018 - 05/26/2018		0.89	0.94	0.89		0.95
22	05/27/2018 - 06/02/2018		0.89	0.94	0.90		0.95
23	06/03/2018 - 06/09/2018		0.89	0.94	0.90		0.95
24	06/10/2018 - 06/16/2018		0.89	0.94	0.90		0.95
25	06/17/2018 - 06/23/2018		0.89	0.94	0.91		0.95
26	06/24/2018 - 06/30/2018		0.89	0.94	0.92		0.95
27	07/01/2018 - 07/07/2018		0.89	0.94	0.92		0.95
28	07/08/2018 - 07/14/2018		0.89	0.94	0.93		0.95
29	07/15/2018 - 07/21/2018		0.89	0.94	0.94		0.95
30	07/22/2018 - 07/28/2018		0.89	0.94	0.93		0.95
31	07/29/2018 - 08/04/2018		0.89	0.94	0.92		0.95
32	08/05/2018 - 08/11/2018		0.89	0.94	0.91		0.95
33	08/12/2018 - 08/18/2018		0.89	0.94	0.90		0.95
34	08/19/2018 - 08/25/2018		0.89	0.94	0.90		0.95
35	08/26/2018 - 09/01/2018		0.89	0.94	0.90		0.95
36	09/02/2018 - 09/08/2018		0.89	0.94	0.90		0.95
37	09/09/2018 - 09/15/2018		0.89	0.94	0.90		0.95
38	09/16/2018 - 09/22/2018		0.89	0.94	0.90		0.95
39	09/23/2018 - 09/29/2018		0.89	0.94	0.90		0.95
40	09/30/2018 - 10/06/2018		0.89	0.94	0.90		0.95
41	10/07/2018 - 10/13/2018		0.89	0.94	0.90		0.95
42	10/14/2018 - 10/20/2018		0.89	0.94	0.90		0.95
43	10/21/2018 - 10/27/2018		0.89	0.94	0.90		0.95
44	10/28/2018 - 11/03/2018		0.89	0.94	0.91		0.95
45	11/04/2018 - 11/10/2018		0.89	0.94	0.91		0.95
46	11/11/2018 - 11/17/2018		0.89	0.94	0.91		0.95
47	11/18/2018 - 11/24/2018		0.89	0.94	0.91		0.95
48	11/25/2018 - 12/01/2018		0.89	0.94	0.91		0.95
49	12/02/2018 - 12/08/2018		0.89	0.94	0.91		0.95
50	12/09/2018 - 12/15/2018		0.89	0.94	0.91		0.95
51	12/16/2018 - 12/22/2018		0.89	0.94	0.90		0.95
52	12/23/2018 - 12/29/2018		0.89	0.94	0.90		0.95
53	12/30/2018 - 12/31/2018		0.89	0.94	0.89		0.95

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9209 US192, I4-US17/92/441	SR-60	9210	9211 US17, POINCIAN-EMMETT	9212 US-192, E OF US441
1	01/01/2018 - 01/06/2018	0.99		0.76	0.97	0.86
2	01/07/2018 - 01/13/2018	0.99		0.76	0.97	0.86
3	01/14/2018 - 01/20/2018	0.99		0.76	0.97	0.86
4	01/21/2018 - 01/27/2018	0.99		0.76	0.97	0.86
5	01/28/2018 - 02/03/2018	0.99		0.76	0.97	0.86
6	02/04/2018 - 02/10/2018	0.99		0.76	0.97	0.86
7	02/11/2018 - 02/17/2018	0.99		0.76	0.97	0.86
8	02/18/2018 - 02/24/2018	0.99		0.76	0.97	0.86
9	02/25/2018 - 03/03/2018	0.99		0.76	0.97	0.86
10	03/04/2018 - 03/10/2018	0.99		0.76	0.97	0.86
11	03/11/2018 - 03/17/2018	0.99		0.76	0.97	0.86
12	03/18/2018 - 03/24/2018	0.99		0.76	0.97	0.86
13	03/25/2018 - 03/31/2018	0.99		0.76	0.97	0.86
14	04/01/2018 - 04/07/2018	0.99		0.76	0.97	0.86
15	04/08/2018 - 04/14/2018	0.99		0.76	0.97	0.86
16	04/15/2018 - 04/21/2018	0.99		0.76	0.97	0.86
17	04/22/2018 - 04/28/2018	0.99		0.76	0.97	0.86
18	04/29/2018 - 05/05/2018	0.99		0.76	0.97	0.86
19	05/06/2018 - 05/12/2018	0.99		0.76	0.97	0.86
20	05/13/2018 - 05/19/2018	0.99		0.76	0.97	0.86
21	05/20/2018 - 05/26/2018	0.99		0.76	0.97	0.86
22	05/27/2018 - 06/02/2018	0.98		0.76	0.97	0.86
23	06/03/2018 - 06/09/2018	0.98		0.76	0.97	0.86
24	06/10/2018 - 06/16/2018	0.97		0.76	0.97	0.86
25	06/17/2018 - 06/23/2018	0.97		0.76	0.97	0.86
26	06/24/2018 - 06/30/2018	0.98		0.76	0.97	0.86
27	07/01/2018 - 07/07/2018	0.98		0.76	0.97	0.86
28	07/08/2018 - 07/14/2018	0.99		0.76	0.97	0.86
29	07/15/2018 - 07/21/2018	0.99		0.76	0.97	0.86
30	07/22/2018 - 07/28/2018	0.99		0.76	0.97	0.86
31	07/29/2018 - 08/04/2018	0.99		0.76	0.97	0.86
32	08/05/2018 - 08/11/2018	0.99		0.76	0.97	0.86
33	08/12/2018 - 08/18/2018	0.99		0.76	0.97	0.86
34	08/19/2018 - 08/25/2018	0.99		0.76	0.97	0.86
35	08/26/2018 - 09/01/2018	0.99		0.76	0.97	0.86
36	09/02/2018 - 09/08/2018	0.99		0.76	0.97	0.86
37	09/09/2018 - 09/15/2018	0.99		0.76	0.97	0.86
38	09/16/2018 - 09/22/2018	0.99		0.76	0.97	0.86
39	09/23/2018 - 09/29/2018	0.99		0.76	0.97	0.86
40	09/30/2018 - 10/06/2018	0.99		0.76	0.97	0.86
41	10/07/2018 - 10/13/2018	0.99		0.76	0.97	0.86
42	10/14/2018 - 10/20/2018	0.99		0.76	0.97	0.86
43	10/21/2018 - 10/27/2018	0.99		0.76	0.97	0.86
44	10/28/2018 - 11/03/2018	0.99		0.76	0.97	0.86
45	11/04/2018 - 11/10/2018	0.99		0.76	0.97	0.86
46	11/11/2018 - 11/17/2018	0.99		0.76	0.97	0.86
47	11/18/2018 - 11/24/2018	0.99		0.76	0.97	0.86
48	11/25/2018 - 12/01/2018	0.99		0.76	0.97	0.86
49	12/02/2018 - 12/08/2018	0.99		0.76	0.97	0.86
50	12/09/2018 - 12/15/2018	0.99		0.76	0.97	0.86
51	12/16/2018 - 12/22/2018	0.99		0.76	0.97	0.86
52	12/23/2018 - 12/29/2018	0.99		0.76	0.97	0.86
53	12/30/2018 - 12/31/2018	0.99		0.76	0.97	0.86

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 92 - OSCEOLA

WEEK	DATES	9213 US17/92, EMMETT-US192	OSCEOLA SIS	9214	9215 US17-92, US192-ORANGE	9241 NEW CATEGORY
1	01/01/2018 - 01/06/2018	0.98		0.95	0.97	0.91
2	01/07/2018 - 01/13/2018	0.98		0.95	0.97	0.90
3	01/14/2018 - 01/20/2018	0.98		0.95	0.97	0.89
4	01/21/2018 - 01/27/2018	0.98		0.95	0.97	0.89
5	01/28/2018 - 02/03/2018	0.98		0.95	0.97	0.90
6	02/04/2018 - 02/10/2018	0.98		0.95	0.97	0.90
7	02/11/2018 - 02/17/2018	0.98		0.95	0.97	0.90
8	02/18/2018 - 02/24/2018	0.98		0.95	0.97	0.90
9	02/25/2018 - 03/03/2018	0.98		0.95	0.97	0.90
10	03/04/2018 - 03/10/2018	0.98		0.95	0.97	0.90
11	03/11/2018 - 03/17/2018	0.98		0.95	0.97	0.90
12	03/18/2018 - 03/24/2018	0.98		0.95	0.97	0.90
13	03/25/2018 - 03/31/2018	0.98		0.95	0.97	0.90
14	04/01/2018 - 04/07/2018	0.98		0.95	0.97	0.90
15	04/08/2018 - 04/14/2018	0.98		0.95	0.97	0.90
16	04/15/2018 - 04/21/2018	0.98		0.95	0.97	0.90
17	04/22/2018 - 04/28/2018	0.98		0.95	0.97	0.90
18	04/29/2018 - 05/05/2018	0.98		0.95	0.97	0.90
19	05/06/2018 - 05/12/2018	0.98		0.95	0.97	0.89
20	05/13/2018 - 05/19/2018	0.98		0.95	0.97	0.89
21	05/20/2018 - 05/26/2018	0.98		0.95	0.97	0.89
22	05/27/2018 - 06/02/2018	0.98		0.95	0.97	0.90
23	06/03/2018 - 06/09/2018	0.98		0.95	0.97	0.90
24	06/10/2018 - 06/16/2018	0.98		0.95	0.97	0.90
25	06/17/2018 - 06/23/2018	0.98		0.95	0.97	0.90
26	06/24/2018 - 06/30/2018	0.98		0.95	0.97	0.90
27	07/01/2018 - 07/07/2018	0.98		0.95	0.97	0.91
28	07/08/2018 - 07/14/2018	0.98		0.95	0.97	0.91
29	07/15/2018 - 07/21/2018	0.98		0.95	0.97	0.91
30	07/22/2018 - 07/28/2018	0.98		0.95	0.97	0.91
31	07/29/2018 - 08/04/2018	0.98		0.95	0.97	0.91
32	08/05/2018 - 08/11/2018	0.98		0.95	0.97	0.90
33	08/12/2018 - 08/18/2018	0.98		0.95	0.97	0.90
34	08/19/2018 - 08/25/2018	0.98		0.95	0.97	0.90
35	08/26/2018 - 09/01/2018	0.98		0.95	0.97	0.90
36	09/02/2018 - 09/08/2018	0.98		0.95	0.97	0.90
37	09/09/2018 - 09/15/2018	0.98		0.95	0.97	0.90
38	09/16/2018 - 09/22/2018	0.98		0.95	0.97	0.90
39	09/23/2018 - 09/29/2018	0.98		0.95	0.97	0.90
40	09/30/2018 - 10/06/2018	0.98		0.95	0.97	0.90
41	10/07/2018 - 10/13/2018	0.98		0.95	0.97	0.90
42	10/14/2018 - 10/20/2018	0.98		0.95	0.97	0.90
43	10/21/2018 - 10/27/2018	0.98		0.95	0.97	0.90
44	10/28/2018 - 11/03/2018	0.98		0.95	0.97	0.91
45	11/04/2018 - 11/10/2018	0.98		0.95	0.97	0.91
46	11/11/2018 - 11/17/2018	0.98		0.95	0.97	0.91
47	11/18/2018 - 11/24/2018	0.98		0.95	0.97	0.91
48	11/25/2018 - 12/01/2018	0.98		0.95	0.97	0.91
49	12/02/2018 - 12/08/2018	0.98		0.95	0.97	0.91
50	12/09/2018 - 12/15/2018	0.98		0.95	0.97	0.91
51	12/16/2018 - 12/22/2018	0.98		0.95	0.97	0.90
52	12/23/2018 - 12/29/2018	0.98		0.95	0.97	0.90
53	12/30/2018 - 12/31/2018	0.98		0.95	0.97	0.89



## **APPENDIX C**

### Turning Movement Counts

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0  
 STATE ROUTE  
 OBSERVER

CITY Kissimmee  
 INTERSECTING ROUTE Partin Settlement Rd & Neptune Rd  
 DATE 5/17/2018

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Partin Settlement Rd  
 SB ST NAME

	7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7			Total
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0



Neptune Rd  
 EB ST NAME

	7-8	8-9	9-10	
7-8	1	0	1	
8-9	1	0	1	
9-10	0	0	0	
2-3	0	0	0	
3-4	0	0	0	
4-5	0	0	0	
5-6	0	0	0	
6-7	0	0	0	
Total	2	0	2	

	7-8	8-9	9-10	Total
7-8	2	0	2	
8-9	0	0	0	
9-10	0	0	0	
2-3	0	0	0	
3-4	0	0	0	
4-5	0	0	0	
5-6	0	0	0	
6-7	0	0	0	
Total	2	0	2	

Neptune Rd  
 WB ST NAME

	7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7			Total
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0

Partin Settlement Rd  
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE US 192 & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Partin Settlement Rd  
SB ST NAME

7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7				Total
0	0	0					0	0	0	0	0				0
0	0	0					0	0	0	0	0				0
0	0	0					0	0	0	0	0				0



Neptune Rd  
EB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

Neptune Rd  
WB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

Partin Settlement Rd  
NB ST NAME

7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7				Total
0	0	0					0	0	0	0	0				0
0	0	0					0	0	0	0	0				0
0	0	0					0	0	0	0	0				0



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Neptune Rd & Partin Settlement Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Partin Settlement Rd					Partin Settlement Rd					N/S TOTAL	Neptune Rd					Neptune Rd					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	2	0	1	0	3	3	0	1	0	1	0	3	0	0	3	4	7	
07:15 AM	0	0	0	0	0	1	0	4	0	5	5	1	3	0	4	0	1	0	0	1	5	10	
07:30 AM	0	0	0	0	0	3	0	3	0	6	6	0	5	0	5	0	4	0	0	4	9	15	
07:45 AM	0	0	0	0	0	6	1	0	0	7	7	5	3	0	8	0	1	0	0	1	9	16	
<b>TOTAL</b>	0	0	0	0	0	12	1	8	0	21	21	6	12	0	18	0	9	0	0	9	27	48	
08:00 AM	0	2	0	0	2	6	0	2	0	8	10	3	6	2	11	0	4	0	0	4	15	25	
08:15 AM	0	0	0	0	0	5	0	3	0	8	8	2	1	0	3	0	3	1	0	4	7	15	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	5	3	0	8	11	11	
08:45 AM	0	0	0	0	0	2	1	1	0	4	4	0	3	0	3	0	2	0	0	2	5	9	
<b>TOTAL</b>	0	2	0	0	2	13	1	6	0	20	22	7	11	2	20	0	14	4	0	18	38	60	
09:00 AM	0	0	0	0	0	1	0	2	0	3	3	0	2	0	2	0	5	2	0	7	9	12	
09:15 AM	0	0	0	0	0	3	0	0	0	3	3	0	2	0	2	0	0	0	0	0	2	5	
09:30 AM	0	0	0	0	0	3	0	1	0	4	4	1	1	0	2	0	3	0	0	3	5	9	
09:45 AM	0	0	0	0	0	4	0	0	0	4	4	3	2	0	5	0	0	0	0	0	5	9	
<b>TOTAL</b>	0	0	0	0	0	11	0	3	0	14	14	4	7	0	11	0	8	2	0	10	21	35	
02:00 PM	0	0	0	0	0	4	0	3	0	7	7	0	2	0	2	1	2	1	0	4	6	13	
02:15 PM	0	0	0	0	0	1	1	1	0	3	3	0	4	0	4	0	2	1	0	3	7	10	
02:30 PM	0	0	0	0	0	1	1	0	0	2	2	2	1	0	3	0	2	1	0	3	6	8	
02:45 PM	1	1	0	0	2	3	0	2	0	5	7	0	0	0	0	0	5	0	0	5	5	12	
<b>TOTAL</b>	1	1	0	0	2	9	2	6	0	17	19	2	7	0	9	1	11	3	0	15	24	43	
03:00 PM	0	0	0	0	0	3	0	2	0	5	5	2	2	0	4	0	0	1	0	1	5	10	
03:15 PM	1	0	0	0	1	0	1	1	0	2	3	2	0	0	2	0	1	2	0	3	5	8	
03:30 PM	0	0	0	0	0	1	0	5	0	6	6	3	0	0	3	0	0	1	0	1	4	10	
03:45 PM	0	0	0	0	0	0	0	4	0	4	4	1	0	0	1	0	1	0	0	1	2	6	
<b>TOTAL</b>	1	0	0	0	1	4	1	12	0	17	18	8	2	0	10	0	2	4	0	6	16	34	
04:00 PM	0	0	0	0	0	1	0	3	0	4	4	2	1	0	3	0	2	0	0	2	5	9	
04:15 PM	0	0	0	0	0	1	0	2	0	3	3	2	1	0	3	0	0	0	0	0	3	6	
04:30 PM	0	0	0	0	0	0	0	2	0	2	2	1	0	0	1	0	1	0	0	1	2	4	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2	
<b>TOTAL</b>	0	0	0	0	0	2	0	7	0	9	9	7	2	0	9	0	3	0	0	3	12	21	
05:00 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	2	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	2	
05:45 PM	0	0	0	0	0	0	0	2	0	2	2	1	0	0	1	0	0	0	0	0	1	3	
<b>TOTAL</b>	0	0	0	0	0	2	0	2	0	4	4	3	0	0	3	0	1	0	0	1	4	8	
06:00 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	1	0	0	0	0	0	1	2	
06:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
06:30 PM	0	0	0	0	0	0	0	1	0	1	1	2	1	0	3	0	0	0	0	0	3	4	
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	0	0	0	0	0	0	0	3	0	3	3	3	1	0	4	0	0	0	0	0	4	7	
<b>AM Peak</b> 07:15 AM to 08:15 AM	0	2	0	0	2	16	1	9	0	26	28	9	17	2	28	0	10	0	0	10	38	66	
<b>Midday Peak</b> 02:45 PM to 03:45 PM	2	1	0	0	3	7	1	10	0	18	21	7	2	0	9	0	6	4	0	10	19	40	
<b>PM Peak</b> 04:00 PM to 05:00 PM	0	0	0	0	0	2	0	7	0	9	9	7	2	0	9	0	3	0	0	3	12	21	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Henry Partin Rd & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Henry Partin Rd  
SB ST NAME

	7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7			Total
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0
	0	0	0					0	0	0	0	0			0



Neptune Rd  
EB ST NAME

	7-8	8-9	9-10	
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
2-3	0	0	0	0
3-4	0	0	0	0
4-5	8	0	8	8
5-6	0	0	0	0
6-7	0	0	0	0
Total	8	0	8	8

Neptune Rd  
WB ST NAME

	7-8	8-9	9-10	
7-8	0	0	0	0
8-9	0	1	1	1
9-10	0	0	0	0
2-3	0	0	0	0
3-4	0	0	0	0
4-5	2	0	2	2
5-6	0	0	0	0
6-7	0	0	0	0
Total	2	1	3	3

Henry Partin Rd  
NB ST NAME

	7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7			Total
	7	0	0					0	0	2	0	1			10
	0	0	0					0	0	1	1	0			2
	7	0	0					0	0	3	1	1			12

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Henry Partin Rd & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Henry Partin Rd  
SB ST NAME

7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7				Total
0	0	0					1	0	0	0	0				1
0	0	0					0	0	0	0	0				0
0	0	0					1	0	0	0	0				1



Neptune Rd  
EB ST NAME

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
Total	0	0	0

Neptune Rd  
WB ST NAME

7-8	8-9	9-10					2-3	3-4	4-5	5-6	6-7				Total
1	4	0					0	1	0	0	0				6
2	1	3					1	0	0	0	0				7
3	5	3					1	1	0	0	0				13

Henry Partin Rd  
NB ST NAME







FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Kissimmee

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Ames Haven Rd & Neptune Rd

OBSERVER

DATE 5/17/2018

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Neptune Rd

SB ST NAME

7-8	8-9							2-3	3-4	4-5	5-6	6-7	7-8		Total
0	0							0	0	0	0	0	0		0
0	0							0	0	0	0	0	0		0
0	0							0	0	0	0	0	0		0



Ames Haven Rd

EB ST NAME

7-8	8-9		
0	0	0	0
0	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	0	0

Ames Haven Rd

WB ST NAME

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

Neptune Rd

NB ST NAME

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

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
 STATE ROUTE  
 OBSERVER

CITY Kissimmee  
 INTERSECTING ROUTE Ames Haven Rd & Neptune Rd  
 DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Neptune Rd  
 SB ST NAME

7-8	8-9						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0						0	0	0	0	0	0			0
0	0						0	0	0	0	0	0			0
0	0						0	0	0	0	0	0			0



Ames Haven Rd  
 EB ST NAME

7-8	0	0	0
8-9	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	0	0

Ames Haven Rd  
 WB ST NAME

7-8	0	0	0
8-9	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	0	0

Neptune Rd  
 NB ST NAME

7-8	8-9						2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0						0	0	0	0	0	0			0
0	0						0	0	0	0	0	0			0
0	0						0	0	0	0	0	0			0







FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Tohoqua/Neptune Middle School & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Canoe Creek Rd

SB ST NAME

7-8	8-9							2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0



Neptune Rd

EB ST NAME

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

Neptune Rd

WB ST NAME

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

Canoe Creek Rd

NB ST NAME

7-8	8-9							2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Neptune Rd & Tohoqua/Neptune Middle School Ent

COUNTY: Osceola County

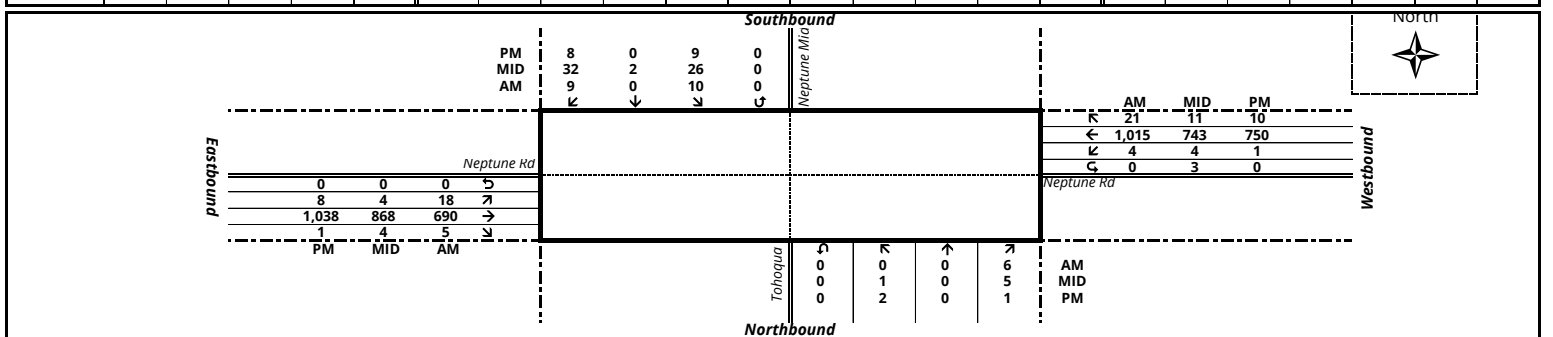
LONGITUDE: 0

Table with 15 columns (TIME BEGIN, NORTHBOUND, SOUTHBOUND, N/S, EASTBOUND, WESTBOUND, E/W, GRAND TOTAL) and 24 rows of 15-minute interval data.

AM Peak summary row with Peak Hour Factor: 0.948

Midday Peak summary row with Peak Hour Factor: 0.961

PM Peak summary row with Peak Hour Factor: 0.960





**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Neptune Rd & Tohoqua/Neptune Middle School Ent

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Tohoqua					Neptune Middle School Ent					N/S	Neptune Rd					Neptune Rd					E/W	GRAND
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
07:00 AM	0	0	0	0	0	7	0	5	0	12	12	4	0	0	0	4	0	1	4	0	5	9	21
07:15 AM	0	0	0	0	0	2	0	2	0	4	4	2	0	0	0	2	0	2	4	0	6	8	12
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	2	2	0	5	10	10
07:45 AM	0	0	0	0	0	0	0	2	0	2	2	1	6	1	0	8	0	3	0	0	3	11	13
<b>TOTAL</b>	0	0	0	0	0	9	0	9	0	18	18	7	11	1	0	19	1	8	10	0	19	38	56
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	9	0	0	9	14	14
08:15 AM	0	0	2	0	2	0	0	6	0	6	8	0	6	0	0	6	0	2	0	0	2	8	16
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
<b>TOTAL</b>	0	0	2	0	2	0	0	6	0	6	8	0	12	1	0	13	0	18	0	0	18	31	39
09:00 AM	0	0	0	0	0	1	0	0	0	1	1	1	1	0	0	2	0	4	0	0	4	6	7
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	1	0	5	9	9
09:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3	0	0	3	3	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4	4
<b>TOTAL</b>	0	0	0	0	0	2	0	0	0	2	2	1	8	0	0	9	0	12	1	0	13	22	24
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	2	1	0	3	9	9
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7	7
02:30 PM	0	0	0	0	0	6	2	8	0	16	16	0	3	0	0	3	0	7	3	0	10	13	29
02:45 PM	0	0	0	0	0	2	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL</b>	0	0	0	0	0	8	2	9	0	19	19	5	9	0	0	14	0	11	4	0	15	29	48
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9	9
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	12	0	0	12	14	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8	8
04:45 PM	0	0	0	0	0	1	0	1	0	2	2	0	0	0	0	0	0	5	2	0	7	7	9
<b>TOTAL</b>	0	0	0	0	0	1	0	1	0	2	2	0	3	0	0	3	0	14	2	0	16	19	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
<b>AM Peak</b>																							
07:00 AM to 08:00 AM	0	0	0	0	0	9	0	9	0	18	18	7	11	1	0	19	1	8	10	0	19	38	56
<b>Midday Peak</b>																							
02:30 PM to 03:30 PM	0	0	0	0	0	8	2	9	0	19	19	0	5	0	0	5	0	8	3	0	11	16	35
<b>PM Peak</b>																							
04:00 PM to 05:00 PM	0	0	0	0	0	1	0	1	0	2	2	0	3	0	0	3	0	14	2	0	16	19	21

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Commerce Center Dr & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Commerce Center Dr  
SB ST NAME

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



Neptune Rd  
EB ST NAME

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

7-8	8-9		
0	0	0	0
0	0	0	0
2-3	0	2	2
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	2	2

Neptune Rd  
WB ST NAME

7-8	8-9						2-3	3-4	4-5	5-6	6-7	7-8		Total
0	0						0	0	0	0	0	0		0
0	0						0	0	0	0	0	0		0
0	0						0	0	0	0	0	0		0

Commerce Center Dr  
NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Commerce Center Dr & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Commerce Center Dr  
SB ST NAME

7-8	8-9							2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0



Neptune Rd  
EB ST NAME

7-8	0	0	0
8-9	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	0	0

7-8	0	0	0
8-9	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
Total	0	0	0

Neptune Rd  
WB ST NAME

Commerce Center Dr  
NB ST NAME

7-8	8-9							2-3	3-4	4-5	5-6	6-7	7-8			Total
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0
0	0							0	0	0	0	0	0			0

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

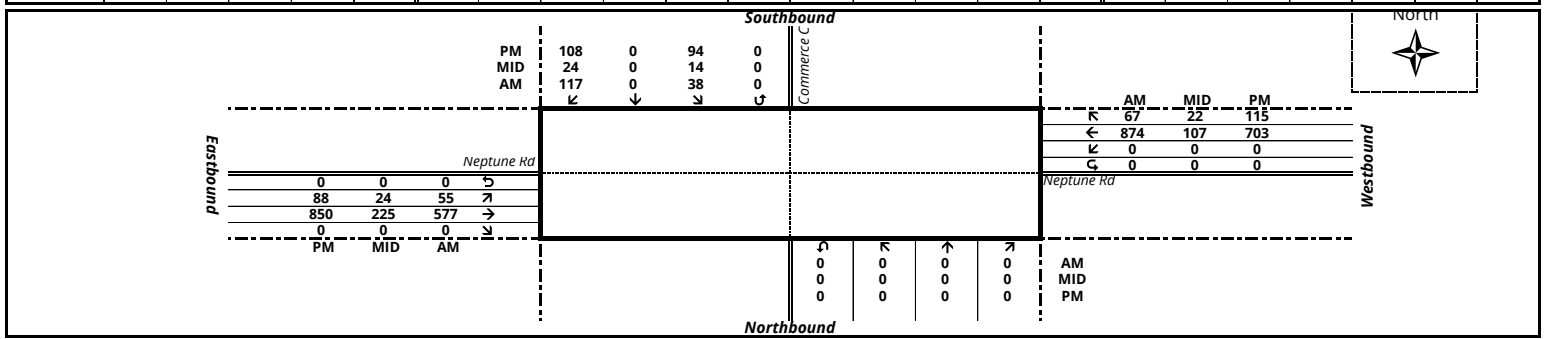
LOCATION: Commerce Center Dr & Neptune Rd

COUNTY: Osceola County

LONGITUDE: 0

Main data table with columns for TIME BEGIN, NORTHBOUND (L, T, R, U-turn, TOTAL), SOUTHBOUND (L, T, R, U-turn, TOTAL), N/S TOTAL, EASTBOUND (L, T, R, U-turn, TOTAL), WESTBOUND (L, T, R, U-turn, TOTAL), E/W TOTAL, and GRAND TOTAL. Rows include time intervals from 07:00 AM to 07:45 PM and 08:00 AM to 04:00 PM.

Summary table for AM Peak (07:00 AM to 08:00 AM), Midday Peak (02:45 PM to 03:45 PM), and PM Peak (03:00 PM to 04:00 PM), including Peak Hour Factor and totals.



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Commerce Center Dr & Neptune Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Commerce Center Dr					Neptune Rd					Neptune Rd					E/W TOTAL	GRAND TOTAL						
	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND						WESTBOUND					
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn			TOTAL	L	T	R	U-turn	TOTAL
07:00 AM	0	0	0	0	0	1	0	2	0	3	3	1	11	0	0	12	0	3	0	0	3	15	18
07:15 AM	0	0	0	0	0	0	0	3	0	3	3	0	2	0	0	2	0	8	0	0	8	10	13
07:30 AM	0	0	0	0	0	0	0	4	0	4	4	0	3	0	0	3	0	3	0	0	3	6	10
07:45 AM	0	0	0	0	0	2	0	1	0	3	3	1	10	0	0	11	0	7	0	0	7	18	21
<b>TOTAL</b>	0	0	0	0	0	3	0	10	0	13	13	2	26	0	0	28	0	21	0	0	21	49	62
08:00 AM	0	0	0	0	0	0	0	4	0	4	4	0	7	0	0	7	0	5	2	0	7	14	18
08:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	11	0	0	13	0	2	0	0	2	15	16
08:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	6	1	0	7	8	9
08:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	4	0	0	4	0	6	0	0	6	10	11
<b>TOTAL</b>	0	0	0	0	0	0	0	7	0	7	7	2	23	0	0	25	0	19	3	0	22	47	54
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7	7
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4
02:30 PM	0	0	0	0	0	1	0	3	0	4	4	0	16	0	0	16	0	8	1	0	9	25	29
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	0	2	10	10
<b>TOTAL</b>	0	0	0	0	0	1	0	3	0	4	4	0	29	0	0	29	0	16	1	0	17	46	50
03:00 PM	0	0	0	0	0	0	0	2	0	2	2	0	2	0	0	2	0	6	2	0	8	10	12
03:15 PM	0	0	0	0	0	1	0	1	0	2	2	0	2	0	0	2	0	5	1	0	6	8	10
03:30 PM	0	0	0	0	0	1	0	1	0	2	2	1	5	0	0	6	0	0	0	0	0	6	8
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
<b>TOTAL</b>	0	0	0	0	0	2	0	4	0	6	6	1	9	0	0	10	0	13	3	0	16	26	32
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
04:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	5	0	0	5	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8	8
<b>TOTAL</b>	0	0	0	0	0	0	0	1	0	1	1	0	4	0	0	4	0	14	0	0	14	18	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>AM Peak</b> 07:00 AM to 08:00 AM	0	0	0	0	0	3	0	10	0	13	13	2	26	0	0	28	0	21	0	0	21	49	62
<b>Midday Peak</b> 02:45 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	0	2	10	10
<b>PM Peak</b> 03:00 PM to 04:00 PM	0	0	0	0	0	2	0	4	0	6	6	1	9	0	0	10	0	13	3	0	16	26	32



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE Canoe Creek Rd & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Canoe Creek Rd  
SB ST NAME

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



Neptune Rd  
EB ST NAME

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

Neptune Rd  
WB ST NAME

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

Canoe Creek Rd  
NB ST NAME

	7-8	8-9						2-3	3-4	4-5	5-6	6-7	7-8			Total
	0	0						0	0	0	0	0	0			0
	0	0						0	0	0	0	0	0			0
	0	0						0	0	0	0	0	0			0

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

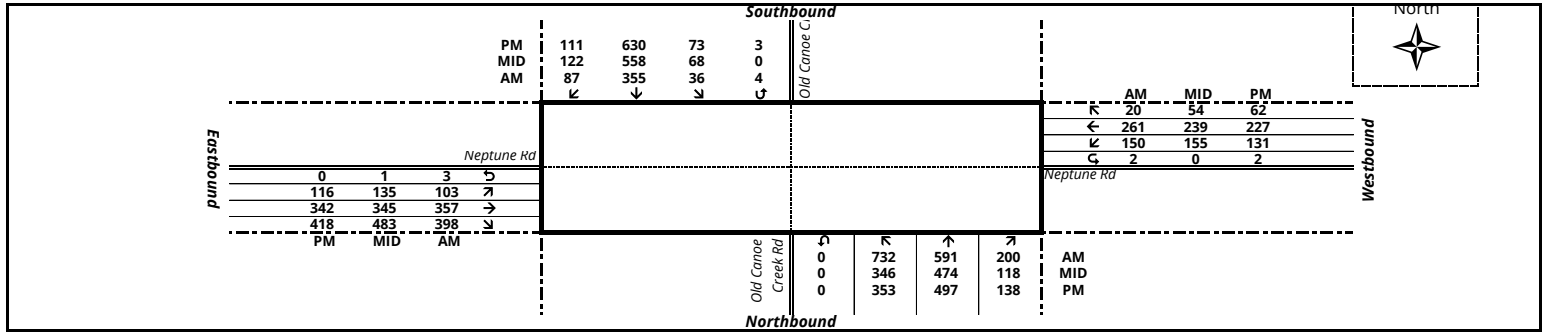
LOCATION: Old Canoe Creek Rd & Neptune Rd

COUNTY: Osceola County

LONGITUDE: 0

Table with columns for Time Begin, Northbound, Southbound, N/S, Eastbound, Westbound, E/W, and Grand Total. Rows represent 15-minute intervals from 07:00 AM to 07:45 PM.

Summary table for AM Peak (07:15 AM to 08:15 AM), Midday Peak (02:45 PM to 03:45 PM), and PM Peak (04:15 PM to 05:15 PM) with Peak Hour Factors.





**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: Old Canoe Creek Rd & Neptune Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Old Canoe Creek Rd NORTHBOUND					Old Canoe Creek Rd SOUTHBOUND					N/S TOTAL	Neptune Rd EASTBOUND					Neptune Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	2	0	2	0	4	0	1	1	0	2	6	4	4	5	0	13	0	0	0	0	0	13	19
07:15 AM	2	3	0	0	5	0	1	6	0	7	12	1	1	0	0	2	0	0	0	0	0	2	14
07:30 AM	1	1	0	0	2	1	0	1	0	2	4	0	2	0	0	2	0	1	0	0	1	3	7
07:45 AM	2	1	1	0	4	0	1	0	0	1	5	5	7	2	0	14	0	4	1	0	5	19	24
<b>TOTAL</b>	7	5	3	0	15	1	3	8	0	12	27	10	14	7	0	31	0	5	1	0	6	37	64
08:00 AM	4	0	4	0	8	0	0	2	0	2	10	0	0	7	0	7	1	1	0	0	2	9	19
08:15 AM	0	0	0	0	0	0	3	0	0	3	3	3	4	5	0	12	0	2	0	0	2	14	17
08:30 AM	3	2	0	0	5	0	1	2	0	3	8	0	1	3	0	4	1	1	0	0	2	6	14
08:45 AM	2	1	0	0	3	1	1	2	0	4	7	2	2	1	0	5	0	2	0	0	2	7	14
<b>TOTAL</b>	9	3	4	0	16	1	5	6	0	12	28	5	7	16	0	28	2	6	0	0	8	36	64
02:00 PM	3	1	0	0	4	0	0	0	0	0	4	0	0	1	0	1	0	0	0	0	0	1	5
02:15 PM	1	1	0	0	2	0	3	1	0	4	6	0	0	2	0	2	0	1	0	0	1	3	9
02:30 PM	3	1	0	0	4	0	2	2	0	4	8	2	3	14	0	19	0	3	1	0	4	23	31
02:45 PM	1	1	0	0	2	0	0	0	0	0	2	5	2	1	0	8	3	1	0	0	4	12	14
<b>TOTAL</b>	8	4	0	0	12	0	5	3	0	8	20	7	5	18	0	30	3	5	1	0	9	39	59
03:00 PM	3	2	0	0	5	0	0	0	0	0	5	0	0	1	0	1	0	1	0	0	1	2	7
03:15 PM	3	0	0	0	3	0	1	2	0	3	6	0	0	0	0	0	0	1	0	0	1	1	7
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	5	5
03:45 PM	1	0	1	0	2	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	1	3
<b>TOTAL</b>	7	2	1	0	10	0	1	2	0	3	13	1	0	6	0	7	0	2	0	0	2	9	22
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
04:15 PM	1	1	1	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	1	4
04:30 PM	3	1	0	0	4	0	2	1	0	3	7	0	0	2	0	2	0	1	0	0	1	3	10
04:45 PM	6	1	0	0	7	0	0	0	0	0	7	0	1	1	0	2	0	0	0	0	0	2	9
<b>TOTAL</b>	10	3	1	0	14	0	2	1	0	3	17	0	1	4	0	5	0	2	0	0	2	7	24
05:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	2
05:15 PM	1	1	0	0	2	0	0	3	0	3	5	0	0	1	0	1	0	1	1	0	2	3	8
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	3	0	0	0	0	0	3	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3	3
<b>TOTAL</b>	2	2	0	0	4	0	0	3	0	3	7	3	0	3	0	6	2	1	1	0	4	10	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	1	0	2	0	0	0	0	0	2	0	0	2	0	2	0	1	0	0	1	3	5
<b>TOTAL</b>	0	2	1	0	3	0	0	0	0	0	3	0	1	2	0	3	0	1	0	0	1	4	7
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2
<b>AM Peak</b> 07:15 AM to 08:15 AM	9	5	5	0	19	1	5	9	0	15	34	9	14	14	0	37	1	8	1	0	10	47	81
<b>Midday Peak</b> 02:45 PM to 03:45 PM	7	3	0	0	10	0	1	2	0	3	13	6	2	6	0	14	3	3	0	0	6	20	33
<b>PM Peak</b> 04:15 PM to 05:15 PM	11	3	1	0	15	0	2	1	0	3	18	0	1	3	0	4	1	2	0	0	3	7	25

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Kissimmee

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE US 192 & Neptune Rd

OBSERVER

DATE 5/17/2018

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

US 192

SB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0



Neptune Rd  
EB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
11-12	0	0	0	0	0	1	0	1	2
12-1	0	0	0	0	0	0	0	0	0
1-2	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0
3-4	0	0	0	0	0	0	0	0	0
4-5	0	0	0	0	0	1	0	1	2
5-6	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2

Neptune Rd  
WB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
11-12	0	0	0	0	0	0	0	0	0
12-1	0	0	0	0	0	0	0	0	0
1-2	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0
3-4	0	0	0	0	0	0	0	0	0
4-5	0	0	0	0	0	0	0	0	0
5-6	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

US 192

NB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	1	0	0	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	1

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Kissimmee  
INTERSECTING ROUTE US 192 & Neptune Rd  
DATE 5/17/2018

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

US 192  
SB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0



Neptune Rd  
EB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	2

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	1	2
	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2

Neptune Rd  
WB ST NAME

	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0

US 192  
NB ST NAME

**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: US 192 & Neptune Rd/Brown Chapel Rd

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	US 192					US 192					N/S TOTAL	Neptune Rd					Brown Chapel Rd					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
11:00 AM	49	247	11	0	307	5	236	9	5	255	562	9	9	71	0	89	16	14	9	0	39	128	690
11:15 AM	43	228	11	1	283	6	206	7	1	220	503	6	7	62	0	75	11	14	10	0	35	110	613
11:30 AM	50	258	10	0	318	9	243	4	2	258	576	10	9	85	0	104	15	13	5	0	33	137	713
11:45 AM	60	268	14	0	342	13	211	3	1	228	570	15	12	80	0	107	19	14	6	0	39	146	716
<b>TOTAL</b>	202	1,001	46	1	1,250	33	896	23	9	961	2,211	40	37	298	0	375	61	55	30	0	146	521	2,732
12:00 PM	54	263	7	0	324	9	218	7	2	236	560	6	12	88	0	106	21	17	16	0	54	160	720
12:15 PM	53	215	7	0	275	14	236	5	2	257	532	4	8	81	0	93	18	12	14	0	44	137	669
12:30 PM	39	188	3	1	231	9	216	10	3	238	469	10	12	80	0	102	14	19	11	1	45	147	616
12:45 PM	48	231	5	0	284	6	225	7	1	239	523	8	10	78	0	96	18	8	11	0	37	133	656
<b>TOTAL</b>	194	897	22	1	1,114	38	895	29	8	970	2,084	28	42	327	0	397	71	56	52	1	180	577	2,661
01:00 PM	58	198	9	1	266	13	192	7	1	213	479	6	14	83	0	103	14	15	7	0	36	139	618
01:15 PM	63	242	21	0	326	11	238	4	1	254	580	3	8	75	0	86	22	18	8	0	48	134	714
01:30 PM	46	214	12	0	272	6	256	7	0	269	541	10	9	85	0	104	20	11	3	0	34	138	679
01:45 PM	54	182	11	0	247	10	221	6	1	238	485	5	7	83	0	95	15	17	12	0	44	139	624
<b>TOTAL</b>	221	836	53	1	1,111	40	907	24	3	974	2,085	24	38	326	0	388	71	61	30	0	162	550	2,635
02:00 PM	54	261	7	0	322	7	227	5	1	240	562	4	11	72	0	87	21	11	5	0	37	124	686
02:15 PM	57	207	12	0	276	2	171	6	0	179	455	5	17	94	0	116	18	14	14	0	46	162	617
02:30 PM	51	233	15	0	299	12	242	9	0	263	562	6	14	75	0	95	17	11	16	0	44	139	701
02:45 PM	54	194	11	0	259	18	214	4	1	237	496	11	15	83	0	109	20	23	13	0	56	165	661
<b>TOTAL</b>	216	895	45	0	1,156	39	854	24	2	919	2,075	26	57	324	0	407	76	59	48	0	183	590	2,665
03:00 PM	53	231	14	0	298	12	216	11	1	240	538	9	18	88	0	115	26	38	15	1	80	195	733
03:15 PM	49	187	11	4	251	12	190	6	1	209	460	6	12	89	0	107	25	24	19	0	68	175	635
03:30 PM	46	183	10	0	239	11	193	3	0	207	446	8	18	105	0	131	16	21	11	0	48	179	625
03:45 PM	66	286	11	0	363	7	271	7	0	285	648	6	8	87	0	101	18	18	16	1	53	154	802
<b>TOTAL</b>	214	887	46	4	1,151	42	870	27	2	941	2,092	29	56	369	0	454	85	101	61	2	249	703	2,795
04:00 PM	60	223	6	0	289	7	213	6	2	228	517	3	6	84	0	93	13	19	10	0	42	135	652
04:15 PM	50	231	12	0	293	10	233	5	0	248	541	3	20	114	0	137	17	12	11	0	40	177	718
04:30 PM	53	242	14	0	309	5	239	4	0	248	557	5	7	100	0	112	12	15	12	0	39	151	708
04:45 PM	54	242	11	0	307	5	239	4	0	248	555	5	7	109	0	121	13	12	13	0	38	159	714
<b>TOTAL</b>	217	938	43	0	1,198	27	924	19	2	972	2,170	16	40	407	0	463	55	58	46	0	159	622	2,792
05:00 PM	37	230	3	0	270	8	268	10	0	286	556	3	11	101	0	115	17	23	14	0	54	169	725
05:15 PM	47	255	21	0	323	9	274	4	2	289	612	6	8	52	0	66	18	24	16	0	58	124	736
05:30 PM	59	243	28	0	330	10	262	9	1	282	612	3	19	85	1	108	15	21	19	0	55	163	775
05:45 PM	62	261	17	0	340	16	243	2	4	265	605	9	15	85	0	109	17	12	21	0	50	159	764
<b>TOTAL</b>	205	989	69	0	1,263	43	1,047	25	7	1,122	2,385	21	53	323	1	398	67	80	70	0	217	615	3,000
06:00 PM	58	236	15	0	309	9	256	3	2	270	579	5	12	77	0	94	14	16	15	0	45	139	718
06:15 PM	59	222	13	0	294	6	245	8	1	260	554	8	6	81	0	95	15	19	11	0	45	140	694
06:30 PM	55	183	4	0	242	7	225	4	1	237	479	4	9	71	0	84	21	17	12	0	50	134	613
06:45 PM	54	169	12	1	236	6	270	5	1	282	518	6	8	42	1	57	28	19	11	0	58	115	633
<b>TOTAL</b>	226	810	44	1	1,081	28	996	20	5	1,049	2,130	23	35	271	1	330	78	71	49	0	198	528	2,658

**15 MINUTE TURNING MOVEMENT COUNTS**

(Trucks Only)

DATE: May 17, 2018 (Thursday)

CITY: Kissimmee

LATITUDE: 0

LOCATION: US 192 & Neptune Rd/Brown Chapel Rd

COUNTY: Osceola County

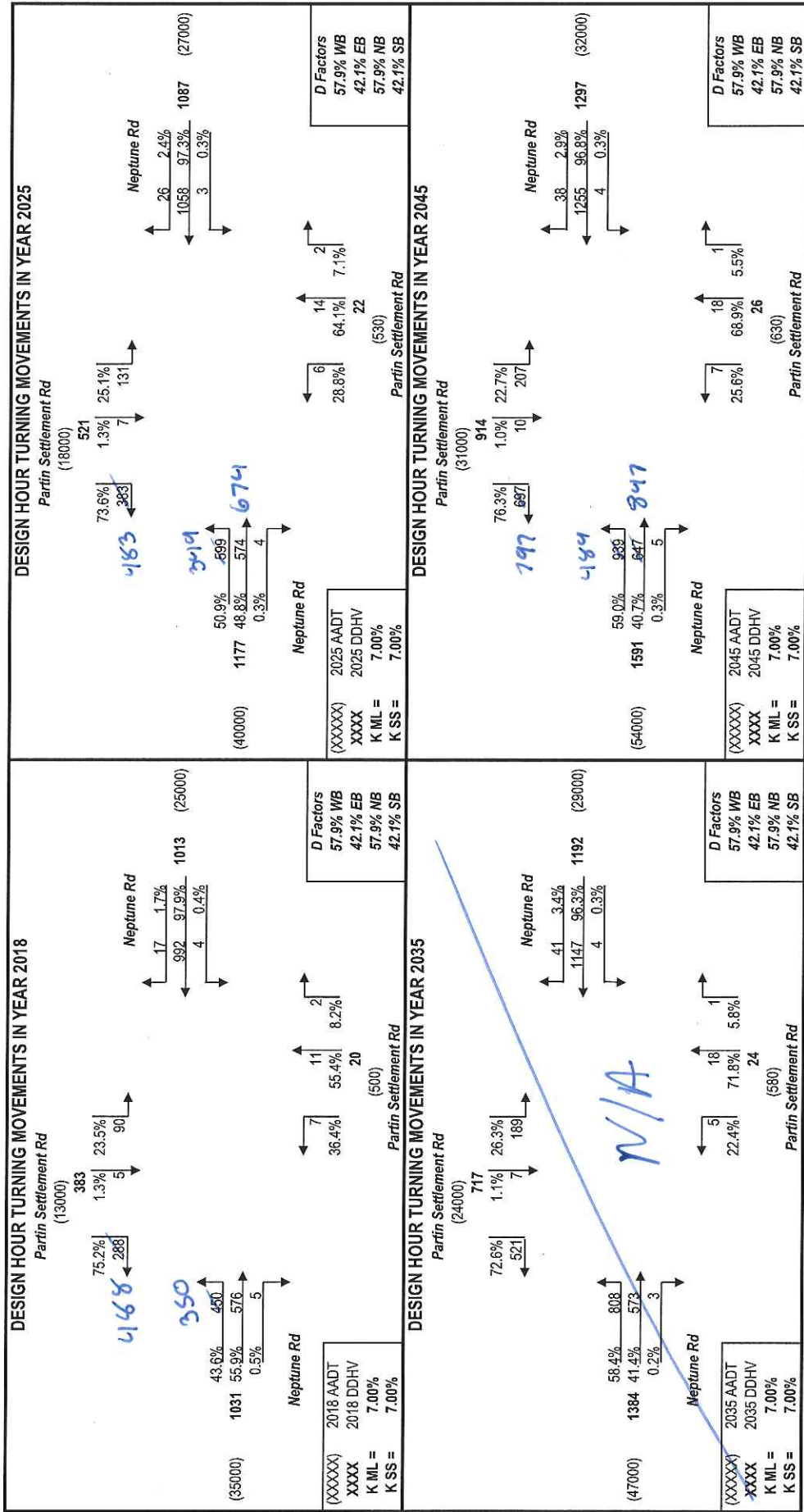
LONGITUDE: 0

TIME BEGIN	US 192					US 192					N/S TOTAL	Neptune Rd					Brown Chapel Rd					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		TOTAL
11:00 AM	1	10	0	0	11	0	16	0	0	16	27	0	0	1	0	1	0	0	0	0	0	0	1
11:15 AM	3	8	0	0	11	0	10	0	0	10	21	0	0	1	0	1	0	0	0	0	0	0	1
11:30 AM	2	10	1	0	13	0	13	0	0	13	26	0	0	3	0	3	1	0	0	0	1	4	30
11:45 AM	0	11	1	0	12	0	10	0	0	10	22	0	0	2	0	2	1	0	0	0	1	3	25
<b>TOTAL</b>	6	39	2	0	47	0	49	0	0	49	96	0	0	7	0	7	2	0	0	0	2	9	105
12:00 PM	2	10	0	0	12	0	6	0	0	6	18	0	0	1	0	1	3	0	1	0	4	5	23
12:15 PM	2	11	0	0	13	0	7	0	0	7	20	0	0	0	0	0	1	0	0	0	1	1	21
12:30 PM	3	12	0	0	15	1	11	0	0	12	27	0	0	0	0	0	0	0	0	0	0	0	27
12:45 PM	1	6	0	0	7	0	7	0	0	7	14	0	0	0	0	0	1	0	0	0	1	1	15
<b>TOTAL</b>	8	39	0	0	47	1	31	0	0	32	79	0	0	1	0	1	5	0	1	0	6	7	86
01:00 PM	0	6	0	0	6	1	14	0	0	15	21	0	0	1	0	1	0	0	0	0	0	1	22
01:15 PM	0	13	1	0	14	0	7	0	0	7	21	0	0	2	0	2	0	0	1	0	1	3	24
01:30 PM	0	5	1	0	6	0	10	0	0	10	16	0	0	1	0	1	1	0	0	0	1	2	18
01:45 PM	0	7	0	0	7	0	5	0	0	5	12	0	0	2	0	2	2	0	0	0	2	4	16
<b>TOTAL</b>	0	31	2	0	33	1	36	0	0	37	70	0	0	6	0	6	3	0	1	0	4	10	80
02:00 PM	0	7	0	0	7	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	12
02:15 PM	0	13	0	0	13	0	11	0	0	11	24	0	0	1	0	1	0	0	0	0	0	1	25
02:30 PM	3	6	0	0	9	0	9	0	0	9	18	0	1	0	0	1	1	1	0	0	2	3	21
02:45 PM	1	8	0	0	9	0	4	0	0	4	13	0	0	2	0	2	0	1	0	0	1	3	16
<b>TOTAL</b>	4	34	0	0	38	0	29	0	0	29	67	0	1	3	0	4	1	2	0	0	3	7	74
03:00 PM	0	6	0	0	6	0	5	0	0	5	11	0	0	0	0	0	0	1	1	0	2	2	13
03:15 PM	1	6	0	0	7	0	5	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	12
03:30 PM	0	7	0	0	7	0	3	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	10
03:45 PM	0	9	0	0	9	0	2	0	0	2	11	0	0	1	0	1	0	0	0	0	0	1	12
<b>TOTAL</b>	1	28	0	0	29	0	15	0	0	15	44	0	0	1	0	1	0	1	1	0	2	3	47
04:00 PM	0	3	0	0	3	0	4	1	0	5	8	0	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	12	0	0	12	0	1	0	0	1	13	0	0	1	0	1	0	0	0	0	0	1	14
04:30 PM	1	7	1	0	9	0	3	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	12
04:45 PM	1	1	0	0	2	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	6
<b>TOTAL</b>	2	23	1	0	26	0	12	1	0	13	39	0	0	1	0	1	0	0	0	0	0	1	40
05:00 PM	1	1	0	0	2	0	3	1	0	4	6	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	5	0	0	5	0	2	0	0	2	7	0	0	0	0	0	1	0	1	0	2	2	9
05:30 PM	1	2	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	6	0	0	6	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	9
<b>TOTAL</b>	2	14	0	0	16	0	9	1	0	10	26	0	0	0	0	0	1	0	1	0	2	2	28
06:00 PM	1	2	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	1	0	0	1	0	3	0	0	3	4	0	0	1	0	1	0	0	0	0	0	1	5
06:45 PM	0	4	0	0	4	0	3	0	0	3	7	0	0	1	0	1	0	0	0	0	0	1	8
<b>TOTAL</b>	1	10	0	0	11	0	9	0	0	9	20	0	0	2	0	2	0	0	0	0	0	2	22

## **APPENDIX D**

TURNS5 Worksheets

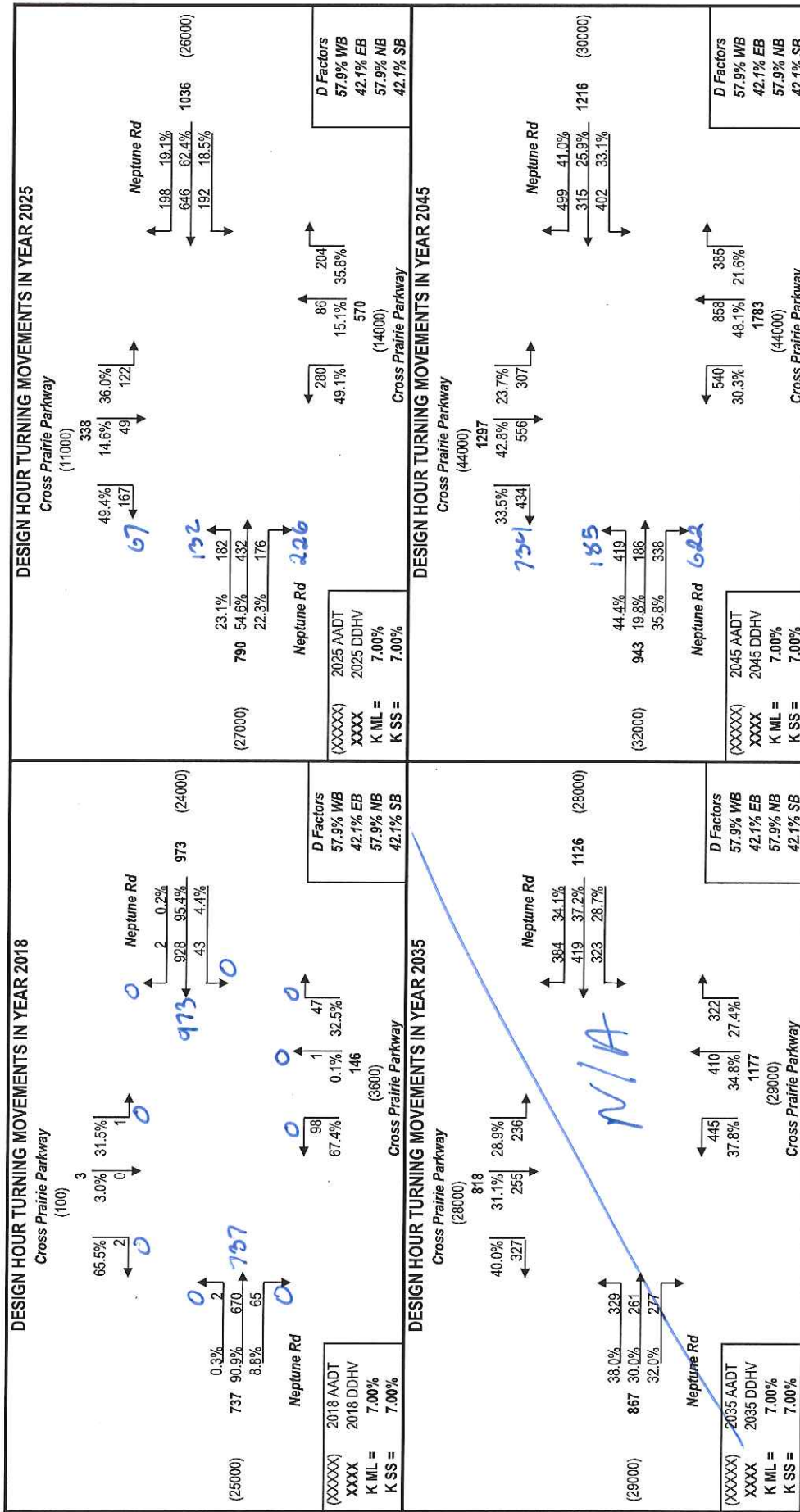
# AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Partin Settlement Rd



### Manual Adjustments

Year	Manual Adjustments
2018	EBL Based on existing counts SBR Based on existing counts
2025	EBL Based on trends & Cross Prairie Pkwy option EBT Rerouted traffic to Cross Prairie Pkwy left SBR Based on trends
2045	EBL Based on trends & Cross Prairie Pkwy option EBT Rerouted traffic to Cross Prairie Pkwy left SBR Based on trends
2054	EBL Based on trends & Cross Prairie Pkwy option EBT Rerouted traffic to Cross Prairie Pkwy left SBR Based on trends

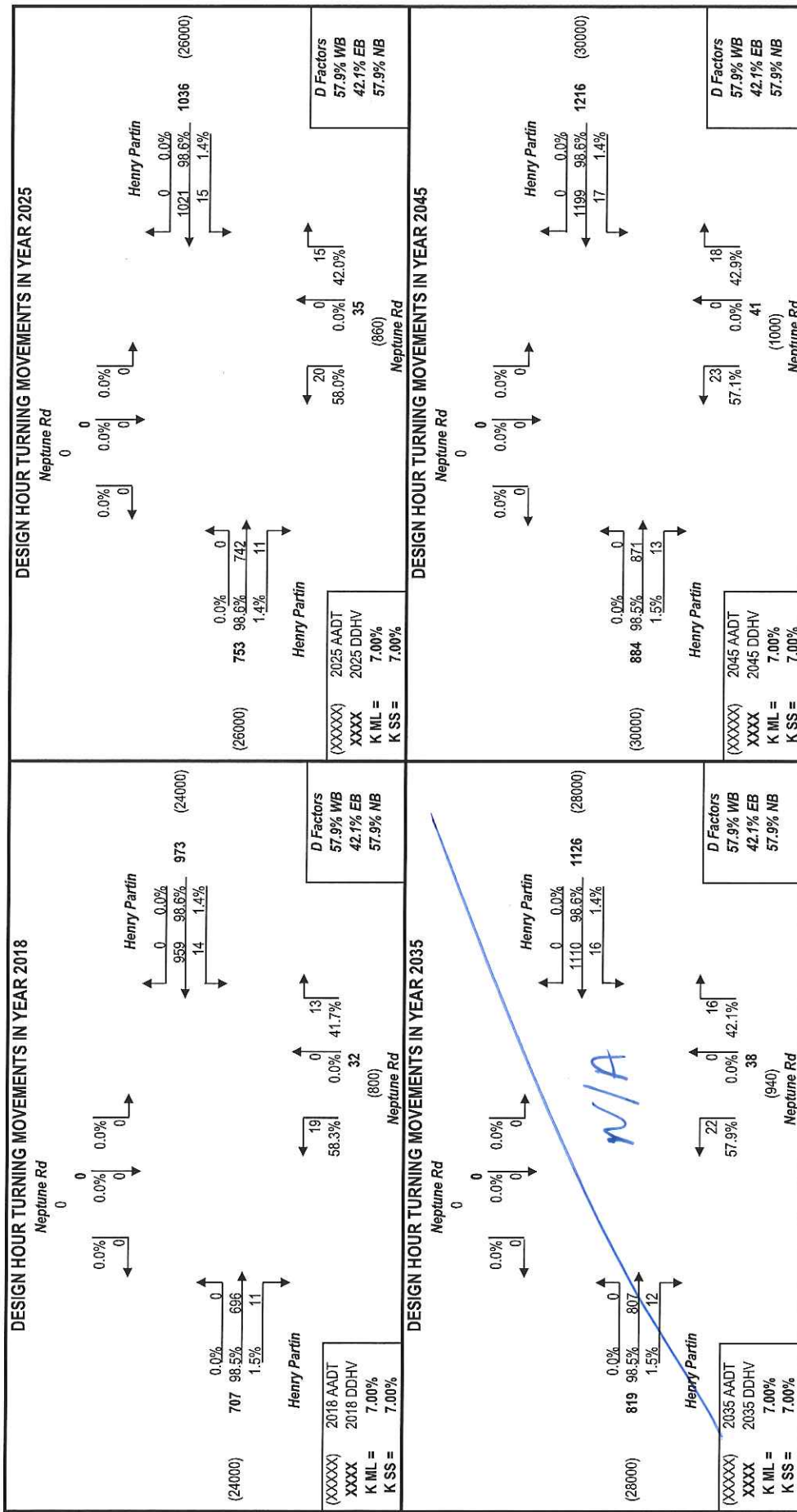
# AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Cross Prairie Parkway



Manual Adjustments	Manual Adjustments	Manual Adjustments
2018 EBT Improve balance with adjacent intersection WBT Improve balance with adjacent intersection	2025 EBL Based on trends and balance with Partin Settlement EBL EBR Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR	2045 EBL Based on trends and balance with Partin Settlement EBL EBR Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR



# AM NO BUILD PROJECT TRAFFIC FOR Henry Partin AT Neptune Rd



## AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Ames Haven Rd

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025
<p style="text-align: center;"><b>Ames Haven Rd</b> (1500)</p> <p style="text-align: center;">61 0.0%   38.4%   0.0%</p> <p style="text-align: center;">417 ← 38 → 32 →</p> <p style="text-align: center;">24 ← 17 →</p> <p style="text-align: center;">707 97.6% 690 0.0%</p> <p style="text-align: center;">2.4% 2.8%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">27 2.8% 973 (24000)</p> <p style="text-align: center;">946 97.2% 0 0.0%</p> <p style="text-align: center;">(24000)</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXX 2018 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;"><b>D Factors</b> 57.9% WB 42.1% EB 57.9% SB</p>	<p style="text-align: center;"><b>Ames Haven Rd</b> (1600)</p> <p style="text-align: center;">65 0.0%   38.4%   0.0%</p> <p style="text-align: center;">419 ← 40 → 31 →</p> <p style="text-align: center;">25 ← 18 →</p> <p style="text-align: center;">753 97.6% 735 0.0%</p> <p style="text-align: center;">2.4%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">30 2.9% 1036 (26000)</p> <p style="text-align: center;">1006 97.1% 0 0.0%</p> <p style="text-align: center;">(26000)</p> <p style="text-align: center;">(XXXXX) 2025 AADT XXXX 2025 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;"><b>D Factors</b> 57.9% WB 42.1% EB 57.9% SB</p>
<p style="text-align: center;"><b>Ames Haven Rd</b> (1800)</p> <p style="text-align: center;">71 0.0%   38.5%   0.0%</p> <p style="text-align: center;">44 → 27 →</p> <p style="text-align: center;">799 ← 20 →</p> <p style="text-align: center;">819 97.6% 799 0.0%</p> <p style="text-align: center;">2.4%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">33 2.9% 1126 (28000)</p> <p style="text-align: center;">1093 97.1% 0 0.0%</p> <p style="text-align: center;">(28000)</p> <p style="text-align: center;">(XXXXX) 2035 AADT XXXX 2035 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;"><b>D Factors</b> 57.9% WB 42.1% EB 57.9% SB</p>	<p style="text-align: center;"><b>Ames Haven Rd</b> (1900)</p> <p style="text-align: center;">77 0.0%   38.7%   0.0%</p> <p style="text-align: center;">47 → 30 →</p> <p style="text-align: center;">863 ← 21 →</p> <p style="text-align: center;">884 97.6% 863 0.0%</p> <p style="text-align: center;">2.4%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">35 2.9% 1216 (30000)</p> <p style="text-align: center;">1181 97.1% 0 0.0%</p> <p style="text-align: center;">(30000)</p> <p style="text-align: center;">(XXXXX) 2045 AADT XXXX 2045 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;"><b>D Factors</b> 57.9% WB 42.1% EB 57.9% SB</p>

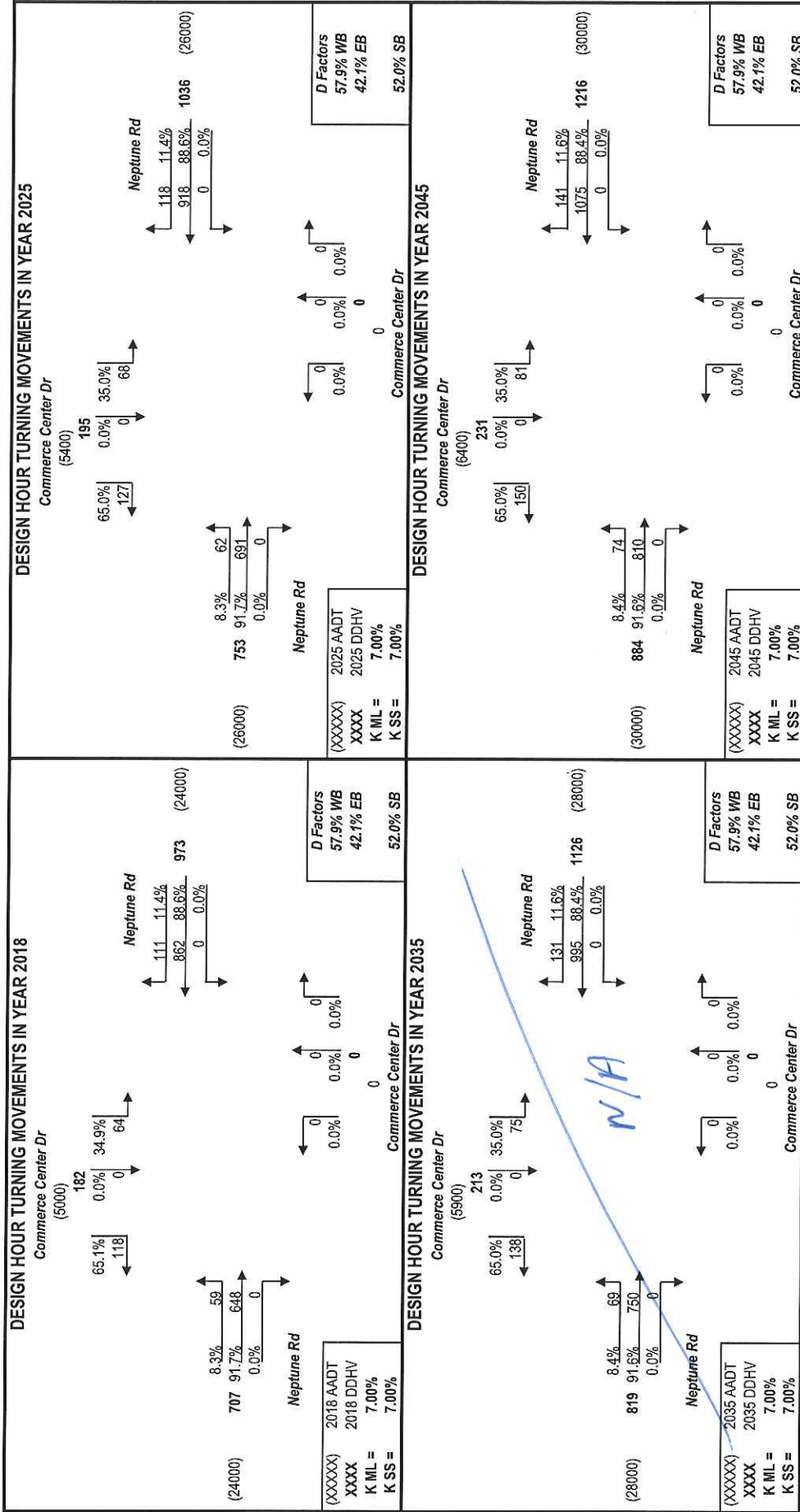
Manual Adjustments	Manual Adjustments
<p>2018 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>	<p>2025 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>
<p>2045 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>	<p>2045 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>

# AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Tohoqua Entrance - Neptune Middle School Entrance

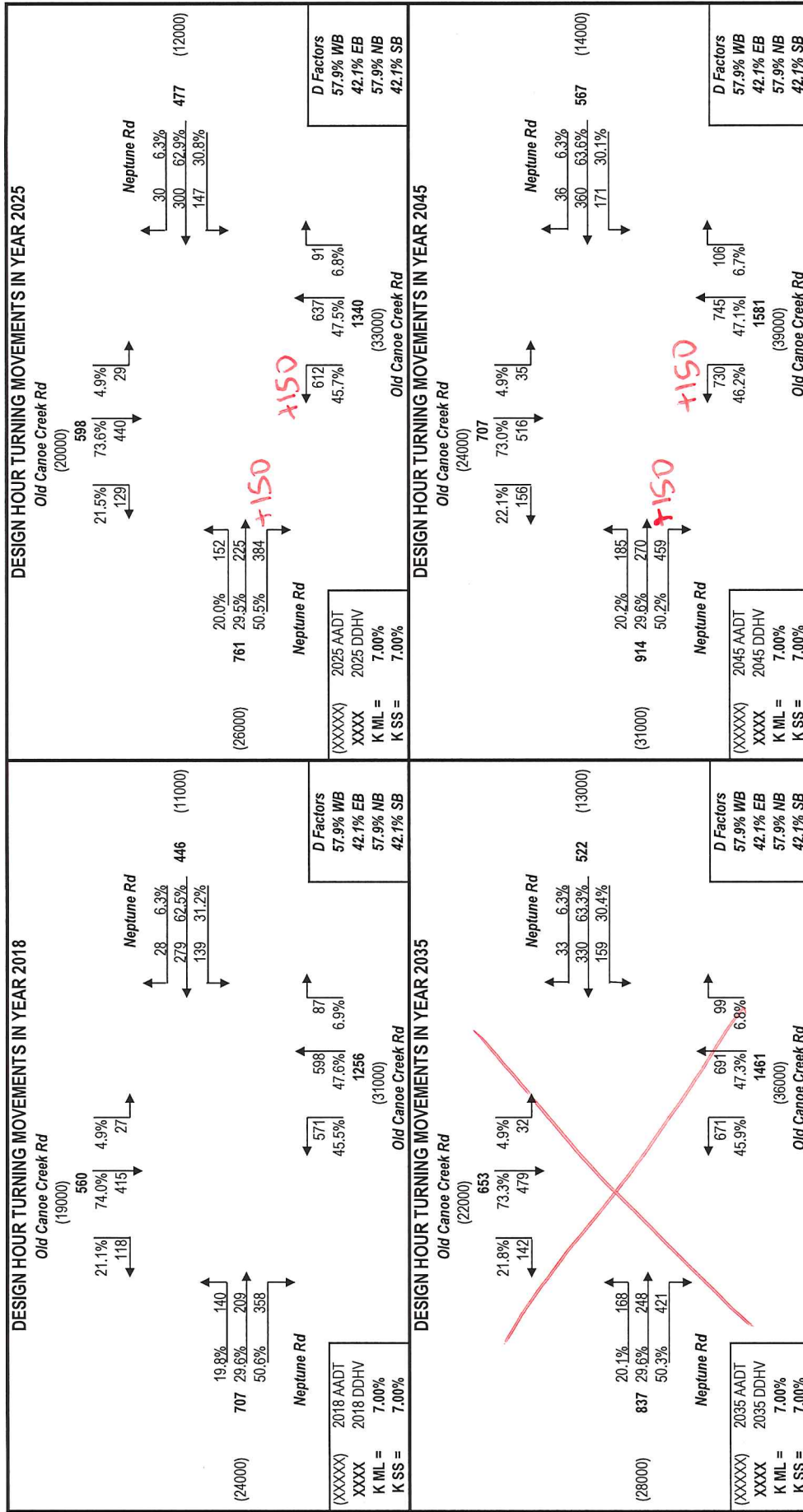
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018 hoqua Entrance - Neptune Middle School Entran (2900)	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025 hoqua Entrance - Neptune Middle School Entran (2900)
<p style="text-align: center;"><b>62</b> ← 52   84   1   31   → <b>32</b></p> <p style="text-align: center;">0.8%   62.1%   0.8%   37.1%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">6.4%   707   93.4%   45   661   1</p> <p style="text-align: center;">0.2%</p> <p style="text-align: center;">(24000)</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXX 2018 DDHV K ML = 7.00% K SS = 7.00%</p>	<p style="text-align: center;"><b>53</b> ← 43   86   32   11   → <b>12</b></p> <p style="text-align: center;">49.5%   37.7%   12.8%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">5.6%   753   73.8%   42   556   155</p> <p style="text-align: center;">20.6%</p> <p style="text-align: center;">(26000)</p> <p style="text-align: center;">(XXXXXX) 2025 AADT XXXX 2025 DDHV K ML = 7.00% K SS = 7.00%</p>
<p style="text-align: center;">← 0   11.8%   1   14.9%   73.3%   → 3</p> <p style="text-align: center;">4</p> <p style="text-align: center;">(100)</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXX 2018 DDHV K ML = 7.00% K SS = 7.00%</p>	<p style="text-align: center;">← 77   23.4%   46   206   →</p> <p style="text-align: center;">13.9%   329   62.7%</p> <p style="text-align: center;">(8100)</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(XXXXXX) 2025 AADT XXXX 2025 DDHV K ML = 7.00% K SS = 7.00%</p>
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035 hoqua Entrance - Neptune Middle School Entran (3000)	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045 hoqua Entrance - Neptune Middle School Entran (3100)
<p style="text-align: center;">← 27   30.5%   89   57   → 5</p> <p style="text-align: center;">63.5%   6.0%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">3.0%   819   48.7%   25   398   396</p> <p style="text-align: center;">48.3%</p> <p style="text-align: center;">(28000)</p> <p style="text-align: center;">(XXXXX) 2035 AADT XXXX 2035 DDHV K ML = 7.00% K SS = 7.00%</p>	<p style="text-align: center;"><b>27</b> ← 17   91   71   3   → <b>4</b></p> <p style="text-align: center;">18.9%   78.0%   3.1%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">1.5%   884   28.3%   13   259   612</p> <p style="text-align: center;">69.2%</p> <p style="text-align: center;">(30000)</p> <p style="text-align: center;">(XXXXXX) 2045 AADT XXXX 2045 DDHV K ML = 7.00% K SS = 7.00%</p>
<p style="text-align: center;">← 232   29.2%   86   475   →</p> <p style="text-align: center;">10.9%   59.9%</p> <p style="text-align: center;">793</p> <p style="text-align: center;">(20000)</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(XXXXX) 2035 AADT XXXX 2035 DDHV K ML = 7.00% K SS = 7.00%</p>	<p style="text-align: center;"><b>14</b> ← 15   1.2%   888   73.9%   1216   →</p> <p style="text-align: center;">303   24.9%</p> <p style="text-align: center;">(30000)</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(XXXXXX) 2045 AADT XXXX 2045 DDHV K ML = 7.00% K SS = 7.00%</p>
<p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>	<p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>

Manual Adjustments	Manual Adjustments
<p>2018 EBL Based on counts and rerouted buses WBR Based on counts and rerouted buses SBL Based on counts and rerouted buses SBR Based on counts and rerouted buses</p>	<p>2025 EBL Based on counts and rerouted buses WBR Based on counts and rerouted buses SBL Based on counts and rerouted buses SBR Based on counts and rerouted buses</p>
<p>2045 EBL Based on counts and rerouted buses WBR Based on counts and rerouted buses SBL Based on counts and rerouted buses SBR Based on counts and rerouted buses</p>	<p>Manual Adjustments</p>

# AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Commerce Center Dr



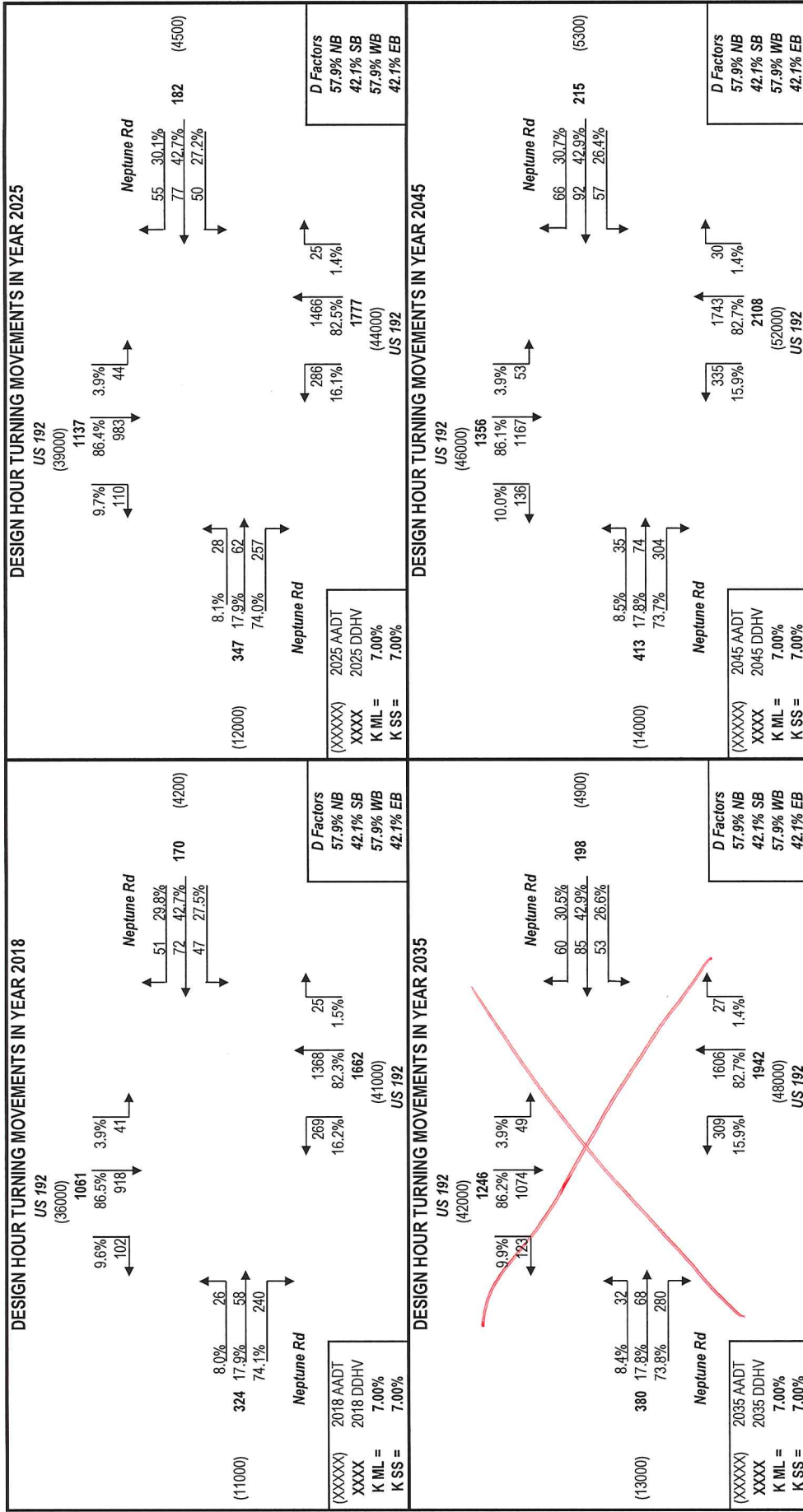
# AM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Old Canoe Creek Rd



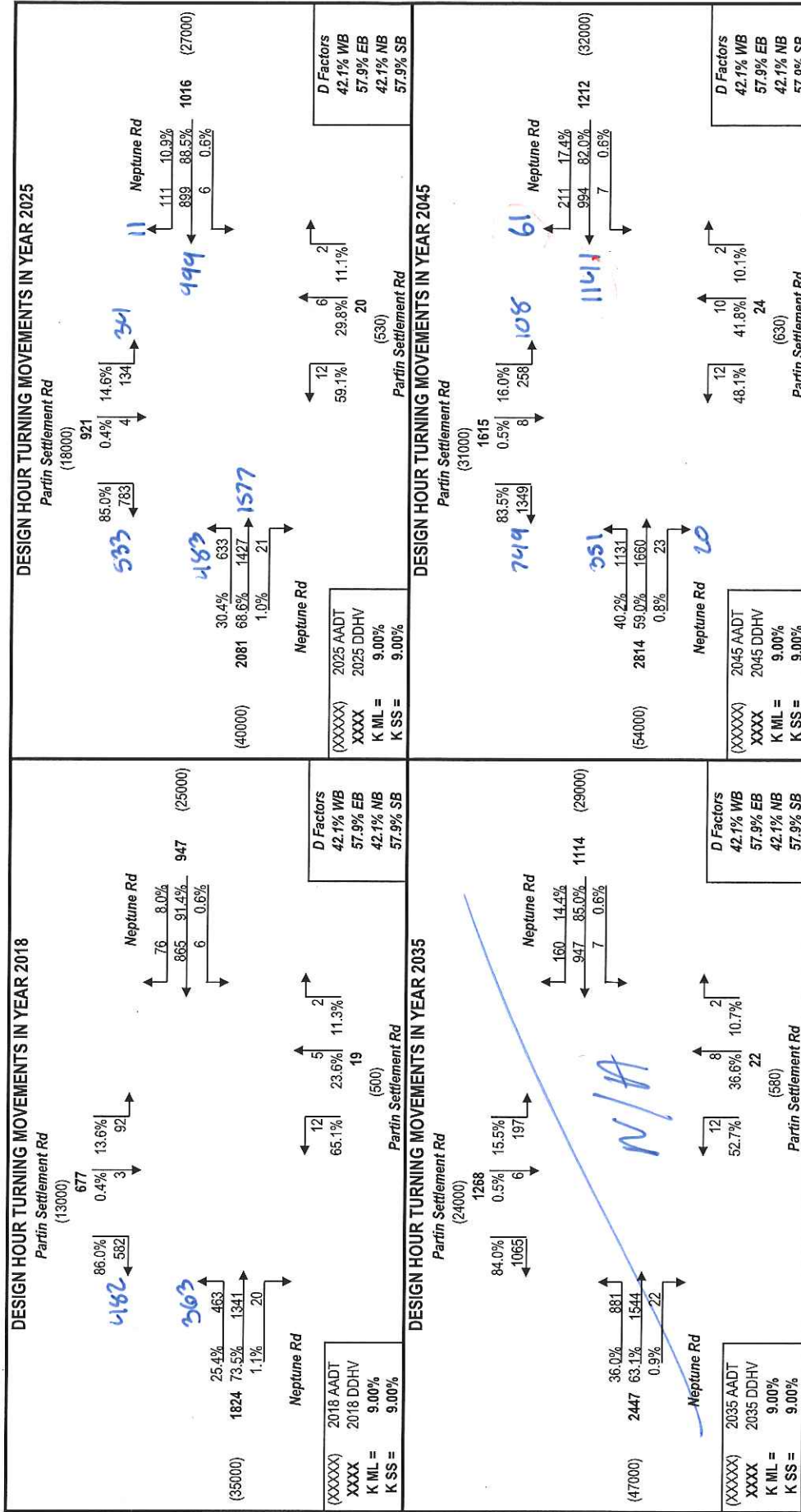
**Manual Adjustments**  
 2025 EBR Based on counts and trends  
 NBL Based on counts and trends

**Manual Adjustments**  
 2045 EBR Based on counts and trends  
 NBL Based on counts and trends

# AM NO BUILD PROJECT TRAFFIC FOR US 192 AT Neptune Rd



# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Parlin Settlement Rd



**Manual Adjustments**

2018 EBL Based on existing counts  
SBR Based on existing counts

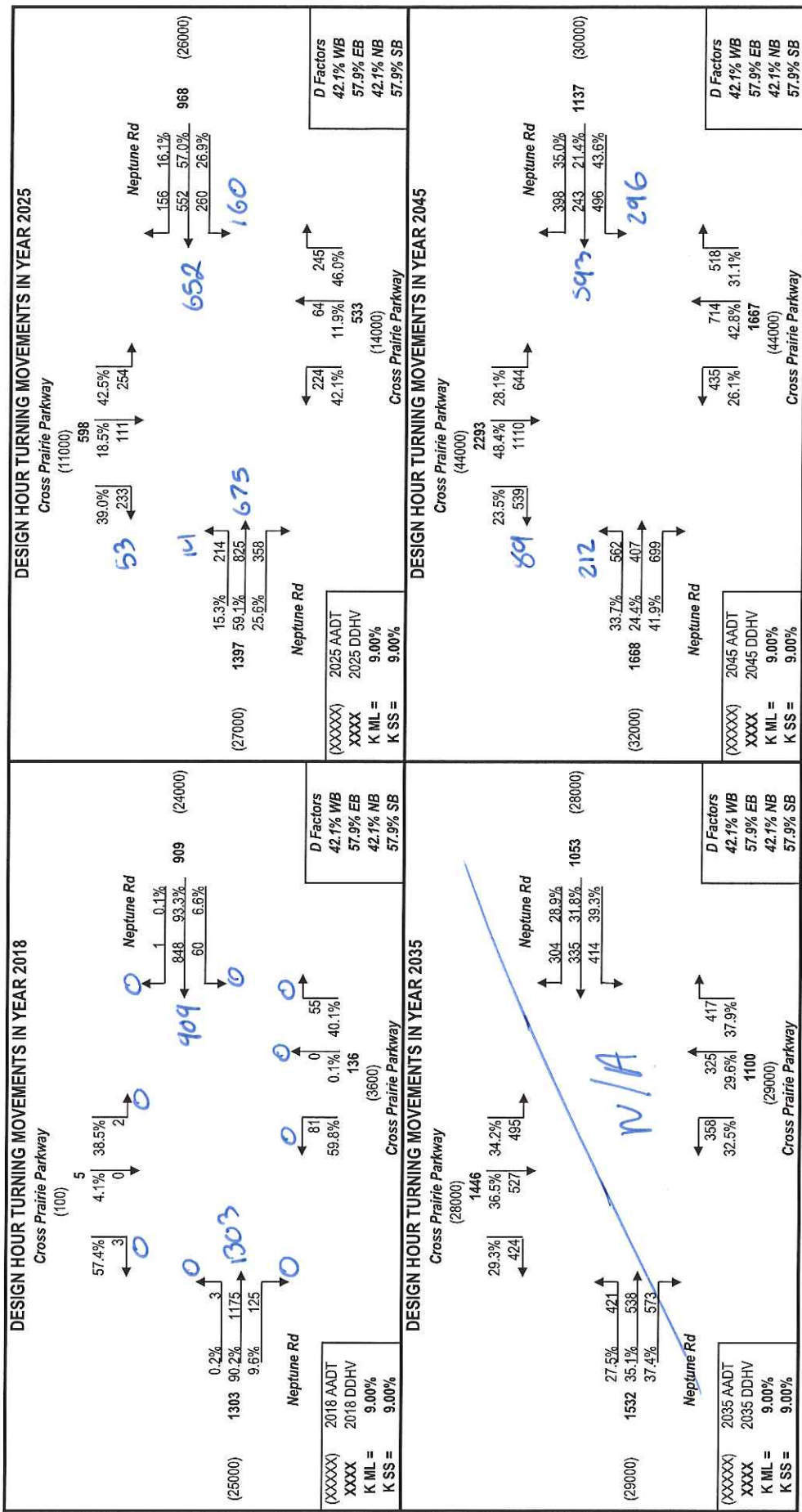
**Manual Adjustments**

2025 EBL Based on trends & Cross Prairie Pkwy option  
EBT Rerouted traffic to Cross Prairie Pkwy left  
WBR Traffic would turn at Cross Prairie Pkwy  
WBT Improve balance with adjacent intersection  
SBR Based on trends  
SBL Traffic would turn at Cross Prairie Pkwy

**Manual Adjustments**

2045 EBL Based on trends & Cross Prairie Pkwy option  
EBR Rerouted traffic to Cross Prairie Pkwy left  
WBR Traffic would turn at Cross Prairie Pkwy  
WBT Improve balance with adjacent intersection  
SBR Based on trends  
SBL Traffic would turn at Cross Prairie Pkwy

# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Cross Prairie Parkway



### Manual Adjustments

2018 EBT Improve balance with adjacent intersection  
 WBT Improve balance with adjacent intersection  
 Other Not open to traffic or construction traffic

### Manual Adjustments

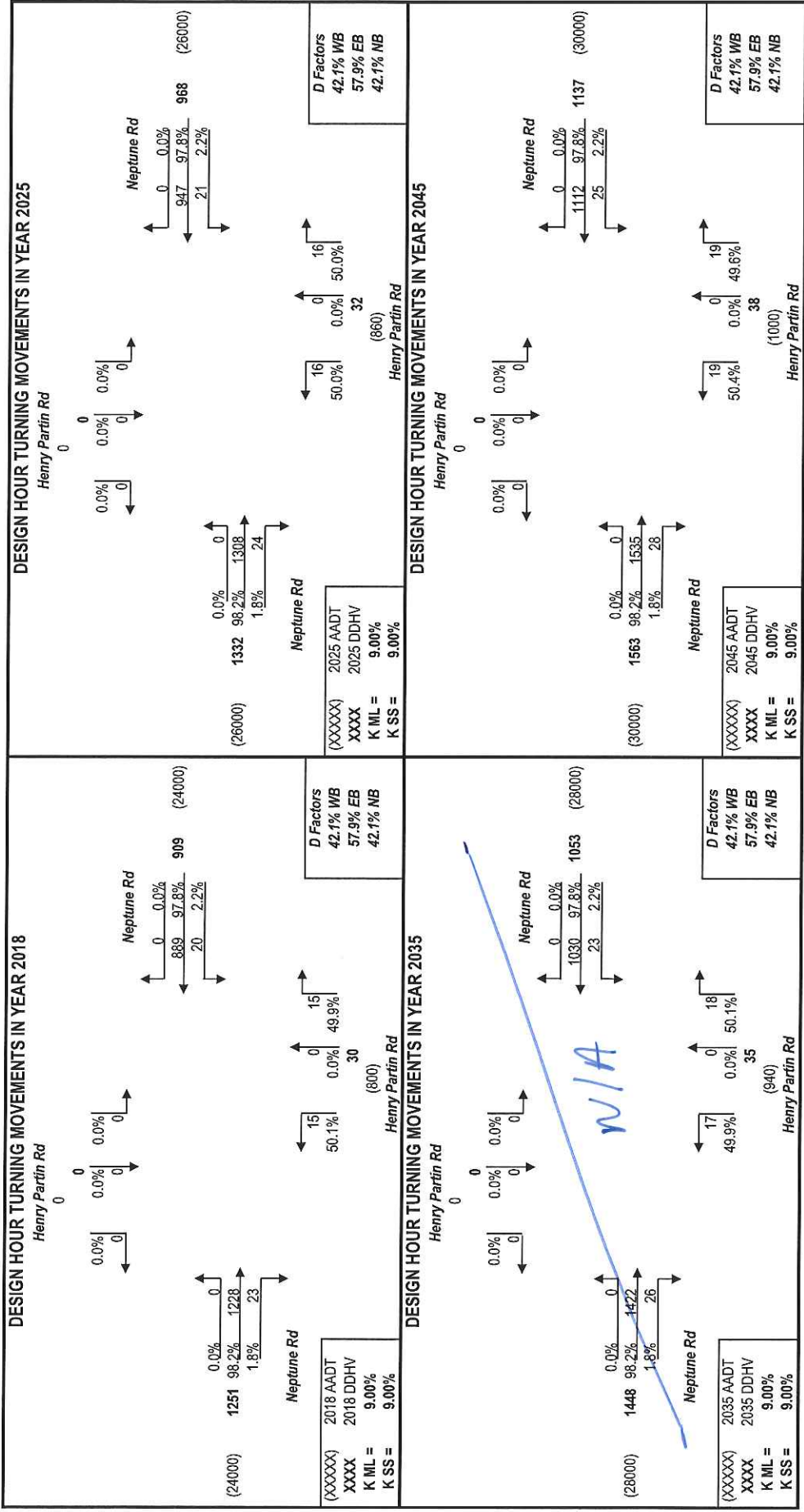
2025 EBL Based on trends & Cross Prairie Pkwy option  
 EBR Improve balance with adjacent intersection  
 WBL Improve balance with adjacent intersection  
 WBT Improve balance with adjacent intersection  
 SBR Based on trends and balance with Partin Settlement SBR

### Manual Adjustments

2045 EBL Based on trends & Cross Prairie Pkwy option  
 EBR Improve balance with adjacent intersection  
 WBL Improve balance with adjacent intersection  
 WBT Improve balance with adjacent intersection  
 SBR Based on trends and balance with Partin Settlement SBR



# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Henry Partin Rd



# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Ames Haven Rd

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025
<p style="text-align: center;">Ames Haven Rd (1500)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>67.2%   38   0</p> <p>0.0%   0   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>0.0%   32.8%   19</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">Neptune Rd</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2.4%   30   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>2.4%   97.6%   1221</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">(24000)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>(XXXXXX) 2018 AADT</p> <p>XXXXX 2018 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>42.1% SB</p> </div>	<p style="text-align: center;">Ames Haven Rd (1600)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>67.4%   41   0</p> <p>0.0%   0   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>0.0%   32.6%   20</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">Neptune Rd</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2.4%   32   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>2.4%   97.6%   1300</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">(26000)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>(XXXXXX) 2025 AADT</p> <p>XXXXX 2025 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>42.1% SB</p> </div>
<p style="text-align: center;">Ames Haven Rd (1800)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>67.3%   44   0</p> <p>0.0%   0   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>0.0%   32.7%   22</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">Neptune Rd</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2.4%   35   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>2.4%   97.6%   1413</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">(28000)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>(XXXXXX) 2035 AADT</p> <p>XXXXX 2035 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>42.1% SB</p> </div>	<p style="text-align: center;">Ames Haven Rd (1900)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>61.9%   45   0</p> <p>0.0%   0   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>0.0%   38.1%   27</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">Neptune Rd</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2.1%   33   0</p> <p>0.0%   0   0</p> </div> <div style="text-align: center;"> <p>2.1%   97.9%   1530</p> <p>0.0%   0   0</p> </div> </div> <p style="text-align: center;">(30000)</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>(XXXXXX) 2045 AADT</p> <p>XXXXX 2045 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>42.1% SB</p> </div>

N/A

# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Tohoqua Entrance - Neptune Middle School Entrance

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018 <i>hoqua Entrance - Neptune Middle School Entran</i> (2900)	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025 <i>hoqua Entrance - Neptune Middle School Entran</i> (2900)
<p style="text-align: center;"><b>Neptune Rd</b></p> <p>(24000)      1251    96.8%    1211    1    0.1%</p> <p style="text-align: center;">↑      3.1%    39      ↓</p> <p style="text-align: center;">←      57.3%    85      →</p> <p style="text-align: center;">←      2.1%    149      →</p> <p style="text-align: center;">←      40.6%    60      →</p> <p style="text-align: center;">←      78      →</p> <p style="text-align: center;">←      70    7.7%    119    Neptune Rd    →</p> <p style="text-align: center;">←      838    92.2%    909    (24000)    →</p> <p style="text-align: center;">←      1    0.1%    →</p> <p style="text-align: center;">←      1    25.1%    →</p> <p style="text-align: center;">←      48.9%    2    →</p> <p style="text-align: center;">←      26.0%    4    →</p> <p style="text-align: center;">←      100    →</p> <p style="text-align: center;"><b>D Factors</b> 42.1% WB 57.9% EB 42.1% NB 57.9% SB</p>	<p style="text-align: center;"><b>Neptune Rd</b></p> <p>(26000)      1332    87.9%    1171    16    1.2%</p> <p style="text-align: center;">↑      10.9%    145      ↓</p> <p style="text-align: center;">←      11.4%    17      →</p> <p style="text-align: center;">←      77.0%    152      →</p> <p style="text-align: center;">←      11.6%    18      →</p> <p style="text-align: center;">←      36      →</p> <p style="text-align: center;">←      41    4.2%    10    Neptune Rd    →</p> <p style="text-align: center;">←      778    80.4%    988    (26000)    →</p> <p style="text-align: center;">←      149    15.4%    →</p> <p style="text-align: center;">←      50    16.1%    307    (8100)    →</p> <p style="text-align: center;">←      148    48.3%    →</p> <p style="text-align: center;">←      109    35.6%    →</p> <p style="text-align: center;"><b>D Factors</b> 42.1% WB 57.9% EB 42.1% NB 57.9% SB</p>
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035 <i>hoqua Entrance - Neptune Middle School Entran</i> (3000)	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045 <i>hoqua Entrance - Neptune Middle School Entran</i> (3100)
<p style="text-align: center;"><b>Neptune Rd</b></p> <p>(28000)      1448    72.1%    1044    9    0.6%</p> <p style="text-align: center;">↑      27.3%    395      ↓</p> <p style="text-align: center;">←      3.9%    6      →</p> <p style="text-align: center;">←      91.6%    157      →</p> <p style="text-align: center;">←      4.5%    7      →</p> <p style="text-align: center;">←      7      →</p> <p style="text-align: center;">←      21    2.0%    1053    (28000)    →</p> <p style="text-align: center;">←      619    58.8%    →</p> <p style="text-align: center;">←      413    39.2%    →</p> <p style="text-align: center;">←      360    48.6%    →</p> <p style="text-align: center;">←      78    10.5%    741    (20000)    →</p> <p style="text-align: center;">←      303    40.9%    →</p> <p style="text-align: center;"><b>D Factors</b> 42.1% WB 57.9% EB 42.1% NB 57.9% SB</p>	<p style="text-align: center;"><b>Neptune Rd</b></p> <p>(30000)      1563    57.3%    895    5    0.3%</p> <p style="text-align: center;">↑      42.4%    663      ↓</p> <p style="text-align: center;">←      1.9%    3      →</p> <p style="text-align: center;">←      95.7%    162      →</p> <p style="text-align: center;">←      2.4%    4      →</p> <p style="text-align: center;">←      22      →</p> <p style="text-align: center;">←      11    1.0%    1137    (30000)    →</p> <p style="text-align: center;">←      463    40.7%    →</p> <p style="text-align: center;">←      663    58.3%    →</p> <p style="text-align: center;">←      89    7.8%    1175    (31000)    →</p> <p style="text-align: center;">←      564    48.0%    →</p> <p style="text-align: center;">←      522    44.4%    →</p> <p style="text-align: center;"><b>D Factors</b> 42.1% WB 57.9% EB 42.1% NB 57.9% SB</p>

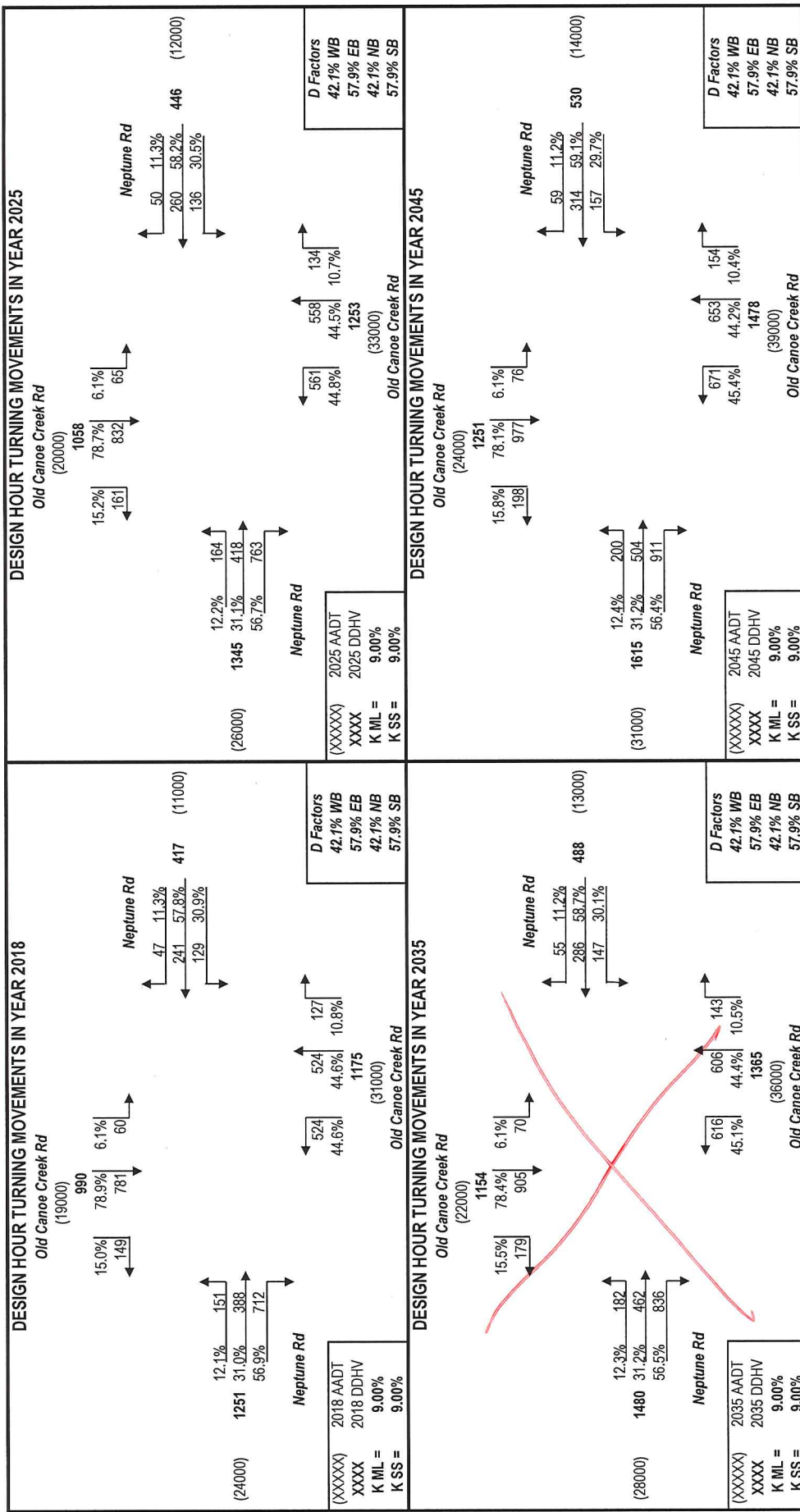
Manual Adjustments	Manual Adjustments
<p>2018    WBR    Based on counts and rerouted buses       SBL    Based on counts and rerouted buses       SBR    Based on counts and rerouted buses</p>	<p>2025    EBL    Based on counts and rerouted buses       WBR    Based on counts and rerouted buses       SBL    Based on counts and rerouted buses       SBR    Based on counts and rerouted buses</p>
<p>2045    EBL    Based on counts and rerouted buses       WBR    Based on counts and rerouted buses       SBL    Based on counts and rerouted buses       SBR    Based on counts and rerouted buses</p>	<p>2045    EBL    Based on counts and rerouted buses       WBR    Based on counts and rerouted buses       SBL    Based on counts and rerouted buses       SBR    Based on counts and rerouted buses</p>

# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Commerce Center Dr

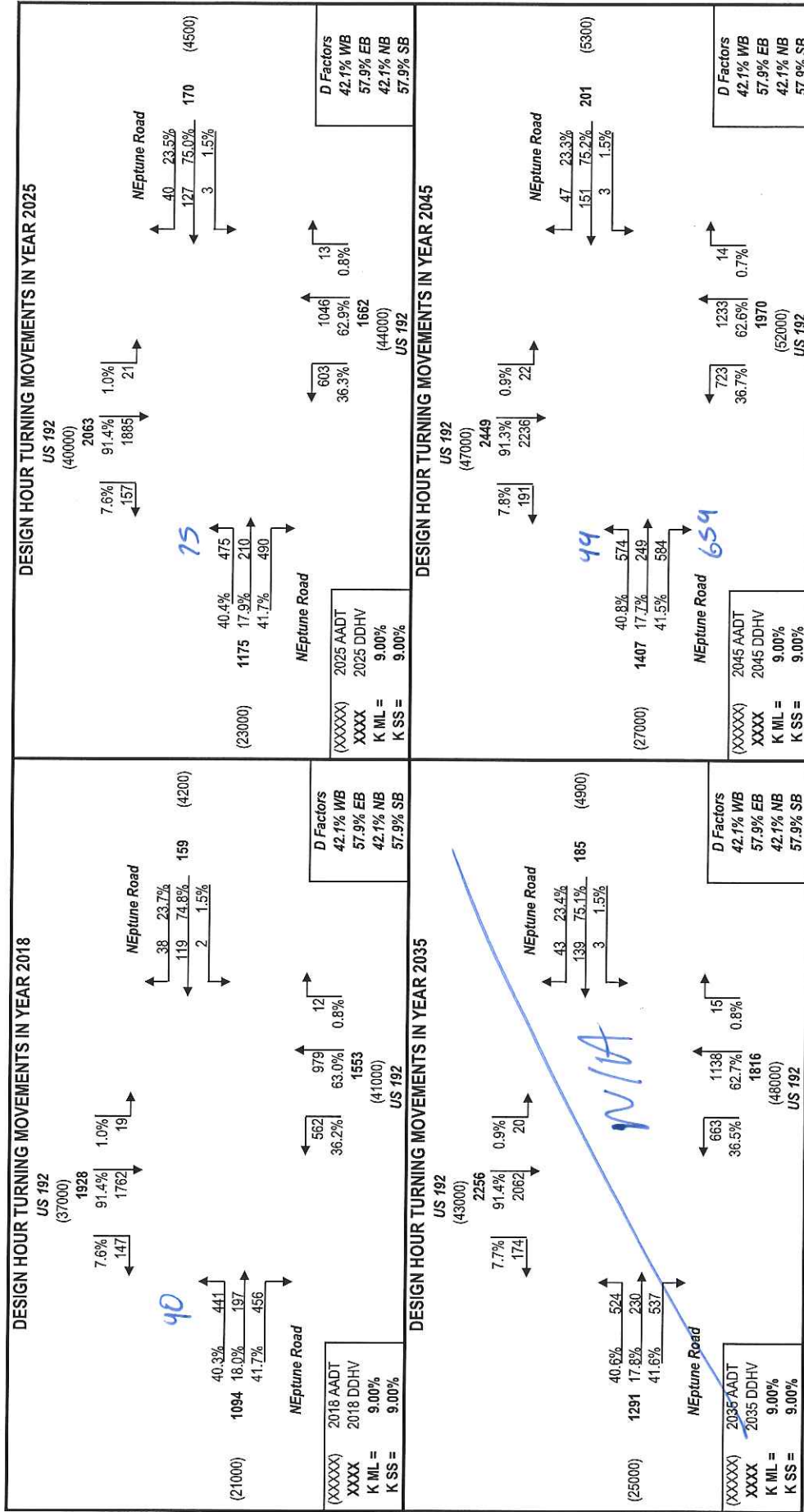
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025
<p style="text-align: center;">Commerce Center Dr (5000)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>53.3%   115</p> <p>0.0%   0</p> <p>46.7%   101</p> </div> <div style="text-align: center;"> <p>216</p> <p>0.0%   0</p> <p>46.7%   101</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>8.8%   110</p> <p>0.0%   0</p> <p>91.2%   1141</p> </div> <div style="text-align: center;"> <p>1251</p> <p>0.0%   0</p> <p>91.2%   1141</p> </div> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>8.8%   110</p> <p>0.0%   0</p> <p>91.2%   1141</p> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>122   13.4%</p> <p>787   86.6%</p> <p>0   0.0%</p> <p>909 (24000)</p> </div> <div style="text-align: center;"> <p>Commerce Center Dr</p> <p>0</p> <p>0.0%   0</p> <p>0.0%   0</p> </div> <div style="text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>48.0% SB</p> </div> <div style="text-align: center;"> <p>(XXXXX) 2018 AADT</p> <p>XXXX 2018 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div>	<p style="text-align: center;">Commerce Center Dr (5400)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>53.4%   123</p> <p>0.0%   0</p> <p>46.6%   108</p> </div> <div style="text-align: center;"> <p>231</p> <p>0.0%   0</p> <p>46.6%   108</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>8.8%   117</p> <p>0.0%   0</p> <p>91.2%   1215</p> </div> <div style="text-align: center;"> <p>1332</p> <p>0.0%   0</p> <p>91.2%   1215</p> </div> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>8.8%   117</p> <p>0.0%   0</p> <p>91.2%   1215</p> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>131   13.5%</p> <p>837   86.5%</p> <p>0   0.0%</p> <p>968 (26000)</p> </div> <div style="text-align: center;"> <p>Commerce Center Dr</p> <p>0</p> <p>0.0%   0</p> <p>0.0%   0</p> </div> <div style="text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>48.0% SB</p> </div> <div style="text-align: center;"> <p>(XXXXX) 2025 AADT</p> <p>XXXX 2025 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div>
<p style="text-align: center;">Commerce Center Dr (5900)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>53.4%   135</p> <p>0.0%   0</p> <p>46.6%   118</p> </div> <div style="text-align: center;"> <p>253</p> <p>0.0%   0</p> <p>46.6%   118</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>8.9%   129</p> <p>0.0%   0</p> <p>91.1%   1319</p> </div> <div style="text-align: center;"> <p>1448</p> <p>0.0%   0</p> <p>91.1%   1319</p> </div> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>8.9%   129</p> <p>0.0%   0</p> <p>91.1%   1319</p> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>143   13.6%</p> <p>910   86.4%</p> <p>0   0.0%</p> <p>1053 (28000)</p> </div> <div style="text-align: center;"> <p>Commerce Center Dr</p> <p>0</p> <p>0.0%   0</p> <p>0.0%   0</p> </div> <div style="text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>48.0% SB</p> </div> <div style="text-align: center;"> <p>(XXXXX) 2035 AADT</p> <p>XXXX 2035 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div>	<p style="text-align: center;">Commerce Center Dr (6400)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>52.6%   144</p> <p>0.0%   0</p> <p>47.4%   130</p> </div> <div style="text-align: center;"> <p>274</p> <p>0.0%   0</p> <p>47.4%   130</p> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>8.9%   139</p> <p>0.0%   0</p> <p>91.1%   1424</p> </div> <div style="text-align: center;"> <p>1563</p> <p>0.0%   0</p> <p>91.1%   1424</p> </div> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>8.9%   139</p> <p>0.0%   0</p> <p>91.1%   1424</p> </div> <div style="text-align: center;"> <p>Neptune Rd</p> <p>153   14.0%</p> <p>978   86.0%</p> <p>0   0.0%</p> <p>1137 (30000)</p> </div> <div style="text-align: center;"> <p>Commerce Center Dr</p> <p>0</p> <p>0.0%   0</p> <p>0.0%   0</p> </div> <div style="text-align: center;"> <p>D Factors</p> <p>42.1% WB</p> <p>57.9% EB</p> <p>48.0% SB</p> </div> <div style="text-align: center;"> <p>(XXXXX) 2045 AADT</p> <p>XXXX 2045 DDHV</p> <p>K MIL = 9.00%</p> <p>K SS = 9.00%</p> </div>

N/A

# PM NO BUILD PROJECT TRAFFIC FOR Neptune Rd AT Old Canoe Creek Rd

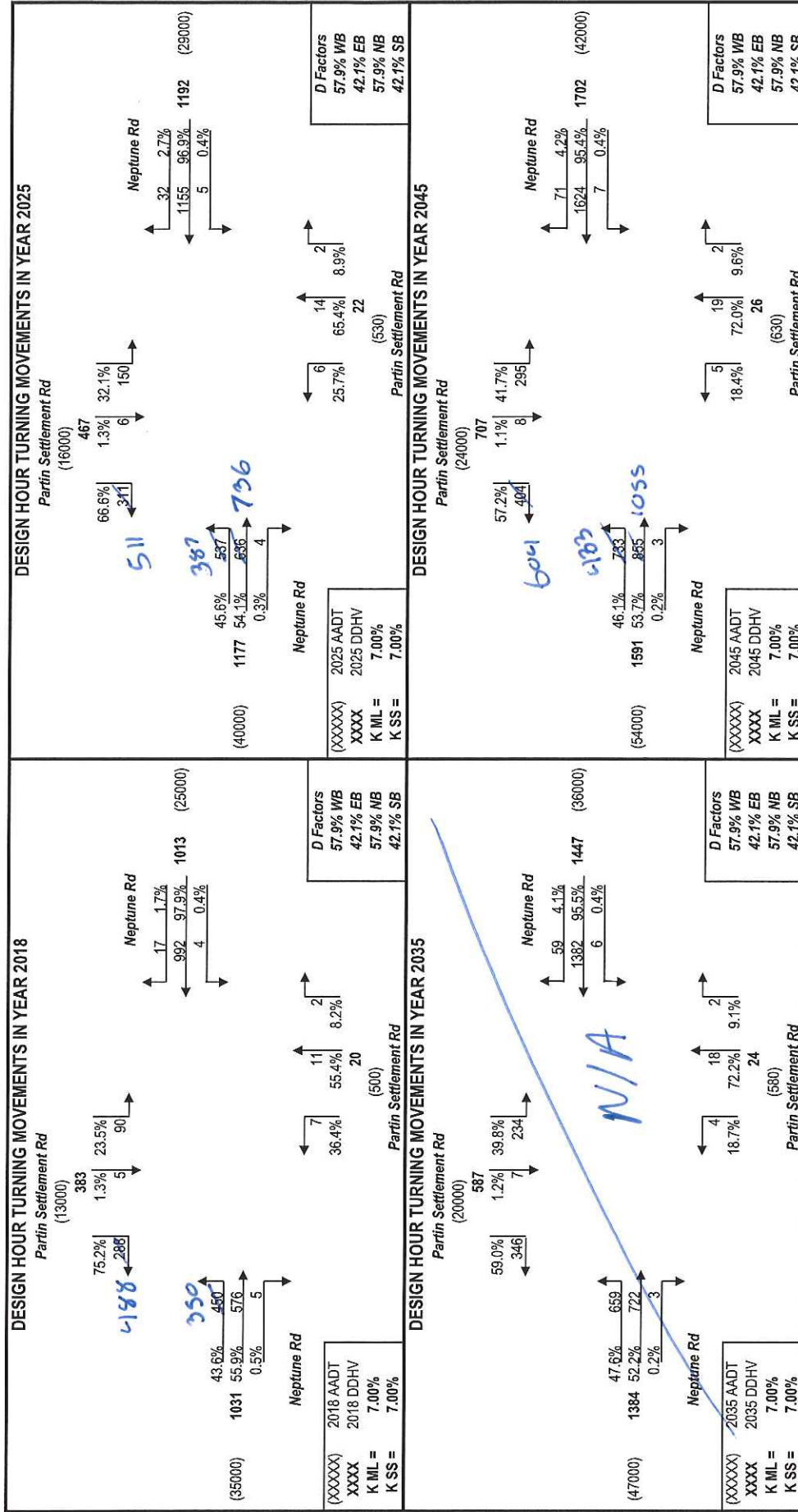


# PM NO BUILD PROJECT TRAFFIC FOR NEptune Road AT US 192



**Manual Adjustments**  
 2018 EBL Based on counts  
 2025 EBL Based on counts and trend  
 2045 EBL Based on counts and trend  
 EBR

# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Partin Settlement Rd



**Manual Adjustments**

2018 EBL Based on existing counts  
SBR Based on existing counts

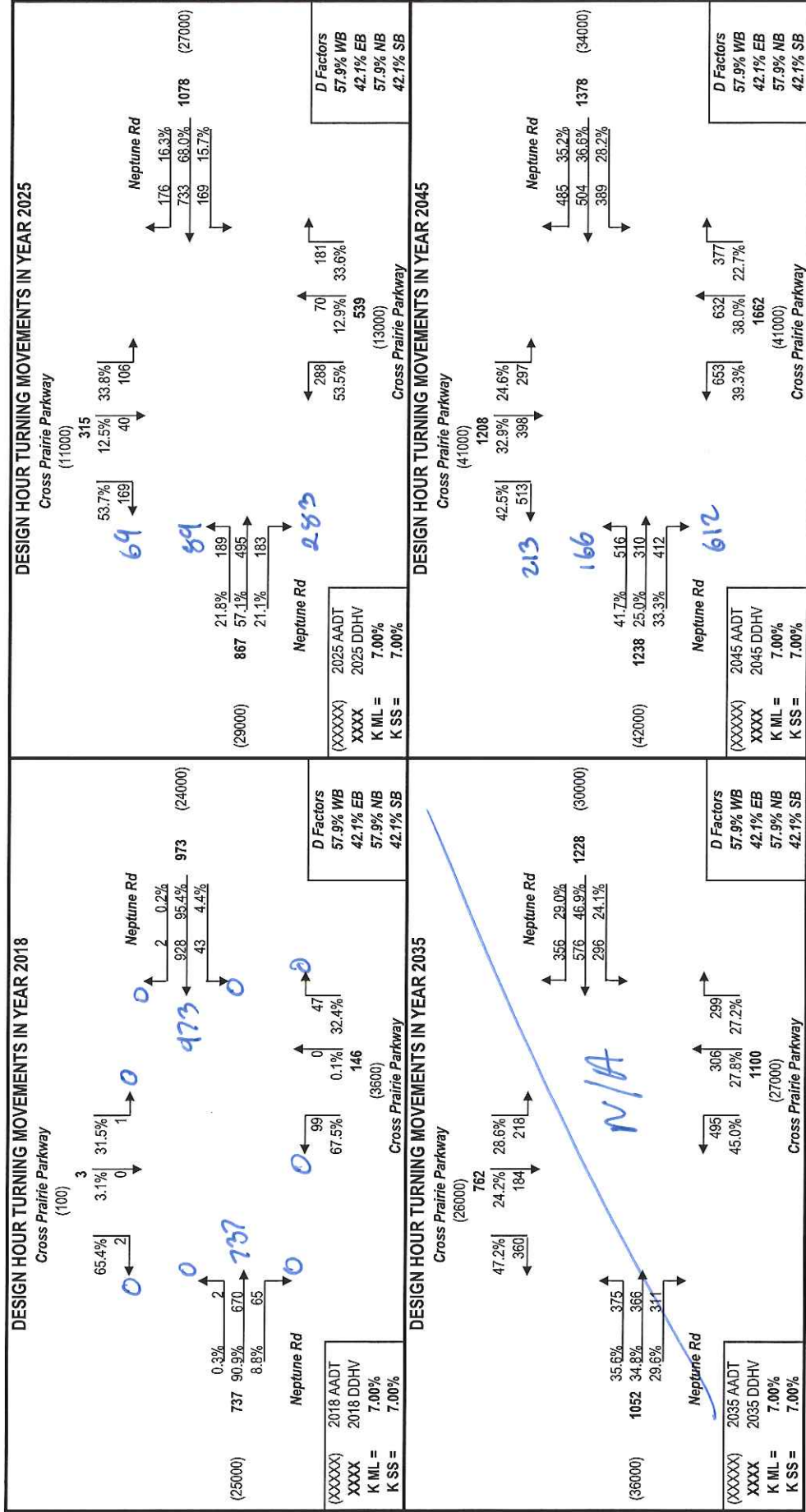
**Manual Adjustments**

2025 EBL Based on trends & Cross Prairie Pkwy option  
EBT Rerouted traffic to Cross Prairie Pkwy left  
SBR Based on trends

**Manual Adjustments**

2045 EBL Based on trends & Cross Prairie Pkwy option  
EBT Rerouted traffic to Cross Prairie Pkwy left  
SBR Based on trends

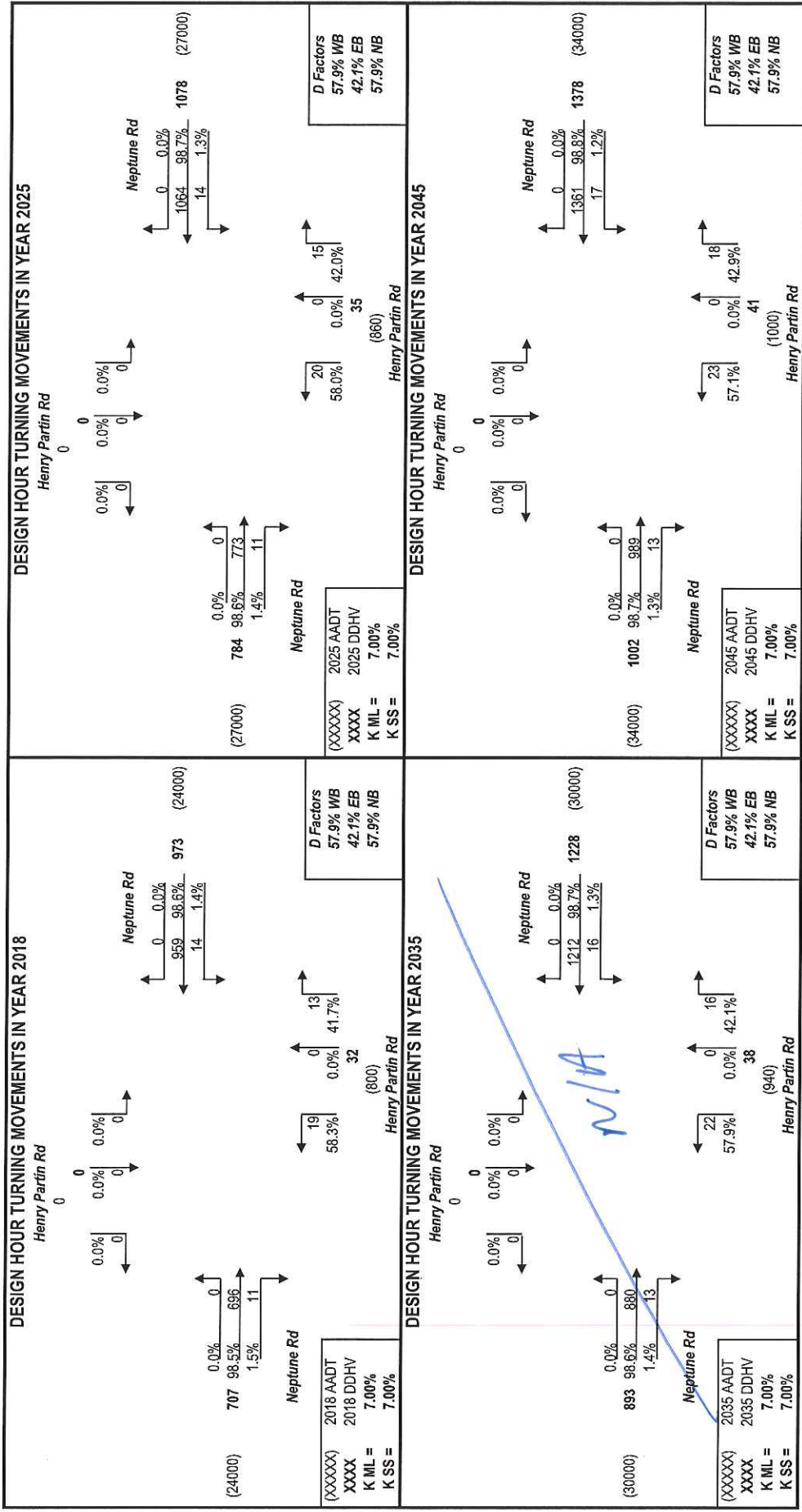
# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Cross Prairie Parkway



Year	Manual Adjustments	Manual Adjustments
2018	EBT Improve balance with adjacent intersection WBT Improve balance with adjacent intersection Other Not open to traffic or construction traffic	
2025	EBL Based on trends and balance with Partin Settlement EBL EBR Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR	EBL Based on trends and balance with Partin Settlement EBL EBR Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR
2045		EBL Based on trends and balance with Partin Settlement EBL EBR Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR
2055		



# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Henry Partin Rd



N/A

# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Ames Haven

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045
<p style="text-align: center;">Ames Haven (1500)</p> <p style="text-align: center;">61 0.0%   38.4%   0.0%</p> <p style="text-align: center;">417 ← 38 → 32</p> <p style="text-align: center;">27 ← 2.8%   946   97.2%   0.0% → 973 (24000)</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">2.4% 2.3% 707 97.6% 690 784 97.7% 766 0.0% 0.0%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">(24000)</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXXX 2018 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% SB</p>	<p style="text-align: center;">Ames Haven (1600)</p> <p style="text-align: center;">65 0.0%   38.3%   0.0%</p> <p style="text-align: center;">414 ← 40 → 30</p> <p style="text-align: center;">30 ← 2.8%   1048   97.2%   0.0% → 1078 (27000)</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">2.3% 2.3% 784 97.7% 766 0.0% 0.0%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">(27000)</p> <p style="text-align: center;">(XXXXX) 2025 AADT XXXXX 2025 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% SB</p>	<p style="text-align: center;">Ames Haven (1800)</p> <p style="text-align: center;">71 0.0%   38.5%   0.0%</p> <p style="text-align: center;">44 ← 44 → 27</p> <p style="text-align: center;">20 ← 2.2%   893   97.8%   0.0% → 873 (30000)</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">2.2% 2.6% 893 97.8% 873 1196 97.4% 1228 0.0% 0.0%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">(30000)</p> <p style="text-align: center;">(XXXXX) 2035 AADT XXXXX 2035 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% SB</p>	<p style="text-align: center;">Ames Haven (1900)</p> <p style="text-align: center;">77 0.0%   38.7%   0.0%</p> <p style="text-align: center;">56 ← 47 → 30</p> <p style="text-align: center;">21 ← 2.1%   1002   97.9%   0.0% → 981 (34000)</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">2.1% 2.5% 1002 97.9% 981 1344 97.5% 1378 0.0% 0.0%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">(34000)</p> <p style="text-align: center;">(XXXXX) 2045 AADT XXXXX 2045 DDHV K MIL = 7.00% K SS = 7.00%</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% SB</p>
<p style="text-align: center;">Manual Adjustments</p> <p>2018 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>	<p style="text-align: center;">Manual Adjustments</p> <p>2025 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>	<p style="text-align: center;">Manual Adjustments</p> <p>2045 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>	<p style="text-align: center;">Manual Adjustments</p> <p>2045 EBL Rerouted buses due to planned change WBR Rerouted buses due to planned change SBL Rerouted buses due to planned change SBR Rerouted buses due to planned change</p>

# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Tohoqua Entrance - Neptune Middle School Entrance

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018 hoqua Entrance - Neptune Middle School Entran (2900)	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025 hoqua Entrance - Neptune Middle School Entran (2900)
<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(24000)</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXXX 2018 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">6.4% 707 93.4% 661 0.2% 1</p> <p style="text-align: center;">62 ← 52 → 84</p> <p style="text-align: center;">0.8% 1   37.1% 31   32 →</p> <p style="text-align: center;">68 7.0% 904 92.9% 973 (24000) 1 0.1%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>	<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(27000)</p> <p style="text-align: center;">(XXXXXX) 2025 AADT XXXXX 2025 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">5.4% 784 74.7% 586 19.9% 156</p> <p style="text-align: center;">50.2% 53 ← 43 → 86</p> <p style="text-align: center;">36.8% 32   13.0% 11   12 →</p> <p style="text-align: center;">33 3.1% 987 91.5% 1078 (27000) 58 5.4%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>
<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(30000)</p> <p style="text-align: center;">(XXXXX) 2018 AADT XXXXX 2018 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">3.0% 893 52.0% 464 45.0% 402</p> <p style="text-align: center;">29 32.8%   29 60.6%   89 6.6%   6 →</p> <p style="text-align: center;">22 1.8% 1048 85.3% 1228 (30000) 158 12.9%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>	<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(34000)</p> <p style="text-align: center;">(XXXXXX) 2045 AADT XXXXX 2045 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">1.7% 1002 34.8% 349 63.5% 636</p> <p style="text-align: center;">22.1% 30 ← 20 → 91</p> <p style="text-align: center;">74.1% 68   3.8% 3   41 →</p> <p style="text-align: center;">17 1.2% 1069 77.6% 1378 (34000) 292 21.2%</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>
<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(20000)</p> <p style="text-align: center;">(XXXXXX) 2018 AADT XXXXX 2018 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">23.1% 231   81 10.2%   793 60.7%   481 →</p> <p style="text-align: center;">89 60.6%   54 6.6%   6 →</p> <p style="text-align: center;">29 32.8%   29 60.6%   89 6.6%   6 →</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>	<p style="text-align: center;"><b>Neptune Rd</b></p> <p style="text-align: center;">(31000)</p> <p style="text-align: center;">(XXXXXX) 2045 AADT XXXXX 2045 DDHV K ML = 7.00% K SS = 7.00%</p> <p style="text-align: center;">8.3% 104   8.3% 1256   58.9% 740 →</p> <p style="text-align: center;">32.8% 412   32.8% 1256   8.3% 104 →</p> <p style="text-align: center;">Neptune Rd</p> <p style="text-align: center;">D Factors 57.9% WB 42.1% EB 57.9% NB 42.1% SB</p>

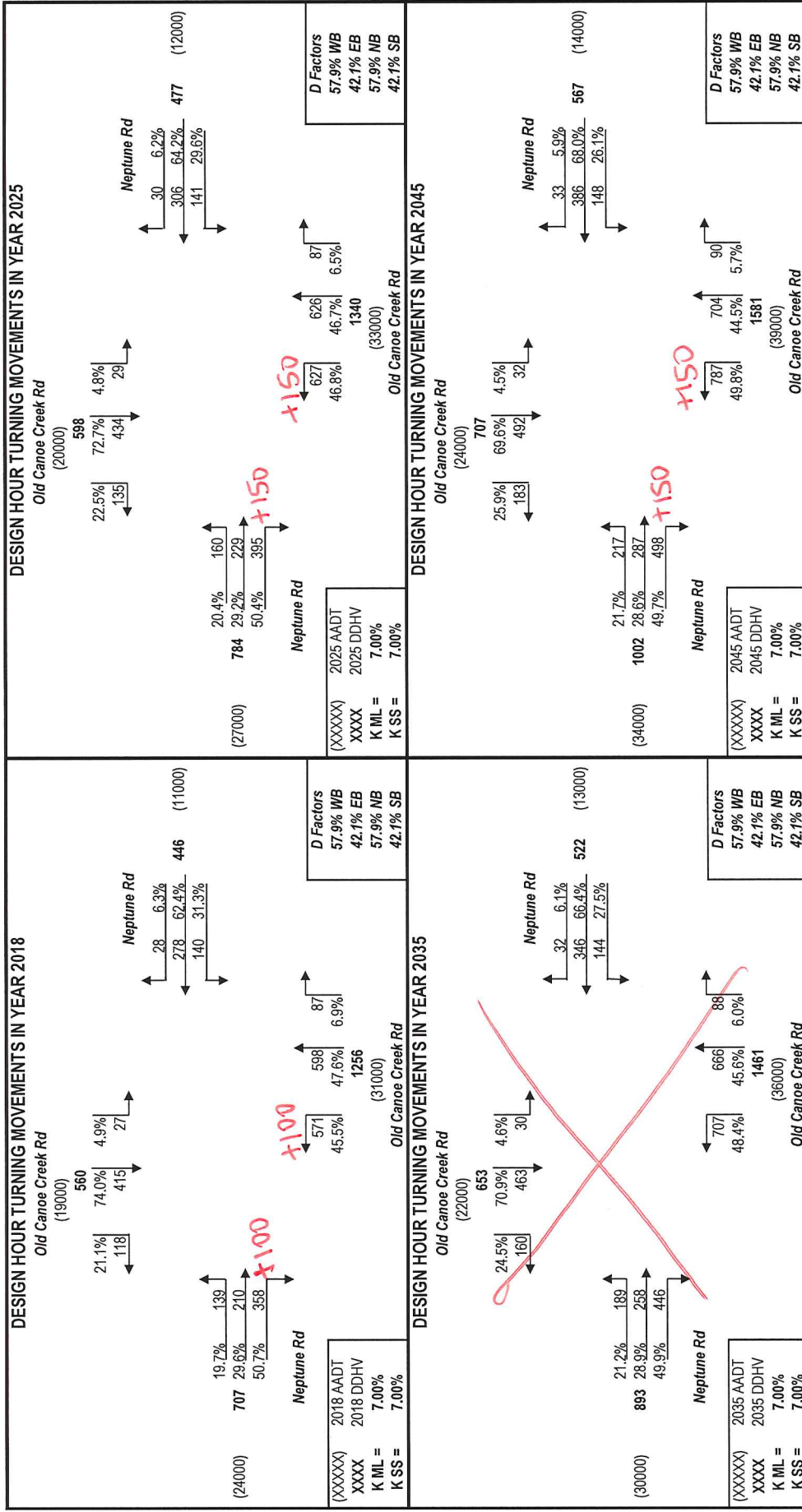
Manual Adjustments	Manual Adjustments
<p>2018 EBL Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>	<p>2025 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>
<p>2025 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>	<p>2045 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>

# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Commerce Center Dr

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025
<p style="text-align: center;">Commerce Center Dr (5000)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>118</p> <p>65.1%</p> <p>0.0%</p> <p>182</p> <p>34.9%</p> <p>64</p> </div> <div style="text-align: center;"> <p>111</p> <p>11.4%</p> <p>862</p> <p>88.6%</p> <p>973</p> <p>24000</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>59</p> <p>8.3%</p> <p>707</p> <p>91.7%</p> <p>648</p> <p>24000</p> </div> <div style="text-align: center;"> <p>0</p> <p>0.0%</p> <p>0</p> <p>0.0%</p> <p>0</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Neptune Rd</p> <p>8.3%    707    91.7%    648</p> <p>0.0%    0    0.0%    0</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>(XXXXX) 2018 AADT</p> <p>XXXXX 2018 DDHV</p> <p>K ML = 7.00%</p> <p>K SS = 7.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>D Factors</p> <p>57.9% WB</p> <p>42.1% EB</p> <p>52.0% SB</p> </div>	<p style="text-align: center;">Commerce Center Dr (5400)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>127</p> <p>65.0%</p> <p>0.0%</p> <p>195</p> <p>35.0%</p> <p>68</p> </div> <div style="text-align: center;"> <p>119</p> <p>11.0%</p> <p>959</p> <p>89.0%</p> <p>1078</p> <p>27000</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>63</p> <p>8.0%</p> <p>784</p> <p>92.0%</p> <p>721</p> <p>27000</p> </div> <div style="text-align: center;"> <p>0</p> <p>0.0%</p> <p>0</p> <p>0.0%</p> <p>0</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Neptune Rd</p> <p>8.0%    784    92.0%    721</p> <p>0.0%    0    0.0%    0</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>(XXXXX) 2025 AADT</p> <p>XXXXX 2025 DDHV</p> <p>K ML = 7.00%</p> <p>K SS = 7.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>D Factors</p> <p>57.9% WB</p> <p>42.1% EB</p> <p>52.0% SB</p> </div>
<p style="text-align: center;">Commerce Center Dr (5800)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>139</p> <p>65.1%</p> <p>0.0%</p> <p>213</p> <p>34.9%</p> <p>74</p> </div> <div style="text-align: center;"> <p>130</p> <p>10.6%</p> <p>1098</p> <p>89.4%</p> <p>1228</p> <p>30000</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>69</p> <p>7.7%</p> <p>893</p> <p>92.3%</p> <p>824</p> <p>30000</p> </div> <div style="text-align: center;"> <p>0</p> <p>0.0%</p> <p>0</p> <p>0.0%</p> <p>0</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Neptune Rd</p> <p>7.7%    893    92.3%    824</p> <p>0.0%    0    0.0%    0</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>(XXXXX) 2035 AADT</p> <p>XXXXX 2035 DDHV</p> <p>K ML = 7.00%</p> <p>K SS = 7.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>D Factors</p> <p>57.9% WB</p> <p>42.1% EB</p> <p>52.0% SB</p> </div>	<p style="text-align: center;">Commerce Center Dr (6400)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>150</p> <p>65.1%</p> <p>0.0%</p> <p>231</p> <p>34.9%</p> <p>81</p> </div> <div style="text-align: center;"> <p>141</p> <p>10.2%</p> <p>1237</p> <p>89.8%</p> <p>1378</p> <p>34000</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>74</p> <p>7.4%</p> <p>1002</p> <p>92.6%</p> <p>928</p> <p>34000</p> </div> <div style="text-align: center;"> <p>0</p> <p>0.0%</p> <p>0</p> <p>0.0%</p> <p>0</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Neptune Rd</p> <p>7.4%    1002    92.6%    928</p> <p>0.0%    0    0.0%    0</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>(XXXXX) 2045 AADT</p> <p>XXXXX 2045 DDHV</p> <p>K ML = 7.00%</p> <p>K SS = 7.00%</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;"> <p>D Factors</p> <p>57.9% WB</p> <p>42.1% EB</p> <p>52.0% SB</p> </div>

N/A

# AM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Old Canoe Creek Rd



**Manual Adjustments**

2018 EBR Based on existing counts  
 NBL Based on existing counts

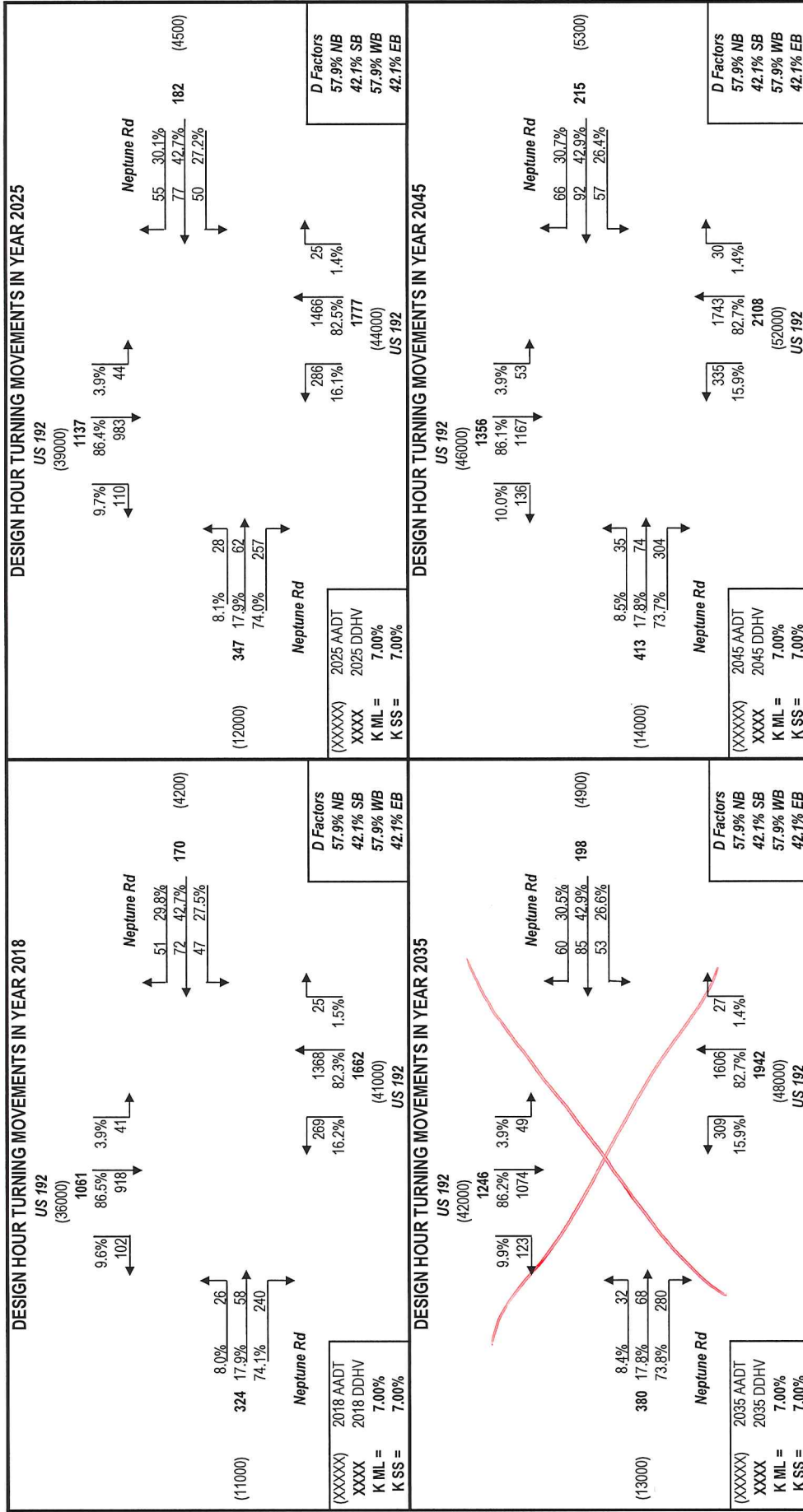
**Manual Adjustments**

2025 EBR Based on counts and trends  
 NBL Based on counts and trends

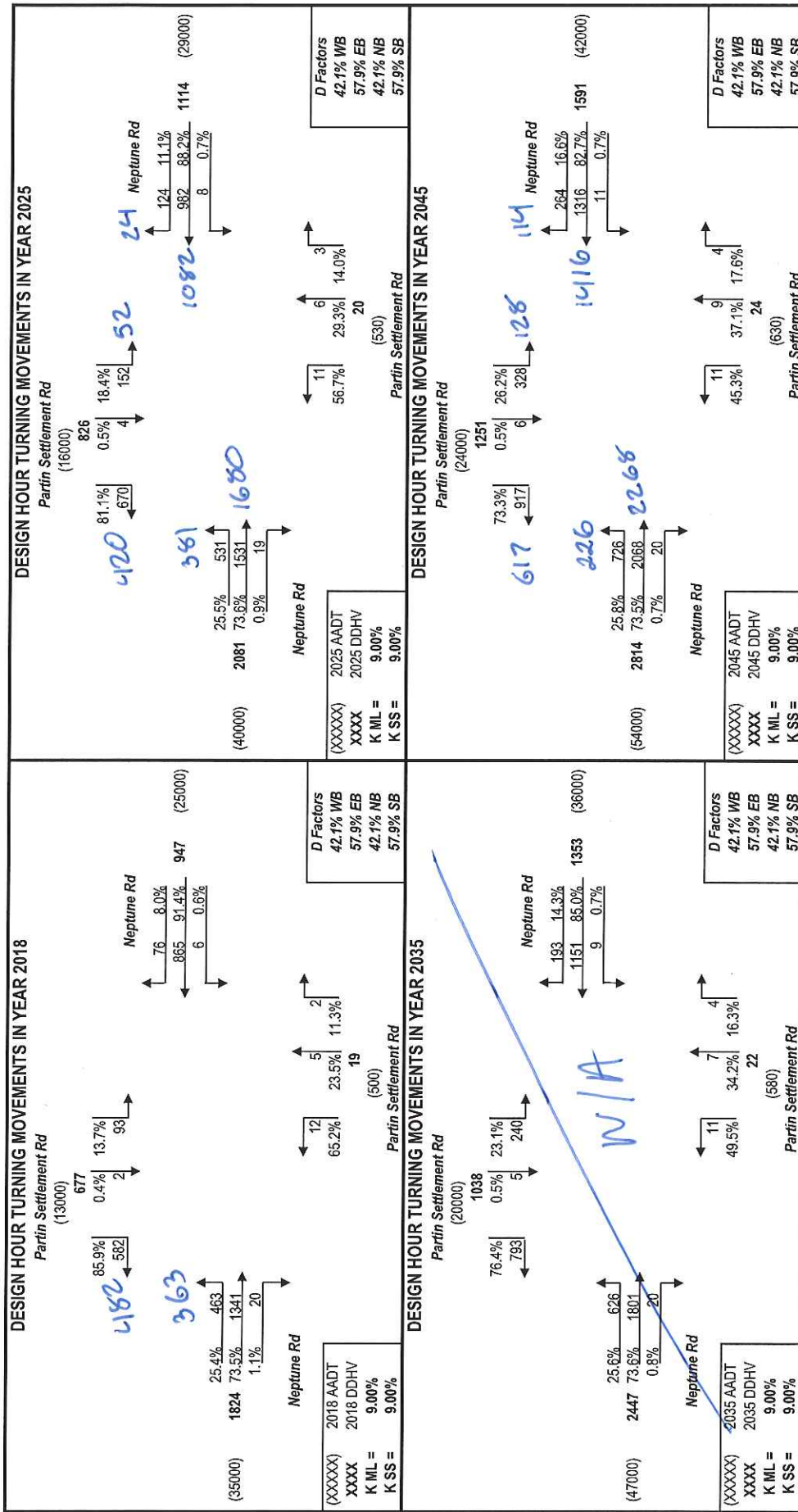
**Manual Adjustments**

2045 EBR Based on counts and trends  
 NBL Based on counts and trends

# AM BUILD PROJECT TRAFFIC FOR US 192 AT Neptune Rd

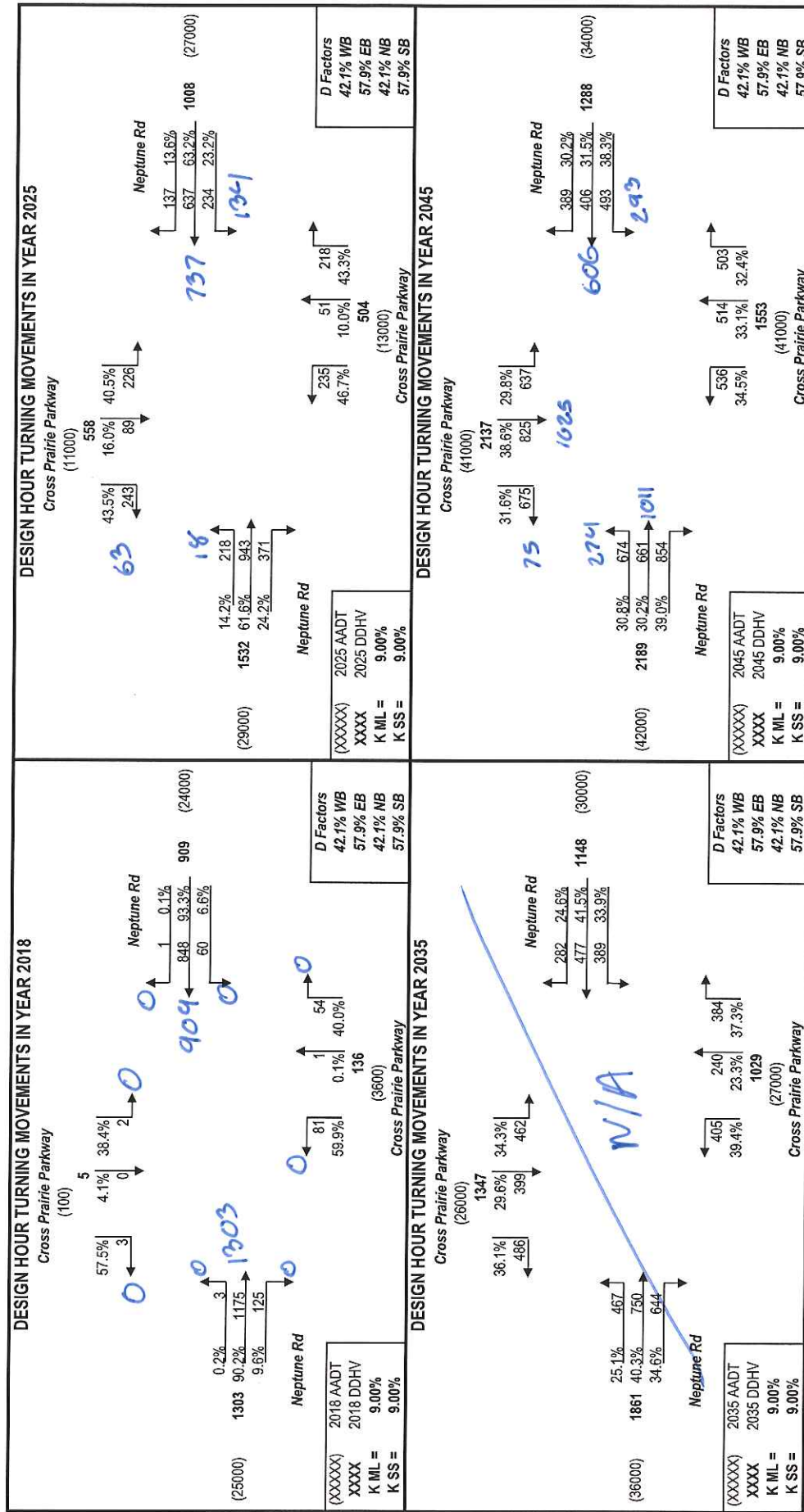


# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Partin Settlement Rd



Year	Manual Adjustments
2018	EBL Based on existing counts SBR Adjusted to match DDHV based on existing counts
2025	EBL Based on trends & Cross Prairie Pkwy option EBT Rerouted traffic to Cross Prairie Pkwy left WBR Traffic would turn at Cross Prairie Pkwy WBT Improve balance with adjacent intersection SBR Adjusted to match DDHV based on existing counts SBL Traffic would turn at Cross Prairie Pkwy
2045	EBL Based on trends & Cross Prairie Pkwy option EBR Rerouted traffic to Cross Prairie Pkwy left WBR Traffic would turn at Cross Prairie Pkwy WBT Improve balance with adjacent intersection SBR Adjusted to match DDHV based on existing counts SBL Traffic would turn at Cross Prairie Pkwy

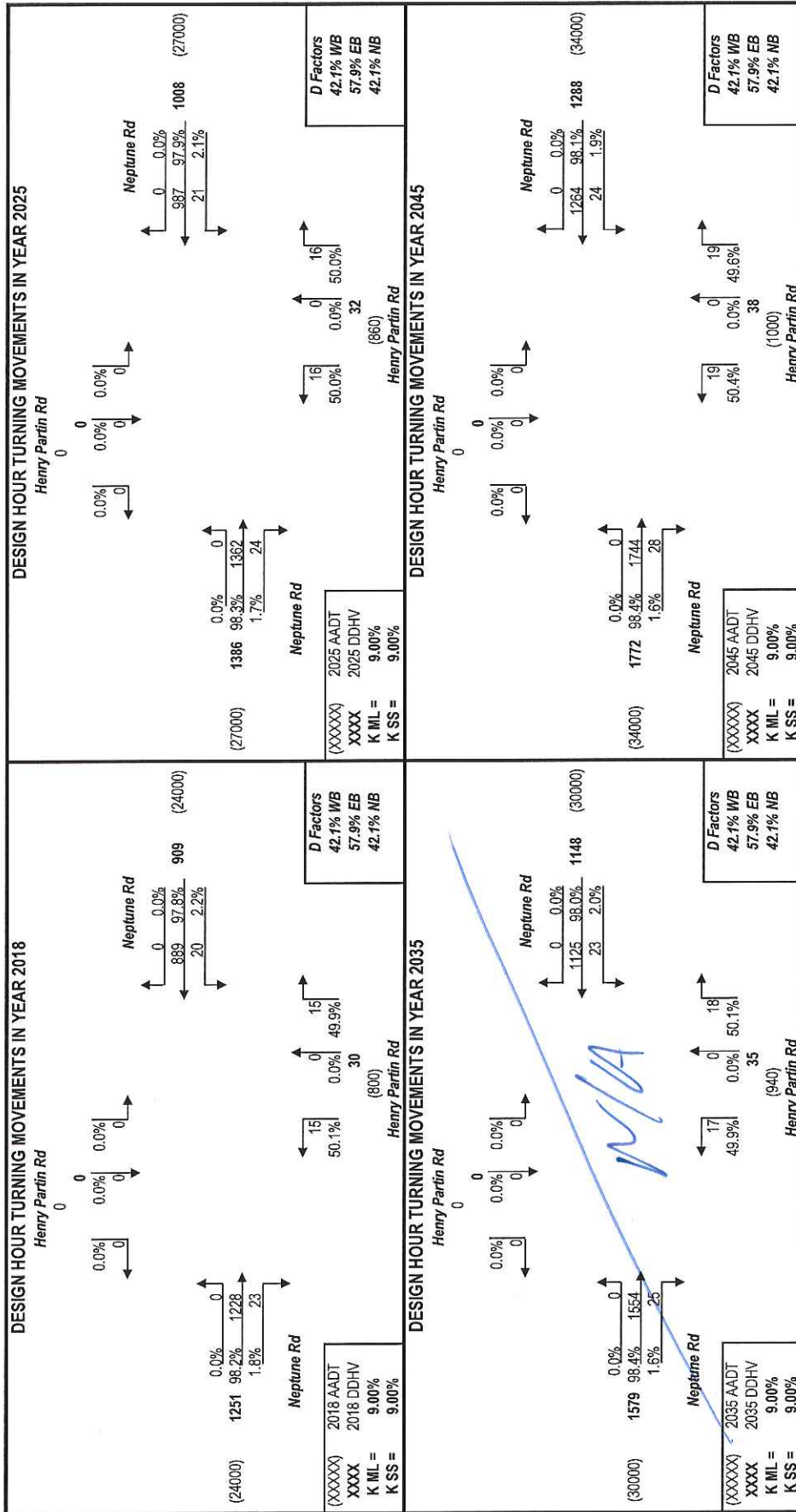
# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Cross Prairie Parkway



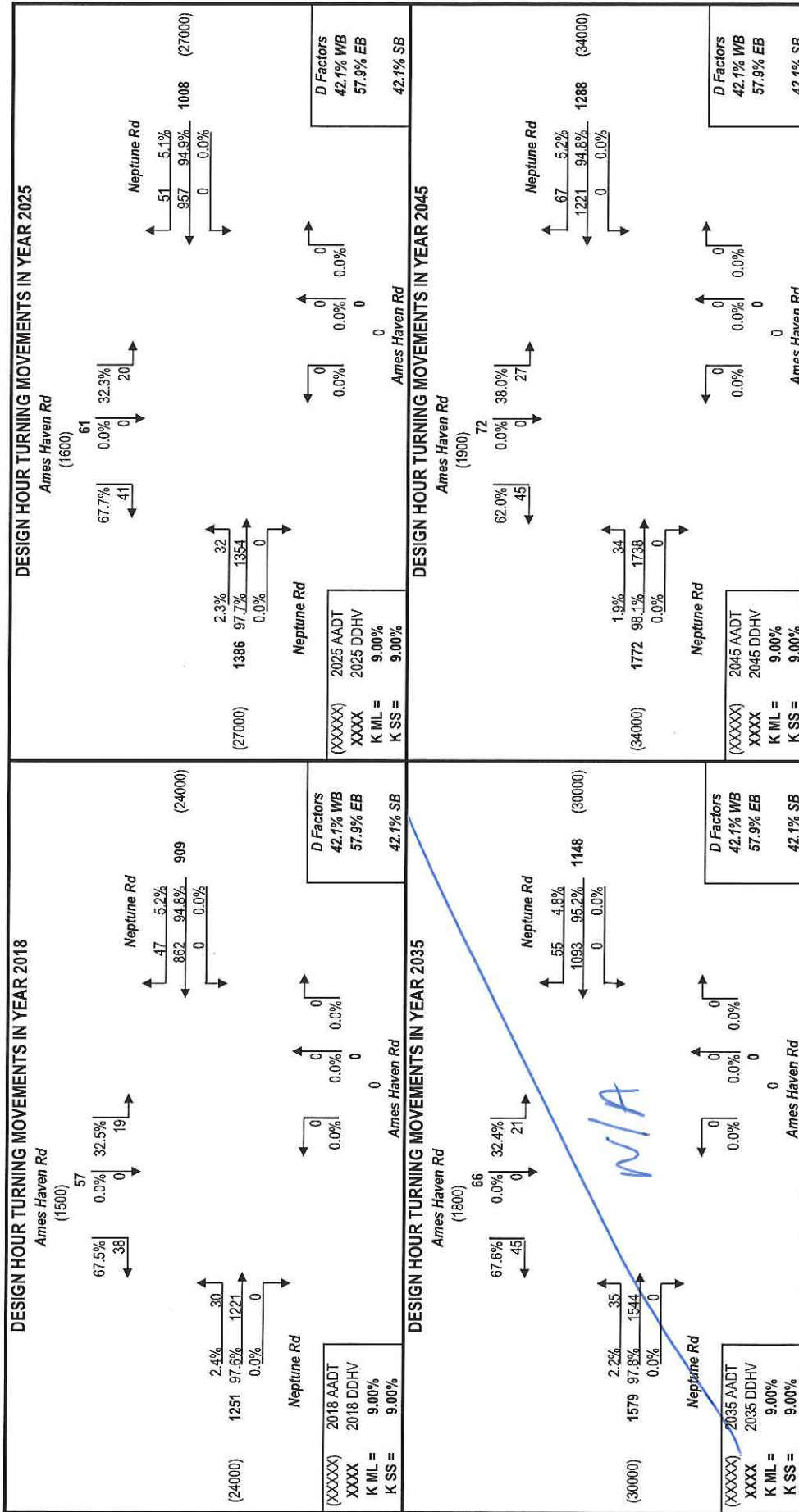
Year	Manual Adjustments
2018	EBT Improve balance with adjacent intersection WBT Improve balance with adjacent intersection Other Not open to traffic or construction traffic
2025	EBL Based on trends & Cross Prairie Pkwy option WBL Improve balance with adjacent intersection WBT Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR
2045	EBL Based on trends & Cross Prairie Pkwy option EBT Improve balance with adjacent intersection WBL Improve balance with adjacent intersection WBT Improve balance with adjacent intersection SBR Based on trends and balance with Partin Settlement SBR



# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Henry Partin Rd



# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Ames Haven Rd

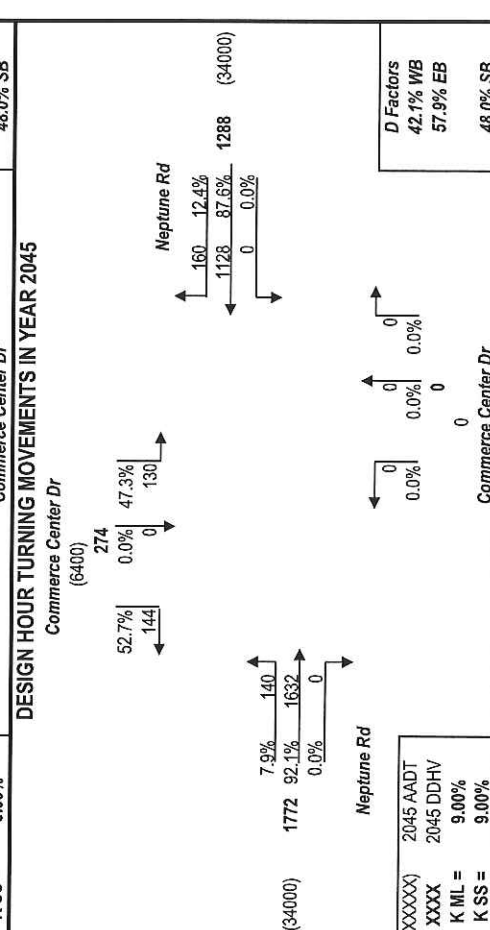
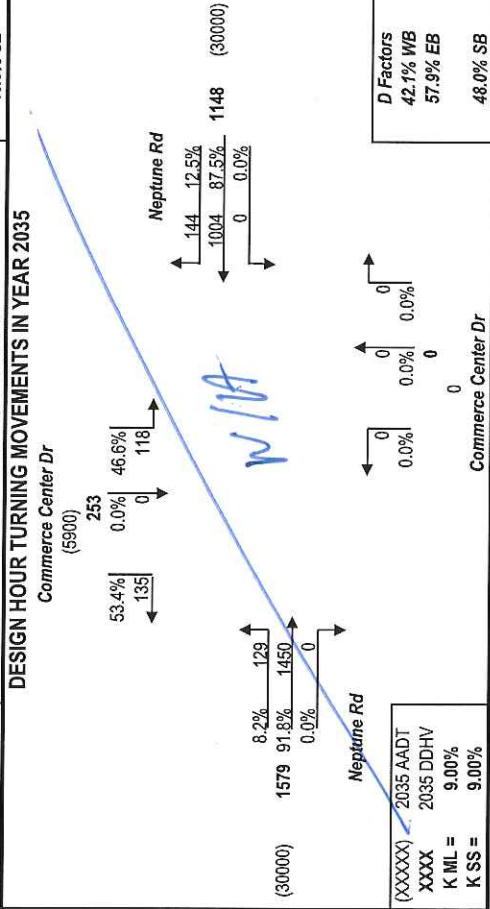
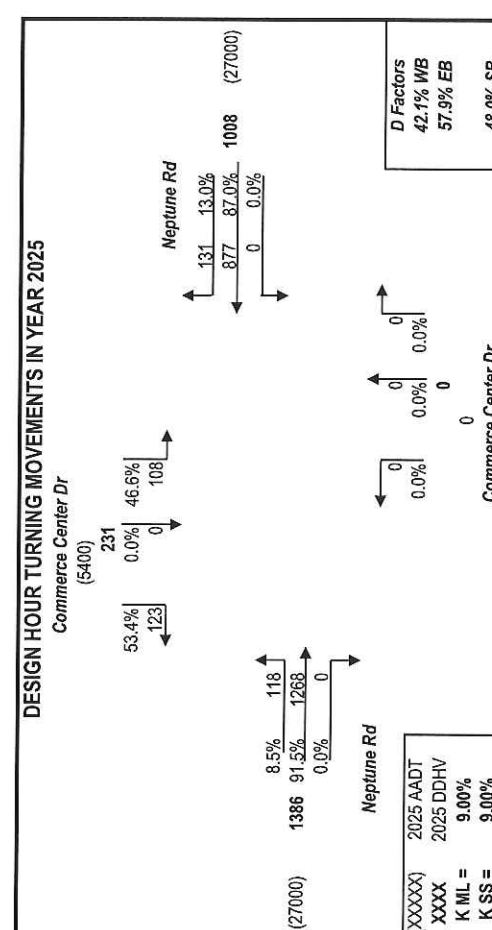
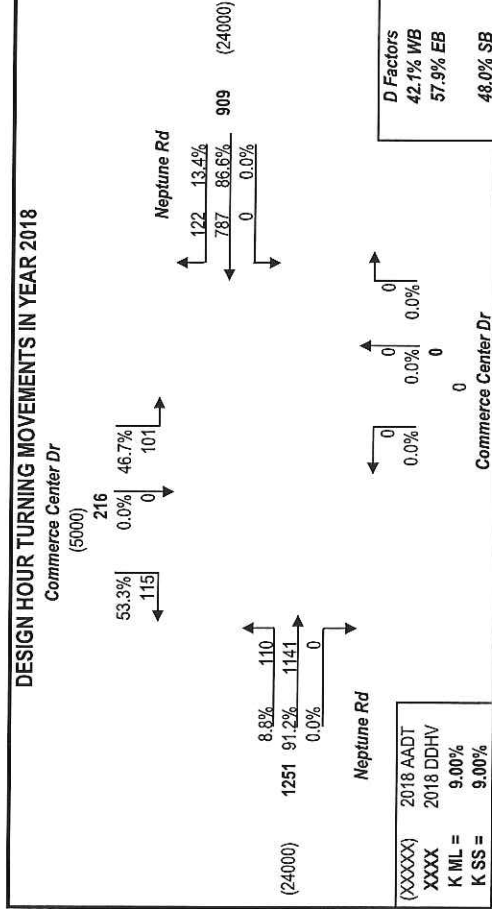


# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Tohoqua Entrance - Neptune Middle School Entrance

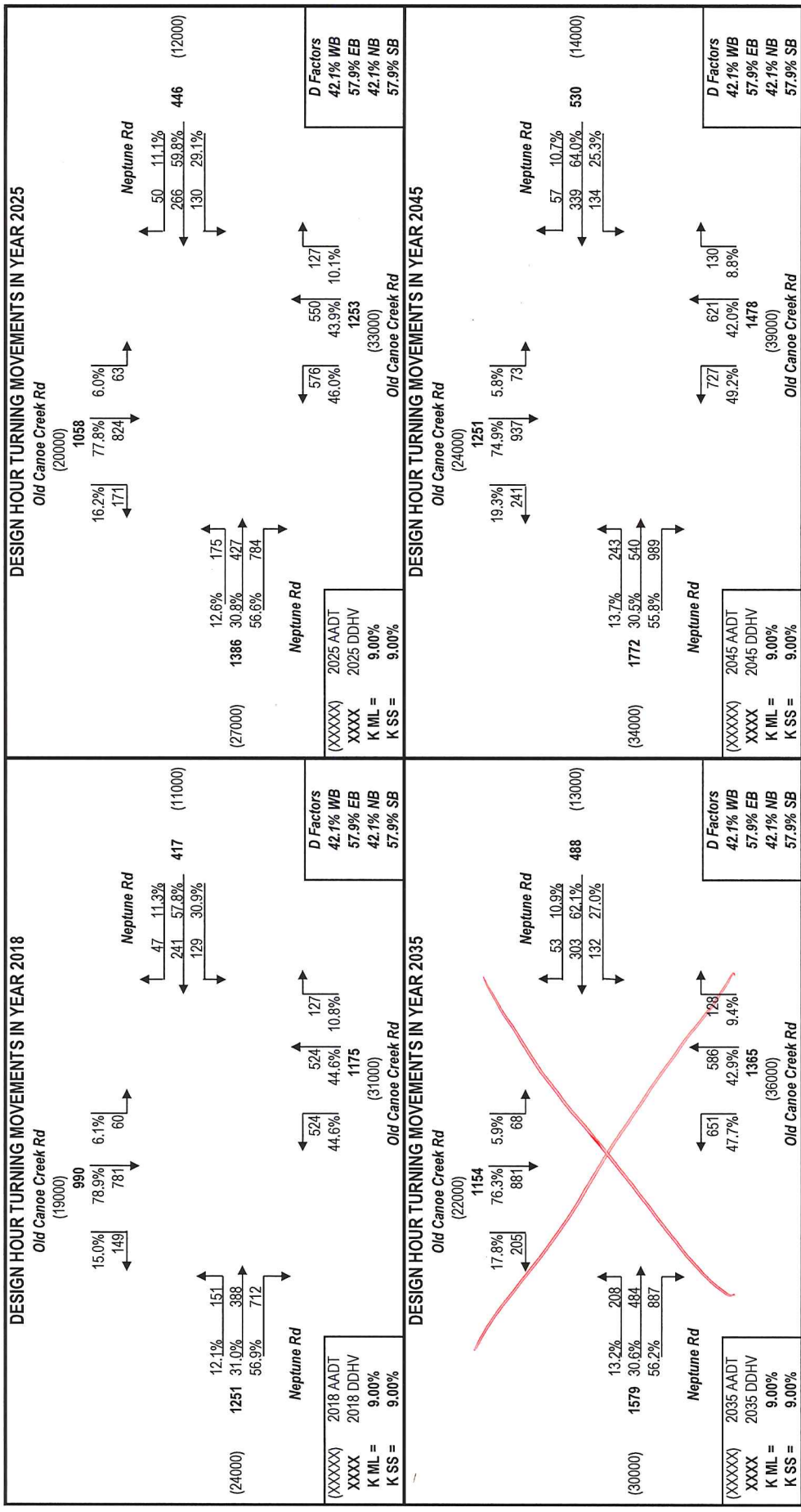
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018	DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025
<p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran (2900)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>149</p> <p>57.3%   85</p> <p>2.1%   40.6%   60</p> <p>4   78</p> </div> <div style="text-align: center;"> <p>119</p> <p>Neptune Rd</p> <p>70 7.7%</p> <p>838 92.2%   909 (24000)</p> <p>1 0.1%</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>3.1%   39</p> <p>1251 96.8%   1211</p> <p>0.1%   1</p> </div> <div style="text-align: center;"> <p>63</p> <p>Neptune Rd</p> <p>1579 74.2%   1172</p> <p>25.2%   398</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>2</p> <p>48.9%   1</p> <p>26.0%   25.1%</p> <p>4   1</p> </div> <div style="text-align: center;"> <p>110</p> <p>Neptune Rd</p> <p>48 15.8%   35.7%</p> <p>307 (8100)</p> </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(100)</p> <p style="text-align: center;">D Factors</p> <p style="text-align: center;">42.1% WB</p> <p style="text-align: center;">57.9% EB</p> <p style="text-align: center;">42.1% NB</p> <p style="text-align: center;">57.9% SB</p> </div>	<p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran (2900)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>152</p> <p>11.8%   18</p> <p>76.2%   12.0%   18</p> <p>27   26</p> </div> <div style="text-align: center;"> <p>152</p> <p>Neptune Rd</p> <p>42 4.2%</p> <p>816 80.9%   1008 (27000)</p> <p>150 14.9%</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>1.2%   17</p> <p>1386 88.2%   1222</p> <p>10.6%   147</p> </div> <div style="text-align: center;"> <p>41</p> <p>Neptune Rd</p> <p>149 48.5%   110</p> <p>15.8%   35.7%</p> <p>307 (8100)</p> </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(8100)</p> <p style="text-align: center;">D Factors</p> <p style="text-align: center;">42.1% WB</p> <p style="text-align: center;">57.9% EB</p> <p style="text-align: center;">42.1% NB</p> <p style="text-align: center;">57.9% SB</p> </div>
<p style="text-align: center;">DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran (3000)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>157</p> <p>4.4%   7</p> <p>90.6%   5.0%   8</p> <p>142</p> </div> <div style="text-align: center;"> <p>1148</p> <p>Neptune Rd</p> <p>23 2.0%</p> <p>707 61.6%   1148 (30000)</p> <p>418 36.4%</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>0.6%   9</p> <p>1579 74.2%   1172</p> <p>25.2%   398</p> </div> <div style="text-align: center;"> <p>162</p> <p>Neptune Rd</p> <p>14 1.1%</p> <p>599 46.5%   1288 (34000)</p> <p>675 52.4%</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>364</p> <p>49.1%   75</p> <p>10.1%   40.8%</p> <p>741</p> </div> <div style="text-align: center;"> <p>302</p> <p>Neptune Rd</p> <p>86 7.3%   43.9%</p> <p>1175 (31000)</p> </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(20000)</p> <p style="text-align: center;">D Factors</p> <p style="text-align: center;">42.1% WB</p> <p style="text-align: center;">57.9% EB</p> <p style="text-align: center;">42.1% NB</p> <p style="text-align: center;">57.9% SB</p> </div>	<p style="text-align: center;">DESIGN HOUR TURNING MOVEMENTS IN YEAR 2045</p> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran (3100)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>162</p> <p>2.4%   4</p> <p>94.6%   3.0%   5</p> <p>153</p> </div> <div style="text-align: center;"> <p>29</p> <p>Neptune Rd</p> <p>14 1.1%</p> <p>599 46.5%   1288 (34000)</p> <p>675 52.4%</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;"> <p>0.3%   5</p> <p>1772 62.3%   1104</p> <p>37.4%   663</p> </div> <div style="text-align: center;"> <p>23</p> <p>Neptune Rd</p> <p>573 48.8%   86</p> <p>7.3%   43.9%</p> <p>1175 (31000)</p> </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">hoqua Entrance - Neptune Middle School Entran</p> <p style="text-align: center;">(31000)</p> <p style="text-align: center;">D Factors</p> <p style="text-align: center;">42.1% WB</p> <p style="text-align: center;">57.9% EB</p> <p style="text-align: center;">42.1% NB</p> <p style="text-align: center;">57.9% SB</p> </div>

Manual Adjustments	Manual Adjustments
<p>2018 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>	<p>2025 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>
<p>2045 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>	<p>2045 EBL Based on change in teacher and bus access WBR Based on change in teacher and bus access SBL Based on change in teacher and bus access SBR Based on change in teacher and bus access</p>

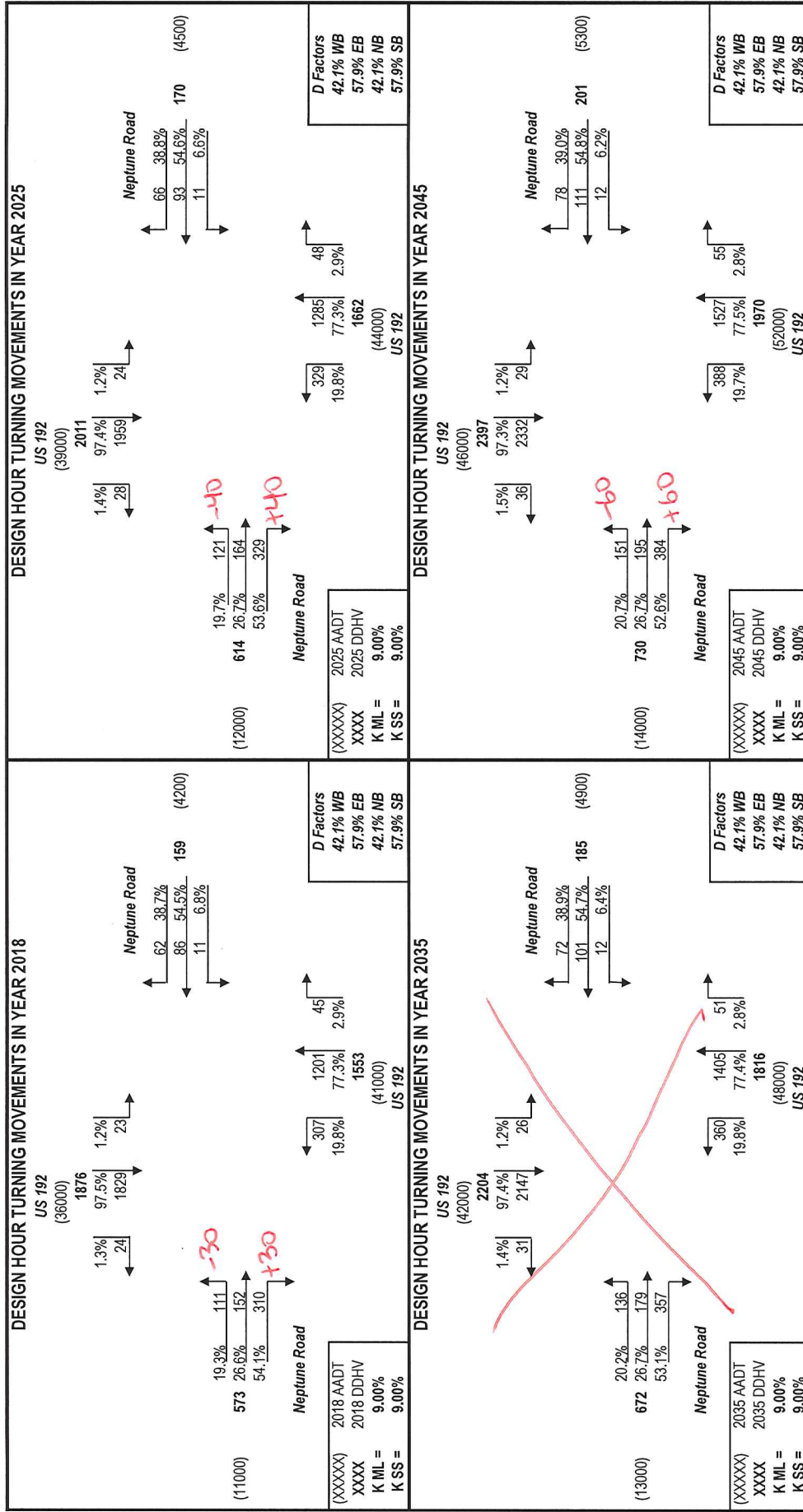
# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Commerce Center Dr



# PM BUILD PROJECT TRAFFIC FOR Neptune Rd AT Old Canoe Creek Rd



# PM BUILD PROJECT TRAFFIC FOR Neptune Road AT US 192



Year	Manual Adjustments	Manual Adjustments
2018	EBL Based on counts EBR Based on counts	
2025	EBL Based on counts and trend EBR Based on counts and trend	
2045	EBL Based on counts and trend EBR Based on counts and trend	

# **APPENDIX E**

Signal Timing Sheets

Neptune @ Partin Settlement

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>Min Grn</b>	8	15	6	5	6	15	6	5
<b>Pass/10</b>	25	35	45	20	20	35	20	20
<b>Max 1</b>	40	65	40	30	25	65	30	40
<b>Yel/10</b>	34	44	48	44	34	44	48	44
<b>Red/10</b>	20	28	20	20	20	28	20	20
<b>Walk</b>		7		7		7		7
<b>Ped Clr</b>		22		21		19		21

**Coordination**

1/1/1 OF = 60 06:00-08:00	30	100	40	30	30	100	40	30
3/1/1 OF = 0 16:30-18:00	30	85	40	25	30	85	25	40



Neptune @ Old Canoe Creek

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>Min Grn</b>	10	15	10	15	10	15	10	15
<b>Pass/10</b>	30	30	25	30	25	30	25	30
<b>Max 1</b>	52	70	20	55	30	70	20	55
<b>Yel/10</b>	48	48	45	45	48	48	45	45
<b>Red/10</b>	20	20	20	20	20	20	20	20
<b>Walk</b>		7		7		7		7
<b>Ped Clr</b>		26		22		26		22

Neptune @ Cross Prairie

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>Min Grn</b>		20		8	5	20		
<b>Veh Ext</b>		3.5		3	2.5	3.5		
<b>Max 1</b>		75		25	12	75		
<b>Walk</b>				7		7		
<b>Ped Clr</b>				28		28		
<b>Yel</b>		5.1		4.4	5.1	5.1		
<b>Red Clr</b>		2		2	2	2		

**Coordination**

Pattern 1 OF = 20 06:00-08:30	100		40	15	85		
Pattern 8 OF = 0 8:30-16:00	60		30	15	45		
Pattern 16 OF = 150 16:00-18:00	150		30	15	135		
Pattern 18 OF = 30 18:00-21:00	70		30	15	55		





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

Neptune @ Middle School - Neptune @ Middle School - Econolite Type - Cobalt

#### Coordination Options

##### Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

##### Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

##### Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

### Osceola County

Neptune @ Middle School - Neptune @ Middle School - Econolite Type - Cobalt

#### Coordination Pattern Data

##### Pattern Data (MM)3-2

##### Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	200	Std (COS)	111	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	1		
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	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	30	120	20	30	15	135	20	30	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

##### 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 Sum | 200s | 200s | 0s | 0s

**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		X				X										
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

**Pattern - 8**

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits in	Seconds
Cycle	180	Std (COS)	132	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	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	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	15	95	35	35	15	95	35	35	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	180s	180s	0s	0s

Misc. Data			
Veh. Permissive 1	0	Veh. Permissive 2	0
Split Demand Pat 1	0	Split Demand Pat 2	0
		Veh. Permissive 2 Disp.	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 - 16**

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits in	Seconds
Cycle	180	Std (COS)	114	Offsets in	Seconds
Offset Value	147s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	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	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	30	100	20	30	30	100	20	30	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	180s	180s	0s	0s

Misc. Data			
Veh. Permissive 1	0	Veh. Permissive 2	0
Split Demand Pat 1	0	Split Demand Pat 2	0
		Veh. Permissive 2 Disp.	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		X				X										
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

**Pattern - 18**

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits in	Seconds
Cycle	100	Std (COS)	134	Offsets in	Seconds
Offset Value	7s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	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	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	15	50	15	20	15	50	15	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	100s	100s	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**

Neptune @ Middle School - Neptune @ Middle School - Econolite Type - Cobalt

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

**Action Plan - 1 - "1"**

Pattern	1	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 - 8 - "8"**

Pattern	8	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 - 16 - "16"**

Pattern	16	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 - 18 - "18"**

Pattern	18	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																

**Osceola County**

Neptune @ Middle School - Neptune @ Middle School - Econolite Type - Cobalt

**Time Base Day Plan/Schedule  
Day Plan (MM)5-3**

**Day Plan - 1 - "1"**

Event	Action Plan	Start Time
1	1	6:00 AM
2	8	8:30 AM
3	16	4:00 PM
4	18	6:00 PM
5	100	9:00 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	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
	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
	X	X	X	X	X	X	X	X	X	X	X
	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>		
	X	X	X	X	X	X	X	X	X		

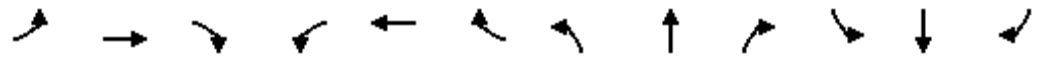
## **APPENDIX F**

Synchro Outputs

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Existing (2018) AM Peak Hour

01/13/2020

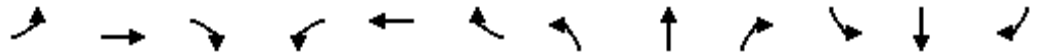


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	351	605	5	4	1033	17	8	11	2	91	5	487
Future Volume (vph)	351	605	5	4	1033	17	8	11	2	91	5	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998			0.979				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1770	3536	0	1770	3532	0	1770	1824	0	0	1779	1583
Flt Permitted	0.086			0.400			0.950				0.955	
Satd. Flow (perm)	160	3536	0	745	3532	0	1770	1824	0	0	1779	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			2				430
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	382	658	5	4	1123	18	9	12	2	99	5	529
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	663	0	4	1141	0	9	14	0	0	104	529
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.4	36.2		13.4	33.2		29.4	29.4		29.4	29.4	29.4
Total Split (s)	30.0	100.0		30.0	100.0		40.0	40.0		30.0	30.0	30.0
Total Split (%)	15.0%	50.0%		15.0%	50.0%		20.0%	20.0%		15.0%	15.0%	15.0%
Maximum Green (s)	24.6	92.8		24.6	92.8		33.6	33.6		23.6	23.6	23.6
Yellow Time (s)	3.4	4.4		3.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.4	7.2		5.4	7.2		6.4	6.4		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		22.0			19.0		16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	98.6	94.3		76.5	66.7		33.7	33.7			20.1	20.1
Actuated g/C Ratio	0.58	0.55		0.45	0.39		0.20	0.20			0.12	0.12
v/c Ratio	1.18	0.34		0.01	0.83		0.03	0.04			0.50	0.94
Control Delay	147.4	22.4		17.2	53.0		59.6	53.5			79.7	39.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	147.4	22.4		17.2	53.0		59.6	53.5			79.7	39.4

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Existing (2018) AM Peak Hour

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		B	D		E	D			E	D
Approach Delay		68.1			52.9			55.9			46.0	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	~434	212		2	623		8	11			108	118
Queue Length 95th (ft)	#706	302		8	712		29	36			189	#367
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	325	1954		555	1927		349	361			246	590
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.18	0.34		0.01	0.59		0.03	0.04			0.42	0.90

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 170.6  
 Natural Cycle: 140  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 57.0  
 Intersection LOS: E  
 Intersection Capacity Utilization 80.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

























Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
 7: Cross Prairie Pkwy & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	766	0	0	973	0	0	0	0	0	0	0
Future Volume (vph)	0	766	0	0	973	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1863	1863	1863	1863	1863	1863	3539	0	1863	3539	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	1863	1863	1863	1863	1863	3539	0	1863	3539	0
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		368			3154			2229			935	
Travel Time (s)		5.0			43.0			50.7			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	833	0	0	1058	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	833	0	0	1058	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.5%
	ICU Level of Service A
Analysis Period (min)	15



HCM 6th TWSC  
7: Cross Prairie Pkwy & # Neptune Rd

Existing (2018) AM Peak Hour  
01/13/2020

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↑↓		↙	↑↓	
Traffic Vol, veh/h	0	766	0	0	973	0	0	0	0	0	0	0
Future Vol, veh/h	0	766	0	0	973	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	150	-	-	0	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	833	0	0	1058	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1058	0	0	833	0	0	1891	1891	833	1891	1891	1058
Stage 1	-	-	-	-	-	-	833	833	-	1058	1058	-
Stage 2	-	-	-	-	-	-	1058	1058	-	833	833	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	658	-	-	800	-	-	53	70	369	53	70	273
Stage 1	-	-	-	-	-	-	363	384	-	272	301	-
Stage 2	-	-	-	-	-	-	272	301	-	363	384	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	658	-	-	800	-	-	53	70	369	53	70	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	70	-	53	70	-
Stage 1	-	-	-	-	-	-	363	384	-	272	301	-
Stage 2	-	-	-	-	-	-	272	301	-	363	384	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	-	-	658	-	-	800	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	0	0	-	-	0	-	-	0	0	0
HCM Lane LOS	A	A	A	A	-	-	A	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-	-	0	-	-	-	-	-

Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	696	11	14	959	19	13
Future Volume (vph)	696	11	14	959	19	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	757	12	15	1042	21	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	12	15	1042	21	14
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.5%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	696	11	14	959	19	13
Future Vol, veh/h	696	11	14	959	19	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	757	12	15	1042	21	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	769	0	1829
Stage 1	-	-	-	-	757
Stage 2	-	-	-	-	1072
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	845	-	84
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	329
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	845	-	82
Mov Cap-2 Maneuver	-	-	-	-	82
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	323

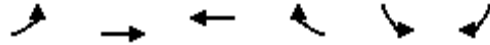
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	82	408	-	-	845	-
HCM Lane V/C Ratio	0.252	0.035	-	-	0.018	-
HCM Control Delay (s)	63.1	14.1	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Existing (2018) AM Peak Hour

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	23	691	945	38	32	47
Future Volume (vph)	23	691	945	38	32	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1859	1853	0	1679	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1859	1853	0	1679	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	751	1027	41	35	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	776	1068	0	86	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.3%
Analysis Period (min)	15
	ICU Level of Service C

**Intersection**

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	23	691	945	38	32	47
Future Vol, veh/h	23	691	945	38	32	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	751	1027	41	35	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1068	0	0 1849 1048
Stage 1	-	-	- 1048 -
Stage 2	-	-	- 801 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	653	-	- 82 277
Stage 1	-	-	- 338 -
Stage 2	-	-	- 442 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	653	-	- 77 277
Mov Cap-2 Maneuver	-	-	- 77 -
Stage 1	-	-	- 316 -
Stage 2	-	-	- 442 -

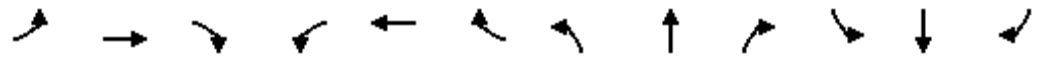
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	69.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	653	-	-	-	135
HCM Lane V/C Ratio	0.038	-	-	-	0.636
HCM Control Delay (s)	10.7	0	-	-	69.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.4

Lanes, Volumes, Timings  
 17: Tohoqua/Neptune Middle School & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

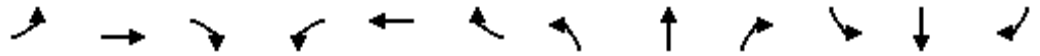


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	654	1	2	909	101	2	0	2	40	0	55
Future Volume (vph)	69	654	1	2	909	101	2	0	2	40	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1583	0	1770	1583	0
Flt Permitted	0.084			0.295			0.718			0.567		
Satd. Flow (perm)	156	1863	1583	550	1863	1583	1337	1583	0	1056	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			110		414			351	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1523			1052			564			290	
Travel Time (s)		20.8			14.3			12.8			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	711	1	2	988	110	2	0	2	43	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	711	1	2	988	110	2	2	0	43	60	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	56.0	56.0	5.0	36.0	36.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	12.1	63.1	63.1	12.1	43.1	43.1	11.2	29.7		11.2	29.2	
Total Split (s)	15.0	84.0	84.0	42.0	111.0	111.0	30.0	30.0		24.0	24.0	
Total Split (%)	8.3%	46.7%	46.7%	23.3%	61.7%	61.7%	16.7%	16.7%		13.3%	13.3%	
Maximum Green (s)	7.9	76.9	76.9	34.9	103.9	103.9	23.8	25.3		17.8	17.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	3.7	3.7		3.7	3.7	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	1.0		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	6.2	4.7		6.2	6.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.5	3.5		3.0	3.5	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		18.0			16.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	117.9	116.4	116.4	109.7	104.1	104.1	25.2	25.4		33.0	33.0	
Actuated g/C Ratio	0.70	0.69	0.69	0.65	0.62	0.62	0.15	0.15		0.20	0.20	
v/c Ratio	0.41	0.55	0.00	0.01	0.86	0.11	0.01	0.00		0.17	0.10	
Control Delay	15.8	17.0	0.0	9.0	37.2	2.6	65.5	0.0		60.3	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.8	17.0	0.0	9.0	37.2	2.6	65.5	0.0		60.3	0.3	

Lanes, Volumes, Timings  
 17: Tohoqua/Neptune Middle School & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

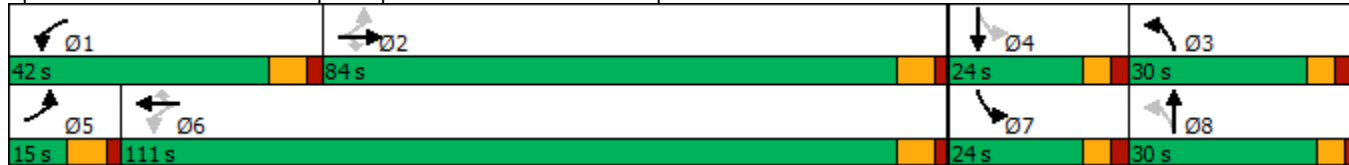


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	A	D	A	E	A		E	A	
Approach Delay		16.8			33.6			32.8			25.4	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	26	375	0	1	905	0	2	0		39	0	
Queue Length 95th (ft)	48	645	0	4	1224	28	12	0		89	0	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	184	1282	1133	639	1146	1016	368	589		281	591	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.55	0.00	0.00	0.86	0.11	0.01	0.00		0.15	0.10	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 169.1  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 77.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

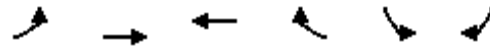
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Existing (2018) AM Peak Hour

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	648	862	111	64	118
Future Volume (vph)	59	648	862	111	64	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			1	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		50	40		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		16.1	11.3		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	704	937	121	70	128
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	704	937	121	70	128
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.3%
ICU Level of Service	B
Analysis Period (min)	15



Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↗	↖	↖	↖
Traffic Vol, veh/h	59	648	862	111	64	118
Future Vol, veh/h	59	648	862	111	64	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	380	-	-	350	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	704	937	121	70	128

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1058	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	658	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	658	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	66.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	658	-	-	-	83	321
HCM Lane V/C Ratio	0.097	-	-	-	0.838	0.4
HCM Control Delay (s)	11.1	-	-	-	144.9	23.5
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	4.3	1.9

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

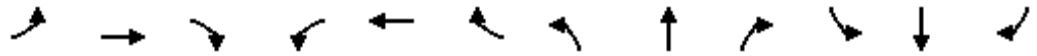


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	209	458	139	279	28	671	598	87	27	415	118
Future Volume (vph)	140	209	458	139	279	28	671	598	87	27	415	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		260	0		0	275		0	250		0
Storage Lanes	2		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.981			0.967
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3472	0	1770	3422	0
Flt Permitted	0.478			0.607			0.197			0.177		
Satd. Flow (perm)	890	3539	1583	1131	1863	1583	367	3472	0	330	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			483			92		8			17	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		754			419			442			1221	
Travel Time (s)		12.9			7.1			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	227	498	151	303	30	729	650	95	29	451	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	227	498	151	303	30	729	745	0	29	579	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	15.0	10.0	15.0	15.0	4.0	15.0		10.0	15.0	
Minimum Split (s)	16.8	39.8	39.8	16.8	39.8	39.8	9.0	35.5		16.5	35.5	
Total Split (s)	55.0	70.0	70.0	55.0	70.0	70.0	20.0	55.0		20.0	55.0	
Total Split (%)	27.5%	35.0%	35.0%	27.5%	35.0%	35.0%	10.0%	27.5%		10.0%	27.5%	
Maximum Green (s)	48.2	63.2	63.2	48.2	63.2	63.2	15.0	48.5		13.5	48.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.0	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		26.0	26.0		26.0	26.0		22.0			22.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	76.0	63.5	63.5	76.7	63.8	63.8	54.7	41.5		44.3	34.3	
Actuated g/C Ratio	0.50	0.42	0.42	0.51	0.42	0.42	0.36	0.28		0.29	0.23	
v/c Ratio	0.29	0.15	0.53	0.24	0.39	0.04	2.67	0.78		0.15	0.73	
Control Delay	19.6	29.0	5.3	19.0	33.5	0.1	783.0	57.0		33.1	58.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	19.6	29.0	5.3	19.0	33.5	0.1	783.0	57.0		33.1	58.1	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Existing (2018) AM Peak Hour

01/13/2020

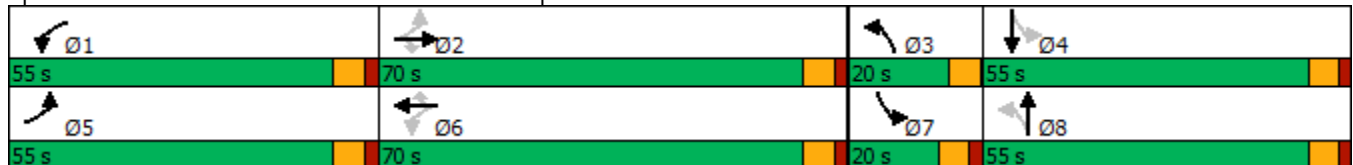


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C	A	B	C	A	F	E		C	E	
Approach Delay		13.9			26.9			416.1			56.9	
Approach LOS		B			C			F			E	
Queue Length 50th (ft)	72	72	9	71	205	0	~1122	365		18	272	
Queue Length 95th (ft)	127	118	96	127	329	0	#1468	456		43	349	
Internal Link Dist (ft)		674			339			362			1141	
Turn Bay Length (ft)	450		260				275			250		
Base Capacity (vph)	772	1488	945	828	787	722	273	1126		233	1116	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.20	0.15	0.53	0.18	0.39	0.04	2.67	0.66		0.12	0.52	

Intersection Summary

Area Type: Other  
 Cycle Length: 200  
 Actuated Cycle Length: 150.9  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 2.67  
 Intersection Signal Delay: 195.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 96.3%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Existing (2018) AM Peak Hour

01/13/2020

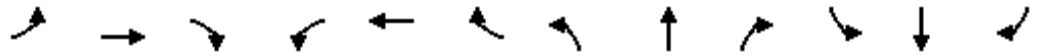


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	58	240	47	72	51	269	1368	25	41	918	102
Future Volume (vph)	26	58	240	47	72	51	269	1368	25	41	918	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850				0.850		0.997			0.985
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5070	0	1770	5009	0
Flt Permitted	0.706			0.644			0.950			0.950		
Satd. Flow (perm)	1315	1863	1583	1200	1863	1583	1770	5070	0	1770	5009	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			206		2				11
Link Speed (mph)		40			30			45				45
Link Distance (ft)		2179			251			943				1508
Travel Time (s)		37.1			5.7			14.3				22.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	63	261	51	78	55	292	1487	27	45	998	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	63	261	51	78	55	292	1514	0	45	1109	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.0	50.8		12.0	48.8	48.8	13.1	29.8		13.1	32.8	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	57.0	96.0		21.0	60.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	31.7%	53.3%		11.7%	33.3%	
Maximum Green (s)	18.0	40.2		8.0	30.2	30.2	48.9	89.2		12.9	53.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.0	3.8		3.0	3.8	3.8	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.8		7.0	7.8	7.8	8.1	6.8		8.1	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		36.0			34.0	34.0		16.0			19.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	26.2	18.8	62.0	30.3	20.8	20.8	35.1	117.1		10.0	89.1	
Actuated g/C Ratio	0.15	0.10	0.34	0.17	0.12	0.12	0.20	0.65		0.06	0.50	
v/c Ratio	0.13	0.32	0.43	0.22	0.36	0.15	0.85	0.46		0.46	0.45	
Control Delay	55.9	77.3	26.6	58.6	76.1	0.9	91.0	18.9		96.4	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.9	77.3	26.6	58.6	76.1	0.9	91.0	18.9		96.4	32.8	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Existing (2018) AM Peak Hour

01/13/2020

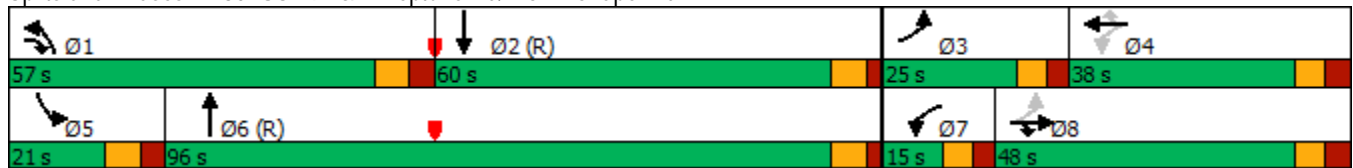


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	C	E	E	A	F	B		F	C	
Approach Delay		38.0			48.8			30.6			35.3	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	27	70	141	50	86	0	337	342		53	314	
Queue Length 95th (ft)	54	118	194	87	139	0	428	469		99	441	
Internal Link Dist (ft)		2099			171			863			1428	
Turn Bay Length (ft)	80		50	225		75	300			250		
Base Capacity (vph)	297	416	726	234	312	437	480	3299		128	2486	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.15	0.36	0.22	0.25	0.13	0.61	0.46		0.35	0.45	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	100 (56%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	33.8
Intersection LOS:	C
Intersection Capacity Utilization:	63.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Existing (2018) PM Peak Hour

01/14/2020

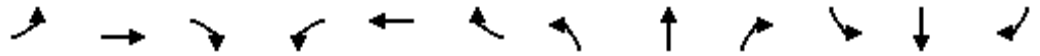


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	361	1394	21	6	903	76	13	4	2	92	3	482
Future Volume (vph)	361	1394	21	6	903	76	13	4	2	92	3	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.988			0.950				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1770	3532	0	1770	3497	0	1770	1770	0	0	1777	1583
Flt Permitted	0.093			0.080			0.950				0.954	
Satd. Flow (perm)	173	3532	0	149	3497	0	1770	1770	0	0	1777	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			6			2				472
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	392	1515	23	7	982	83	14	4	2	100	3	524
Shared Lane Traffic (%)												
Lane Group Flow (vph)	392	1538	0	7	1065	0	14	6	0	0	103	524
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.4	23.2		13.4	23.2		22.4	22.4		22.4	22.4	22.4
Total Split (s)	30.0	85.0		30.0	85.0		40.0	40.0		25.0	25.0	25.0
Total Split (%)	16.7%	47.2%		16.7%	47.2%		22.2%	22.2%		13.9%	13.9%	13.9%
Maximum Green (s)	24.6	77.8		24.6	77.8		33.6	33.6		18.6	18.6	18.6
Yellow Time (s)	3.4	4.4		3.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.4	7.2		5.4	7.2		6.4	6.4		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Act Effct Green (s)	87.9	83.6		65.7	55.9		33.8	33.8			15.0	15.0
Actuated g/C Ratio	0.57	0.54		0.42	0.36		0.22	0.22			0.10	0.10
v/c Ratio	1.11	0.81		0.05	0.84		0.04	0.02			0.60	0.91
Control Delay	121.0	34.1		17.2	52.2		53.2	45.3			83.6	29.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	121.0	34.1		17.2	52.2		53.2	45.3			83.6	29.5
LOS	F	C		B	D		D	D			F	C
Approach Delay		51.7			52.0			50.9			38.4	
Approach LOS		D			D			D			D	

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Existing (2018) PM Peak Hour

01/14/2020

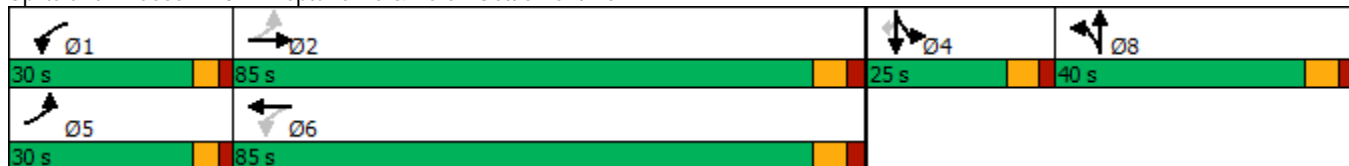


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~383	641		3	525		11	3			101	49
Queue Length 95th (ft)	#662	901		11	623		36	19			181	#268
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	353	1907		338	1768		386	387			214	606
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.11	0.81		0.02	0.60		0.04	0.02			0.48	0.86

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	154.9
Natural Cycle:	115
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	49.5
Intersection LOS:	D
Intersection Capacity Utilization:	78.1%
ICU Level of Service:	D
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	























Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Prairie Pkwy & # Neptune Rd

Existing (2018) PM Peak Hour

01/14/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1355	0	0	909	0	0	0	0	0	0	0
Future Volume (vph)	0	1355	0	0	909	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	1863	1863	1863	1863	1863	1863	3539	0	0	1863	0
Flt Permitted												
Satd. Flow (perm)	1863	1863	1863	1863	1863	1863	1863	3539	0	0	1863	0
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		368			3154			2229			935	
Travel Time (s)		5.0			43.0			50.7			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1473	0	0	988	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1473	0	0	988	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.6%
ICU Level of Service	D
Analysis Period (min)	15



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↑↔			↑	
Traffic Vol, veh/h	0	1355	0	0	909	0	0	0	0	0	0	0
Future Vol, veh/h	0	1355	0	0	909	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	150	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1473	0	0	988	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	988	0	0	1473	0	0	2461	2461	1473	-	2461	-
Stage 1	-	-	-	-	-	-	1473	1473	-	-	988	-
Stage 2	-	-	-	-	-	-	988	988	-	-	1473	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	-	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	-	4.018	-
Pot Cap-1 Maneuver	699	-	-	458	-	-	21	30	156	0	30	0
Stage 1	-	-	-	-	-	-	158	191	-	0	325	0
Stage 2	-	-	-	-	-	-	297	325	-	0	191	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	699	-	-	458	-	-	21	30	156	-	30	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	30	-	-	30	-
Stage 1	-	-	-	-	-	-	158	191	-	-	325	-
Stage 2	-	-	-	-	-	-	297	325	-	-	191	-

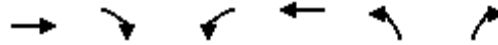
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	699	-	-	458	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0	-	-	0	-	-	-

Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Existing (2018) PM Peak Hour

01/14/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	1228	23	20	889	15	15
Future Volume (vph)	1228	23	20	889	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1335	25	22	966	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1335	25	22	966	16	16
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.6%
ICU Level of Service	D
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1228	23	20	889	15	15
Future Vol, veh/h	1228	23	20	889	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1335	25	22	966	16	16

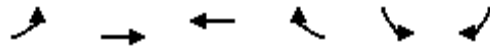
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1360	0	2345	1335
Stage 1	-	-	-	-	1335	-
Stage 2	-	-	-	-	1010	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	505	-	40	188
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	505	-	38	188
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	91.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	38	188	-	-	505	-
HCM Lane V/C Ratio	0.429	0.087	-	-	0.043	-
HCM Control Delay (s)	157.8	26	-	-	12.4	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Existing (2018) PM Peak Hour  
 01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	29	1222	862	48	18	39
Future Volume (vph)	29	1222	862	48	18	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.909	
Flt Protected		0.999			0.984	
Satd. Flow (prot)	0	1861	1850	0	1666	0
Flt Permitted		0.999			0.984	
Satd. Flow (perm)	0	1861	1850	0	1666	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	1328	937	52	20	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1360	989	0	62	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	97.7%
Analysis Period (min)	15
	ICU Level of Service F

**Intersection**

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	29	1222	862	48	18	39
Future Vol, veh/h	29	1222	862	48	18	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	1328	937	52	20	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	989	0	-	0	2355 963
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	1392 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	699	-	-	-	39 310
Stage 1	-	-	-	-	370 -
Stage 2	-	-	-	-	230 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	699	-	-	-	32 310
Mov Cap-2 Maneuver	-	-	-	-	32 -
Stage 1	-	-	-	-	305 -
Stage 2	-	-	-	-	230 -

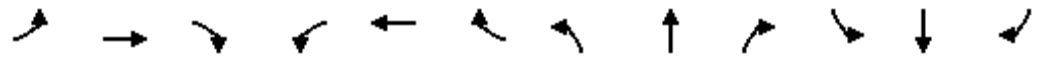
Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	124.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	699	-	-	-	83
HCM Lane V/C Ratio	0.045	-	-	-	0.746
HCM Control Delay (s)	10.4	0	-	-	124.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.7

Lanes, Volumes, Timings  
 17: Tohoqua/Neptune Middle School & # Neptune Rd

Existing (2018) PM Peak Hour

01/14/2020

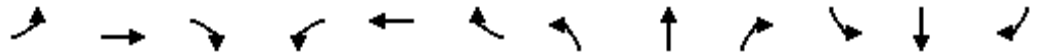


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	
Traffic Volume (vph)	39	1211	1	1	838	119	2	1	1	78	4	94
Future Volume (vph)	39	1211	1	1	838	119	2	1	1	78	4	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.925			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1723	0	1770	1595	0
Flt Permitted	0.186			0.034			0.689			0.627		
Satd. Flow (perm)	346	1863	1583	63	1863	1583	1283	1723	0	1168	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			129		1			102	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1523			1052			564			290	
Travel Time (s)		20.8			14.3			12.8			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	1316	1	1	911	129	2	1	1	85	4	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1316	1	1	911	129	2	2	0	85	106	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0		9.0	20.0	
Total Split (s)	20.0	125.0	125.0	20.0	125.0	125.0	15.0	20.0		15.0	20.0	
Total Split (%)	11.1%	69.4%	69.4%	11.1%	69.4%	69.4%	8.3%	11.1%		8.3%	11.1%	
Maximum Green (s)	16.0	121.0	121.0	16.0	121.0	121.0	11.0	16.0		11.0	16.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	122.5	121.1	121.1	118.9	114.5	114.5	21.7	16.0		30.4	28.4	
Actuated g/C Ratio	0.76	0.75	0.75	0.74	0.71	0.71	0.13	0.10		0.19	0.18	
v/c Ratio	0.13	0.94	0.00	0.01	0.69	0.11	0.01	0.01		0.33	0.29	
Control Delay	5.6	32.0	0.0	5.0	17.4	1.4	55.0	56.5		60.3	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.6	32.0	0.0	5.0	17.4	1.4	55.0	56.5		60.3	13.8	

Lanes, Volumes, Timings  
 17: Tohoqua/Neptune Middle School & # Neptune Rd

Existing (2018) PM Peak Hour

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	C	A	A	B	A	D	E		E		B
Approach Delay		31.1			15.4			55.8			34.5	
Approach LOS		C			B			E			C	
Queue Length 50th (ft)	10	1029	0	0	537	0	2	1		76	3	
Queue Length 95th (ft)	20	#1766	0	2	705	21	11	11		140	66	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	405	1398	1202	217	1398	1220	247	172		260	365	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.94	0.00	0.00	0.65	0.11	0.01	0.01		0.33	0.29	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 161.3  
 Natural Cycle: 140  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 25.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.4%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

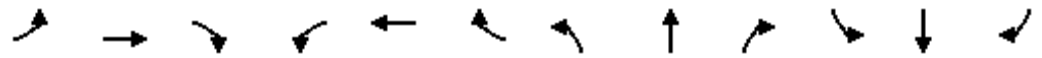
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd

Ø1	Ø2	Ø3	Ø4
20 s	125 s	15 s	20 s
Ø5	Ø6	Ø7	Ø8
20 s	125 s	15 s	20 s

Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Existing (2018) PM Peak Hour

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1141	0	0	787	122	0	0	0	101	0	115
Future Volume (vph)	110	1141	0	0	787	122	0	0	0	101	0	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	0		350	0		0	0		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	0	0	1770	0	1583
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	0	0	1770	0	1583
Link Speed (mph)		50			40			30				30
Link Distance (ft)		1181			661			398				1251
Travel Time (s)		16.1			11.3			9.0				28.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	1240	0	0	855	133	0	0	0	110	0	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	1240	0	0	855	133	0	0	0	110	0	125
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.3%
ICU Level of Service	C
Analysis Period (min)	15



Intersection												
Int Delay, s/veh	56.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗				↖		↗
Traffic Vol, veh/h	110	1141	0	0	787	122	0	0	0	101	0	115
Future Vol, veh/h	110	1141	0	0	787	122	0	0	0	101	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	-	-	-	350	-	-	-	0	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	1240	0	0	855	133	0	0	0	110	0	125

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	988	0	-	-	-	0		2335	-	855
Stage 1	-	-	-	-	-	-		855	-	-
Stage 2	-	-	-	-	-	-		1480	-	-
Critical Hdwy	4.12	-	-	-	-	-		6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-		3.518	-	3.318
Pot Cap-1 Maneuver	699	-	0	0	-	-		~ 40	0	358
Stage 1	-	-	0	0	-	-		417	0	-
Stage 2	-	-	0	0	-	-		209	0	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	699	-	-	-	-	-		~ 33	0	358
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 33	0	-
Stage 1	-	-	-	-	-	-		345	0	-
Stage 2	-	-	-	-	-	-		209	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	\$ 618.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	699	-	-	-	33	358
HCM Lane V/C Ratio	0.171	-	-	-	3.327	0.349
HCM Control Delay (s)	11.2	-	-	-	\$ 1299	20.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.6	-	-	-	12.8	1.5

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Existing (2018) PM Peak Hour

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	388	712	129	241	47	524	524	127	60	781	149
Future Volume (vph)	151	388	712	129	241	47	524	524	127	60	781	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	0		0	275		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.971			0.976
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3437	0	1770	3454	0
Flt Permitted	0.399			0.283			0.071			0.382		
Satd. Flow (perm)	743	3539	1583	527	1863	1583	132	3437	0	712	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			515			143		17			12	
Link Speed (mph)		40			35			45			45	
Link Distance (ft)		508			407			442			1221	
Travel Time (s)		8.7			7.9			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	422	774	140	262	51	570	570	138	65	849	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	422	774	140	262	51	570	708	0	65	1011	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	15.0	10.0	15.0	15.0	10.0	15.0		10.0	15.0	
Minimum Split (s)	16.8	21.8	21.8	16.8	21.8	21.8	16.8	21.5		16.5	21.5	
Total Split (s)	17.0	41.0	41.0	24.0	48.0	48.0	59.0	64.0		51.0	56.0	
Total Split (%)	9.4%	22.8%	22.8%	13.3%	26.7%	26.7%	32.8%	35.6%		28.3%	31.1%	
Maximum Green (s)	10.2	34.2	34.2	17.2	41.2	41.2	52.2	57.5		44.5	49.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Act Effct Green (s)	46.7	36.5	36.5	56.0	41.2	41.2	108.2	92.0		59.5	49.5	
Actuated g/C Ratio	0.26	0.20	0.20	0.31	0.23	0.23	0.60	0.51		0.33	0.28	
v/c Ratio	0.66	0.59	1.06	0.52	0.62	0.11	1.03	0.40		0.22	1.06	
Control Delay	63.3	69.3	71.3	52.4	69.5	0.5	97.7	27.2		24.1	104.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.3	69.3	71.3	52.4	69.5	0.5	97.7	27.2		24.1	104.9	
LOS	E	E	E	D	E	A	F	C		C	F	
Approach Delay		69.7			56.4			58.6			100.0	
Approach LOS		E			E			E			F	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Existing (2018) PM Peak Hour  
 01/14/2020

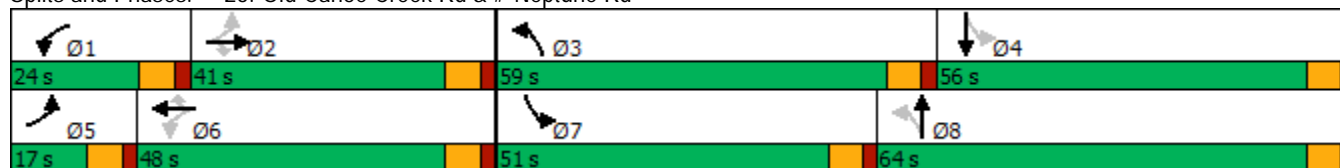


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	145	242	~490	122	281	0	-665	260		31	~679	
Queue Length 95th (ft)	215	308	#760	185	388	0	#915	313		54	#822	
Internal Link Dist (ft)		428			327			362			1141	
Turn Bay Length (ft)	260		260				275			250		
Base Capacity (vph)	250	717	731	289	426	472	554	1764		633	958	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.66	0.59	1.06	0.48	0.62	0.11	1.03	0.40		0.10	1.06	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.06  
 Intersection Signal Delay: 72.7  
 Intersection LOS: E  
 Intersection Capacity Utilization 98.6%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

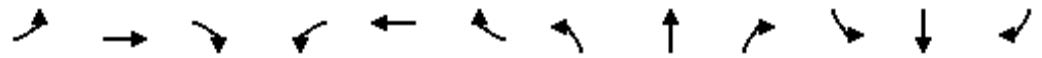
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Existing (2018) PM Peak Hour

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	152	340	11	86	62	307	1201	45	23	1829	24
Future Volume (vph)	81	152	340	11	86	62	307	1201	45	23	1829	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.995			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5060	0	1770	5075	0
Flt Permitted	0.482			0.653			0.950			0.950		
Satd. Flow (perm)	898	1863	1583	1216	1863	1583	1770	5060	0	1770	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			206		4			1	
Link Speed (mph)		35			50			30			30	
Link Distance (ft)		245			251			475			1508	
Travel Time (s)		4.8			3.4			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	165	370	12	93	67	334	1305	49	25	1988	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	165	370	12	93	67	334	1354	0	25	2014	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4						
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.0	50.8		12.0	48.8	48.8	13.1	29.8		13.1	32.8	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	52.0	96.0		21.0	65.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	28.9%	53.3%		11.7%	36.1%	
Maximum Green (s)	18.0	40.2		8.0	30.2	30.2	43.9	89.2		12.9	58.2	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.0	3.8		3.0	3.8	3.8	3.3	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.8		7.0	7.8	7.8	8.1	6.8		8.1	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		36.0			34.0	34.0		16.0			19.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	35.5	28.9	77.8	22.0	14.7	14.7	43.9	120.2		8.1	78.7	
Actuated g/C Ratio	0.20	0.16	0.43	0.12	0.08	0.08	0.24	0.67		0.04	0.44	
v/c Ratio	0.37	0.55	0.49	0.07	0.61	0.21	0.77	0.40		0.32	0.91	
Control Delay	63.4	77.2	20.4	55.6	96.0	1.5	76.9	15.8		92.8	54.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.4	77.2	20.4	55.6	96.0	1.5	76.9	15.8		92.8	54.2	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Existing (2018) PM Peak Hour

01/14/2020

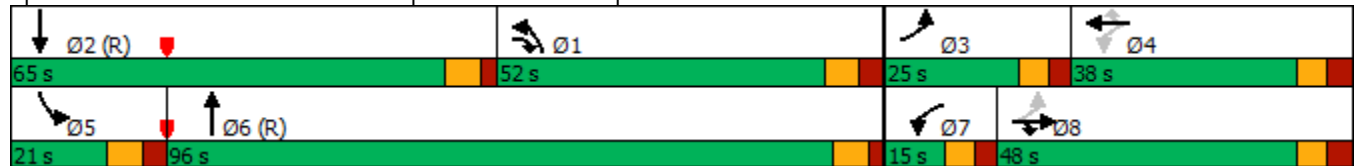


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	C	E	F	A	E	B		F	D	
Approach Delay		41.5			56.4			27.9			54.7	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	89	175	178	12	109	0	372	277		29	806	
Queue Length 95th (ft)	137	266	237	30	171	0	499	379		66	#1027	
Internal Link Dist (ft)		165			171			395			1428	
Turn Bay Length (ft)			50	225		75	300			250		
Base Capacity (vph)	264	416	852	183	312	437	431	3380		126	2218	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.33	0.40	0.43	0.07	0.30	0.15	0.77	0.40		0.20	0.91	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 108 (60%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 42.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 83.0%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

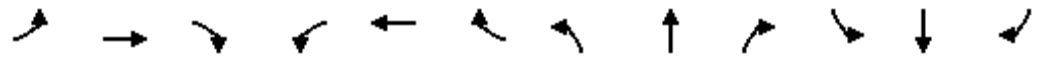
Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020

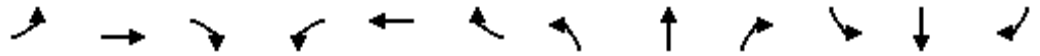


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↖	↗
Traffic Volume (vph)	349	674	4	3	1058	26	6	14	2	131	7	483
Future Volume (vph)	349	674	4	3	1058	26	6	14	2	131	7	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.982				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1770	3536	0	1770	3525	0	1770	1829	0	0	1779	1583
Flt Permitted	0.055			0.372			0.950				0.955	
Satd. Flow (perm)	102	3536	0	693	3525	0	1770	1829	0	0	1779	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			2				525
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	379	733	4	3	1150	28	7	15	2	142	8	525
Shared Lane Traffic (%)												
Lane Group Flow (vph)	379	737	0	3	1178	0	7	17	0	0	150	525
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	33.7
Total Split (s)	47.6	108.6		14.4	75.4		38.0	38.0		34.0	34.0	34.0
Total Split (%)	24.4%	55.7%		7.4%	38.7%		19.5%	19.5%		17.4%	17.4%	17.4%
Maximum Green (s)	41.2	101.4		8.0	68.2		32.3	32.3		28.3	28.3	28.3
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	110.4	109.6		72.6	68.8		32.4	32.4			20.4	20.4
Actuated g/C Ratio	0.60	0.60		0.40	0.38		0.18	0.18			0.11	0.11
v/c Ratio	0.94	0.35		0.01	0.89		0.02	0.05			0.76	0.82
Control Delay	90.4	20.4		40.0	64.0		67.3	61.5			103.4	16.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	90.4	20.4		40.0	64.0		67.3	61.5			103.4	16.5

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		D	E		E	E			F	B
Approach Delay		44.1			63.9			63.2			35.8	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	401	223		2	731		7	16			183	0
Queue Length 95th (ft)	#649	348		12	#920		25	43			270	135
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	441	2113		324	1325		312	324			275	688
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.86	0.35		0.01	0.89		0.02	0.05			0.55	0.76

Intersection Summary

Area Type: Other  
 Cycle Length: 195  
 Actuated Cycle Length: 183.4  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 50.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 79.3%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

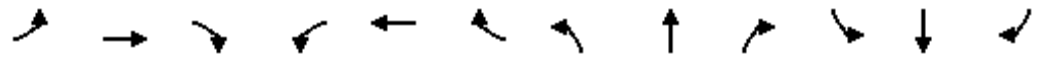
Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Prairie Pkwy & # Neptune Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020



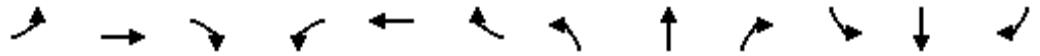
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	132	432	226	192	646	198	280	86	204	122	49	67
Future Volume (vph)	132	432	226	192	646	198	280	86	204	122	49	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.894			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3164	0	1770	3231	0
Flt Permitted	0.080			0.378			0.556			0.561		
Satd. Flow (perm)	149	1863	1583	704	1863	1583	1036	3164	0	1045	3231	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			165		222			73	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		368			3154			2229			935	
Travel Time (s)		5.0			43.0			50.7			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	470	246	209	702	215	304	93	222	133	53	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	470	246	209	702	215	304	315	0	133	126	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	5.0	5.0	6.0	5.0	5.0	8.0	5.0		6.0	5.0	
Minimum Split (s)	14.2	21.5	21.5	14.0	43.7	43.7	15.9	21.5		14.0	43.7	
Total Split (s)	24.0	72.0	72.0	32.0	80.0	80.0	45.0	54.0		22.0	31.0	
Total Split (%)	13.3%	40.0%	40.0%	17.8%	44.4%	44.4%	25.0%	30.0%		12.2%	17.2%	
Maximum Green (s)	16.4	64.4	64.4	24.4	72.4	72.4	37.6	46.4		14.4	23.4	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.1	4.4		4.4	4.4	
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.3	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2	7.2	7.4	7.6		7.6	7.6	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)					7.0	7.0					7.0	
Flash Dont Walk (s)					28.0	28.0					28.0	
Pedestrian Calls (#/hr)					0	0					0	
Act Effct Green (s)	64.9	64.9	64.9	73.0	73.0	73.0	71.3	50.5		48.5	35.5	
Actuated g/C Ratio	0.36	0.36	0.36	0.40	0.40	0.40	0.39	0.28		0.27	0.20	
v/c Ratio	0.77	0.70	0.36	0.50	0.93	0.29	0.58	0.30		0.40	0.18	
Control Delay	72.4	57.7	16.1	52.9	72.1	10.9	45.1	15.7		41.8	28.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	72.4	57.7	16.1	52.9	72.1	10.9	45.1	15.7		41.8	28.2	



Lanes, Volumes, Timings  
 7: Cross Prairie Pkwy & # Neptune Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020

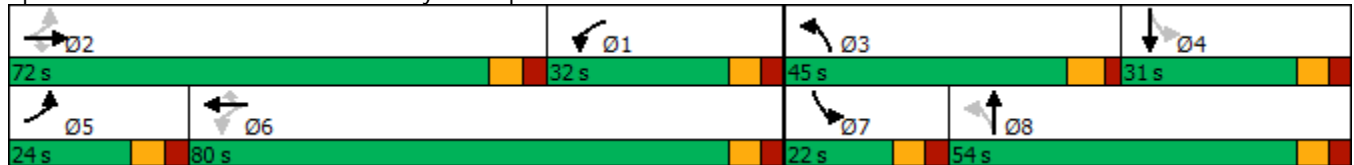


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	B	D	E	B	D	B		D	C	
Approach Delay		48.3			56.8			30.1			35.2	
Approach LOS		D			E			C			D	
Queue Length 50th (ft)	120	485	66	170	807	37	267	44		105	27	
Queue Length 95th (ft)	#234	677	157	262	#1168	109	360	88		160	63	
Internal Link Dist (ft)		288			3074			2149			855	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	204	668	674	438	751	736	561	1043		346	692	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.70	0.70	0.36	0.48	0.93	0.29	0.54	0.30		0.38	0.18	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180.9  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 46.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 85.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

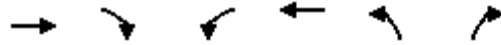
Splits and Phases: 7: Cross Prairie Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (vph)	742	11	15	1021	20	15
Future Volume (vph)	742	11	15	1021	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	807	12	16	1110	22	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	807	12	16	1110	22	16
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 63.7% ICU Level of Service B

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	742	11	15	1021	20	15
Future Vol, veh/h	742	11	15	1021	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	807	12	16	1110	22	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	819
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	810
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	810
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

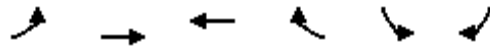
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	51
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	70	381	-	-	810	-
HCM Lane V/C Ratio	0.311	0.043	-	-	0.02	-
HCM Control Delay (s)	78.1	14.9	-	-	9.5	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	25	735	1006	40	34	49
Future Volume (vph)	25	735	1006	40	34	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1748	1733	0	1350	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1748	1733	0	1350	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	8%	8%	36%	41%	17%
Adj. Flow (vph)	27	799	1093	43	37	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	826	1136	0	90	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.4%
ICU Level of Service	C
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	25	735	1006	40	34	49
Future Vol, veh/h	25	735	1006	40	34	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	8	8	36	41	17
Mvmt Flow	27	799	1093	43	37	53

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1136	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.33	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.407	-	-
Pot Cap-1 Maneuver	544	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	544	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	171.2
HCM LOS			F

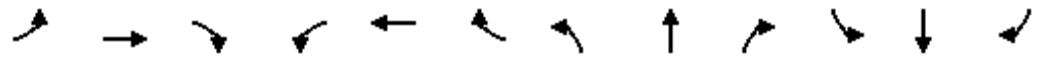
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	544	-	-	-	92
HCM Lane V/C Ratio	0.05	-	-	-	0.981
HCM Control Delay (s)	12	0	-	-	171.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.7

Lanes, Volumes, Timings

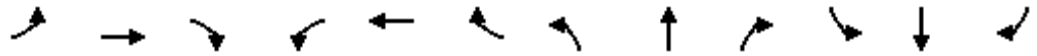
Opening Year (2025) AM Peak Hour - No Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	556	155	58	945	72	77	46	206	12	32	53
Future Volume (vph)	59	556	155	58	945	72	77	46	206	12	32	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.877			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1881	1583	1770	1634	0	1770	1688	0
Flt Permitted	0.038			0.250			0.000			0.000		
Satd. Flow (perm)	71	1863	1583	466	1881	1583	0	1634	0	0	1688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			112		103			36	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1523			1052			564			290	
Travel Time (s)		20.8			14.3			12.8			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	64	604	168	63	1027	78	84	50	224	13	35	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	604	168	63	1027	78	84	274	0	13	93	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	12.6	40.6	40.6	11.5	41.3	41.3	39.6	39.6		39.2	39.2	
Total Split (s)	15.0	87.0	87.0	42.0	114.0	114.0	30.0	30.0		21.0	21.0	
Total Split (%)	8.3%	48.3%	48.3%	23.3%	63.3%	63.3%	16.7%	16.7%		11.7%	11.7%	
Maximum Green (s)	7.9	79.4	79.4	34.5	106.4	106.4	22.9	22.9		13.8	13.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	4.4	4.4		3.7	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5	2.5	2.7	2.7		3.5	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5	6.5	7.1	7.1		7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	Max	Max		Max	Max	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0	25.0	25.0		25.0	25.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	115.3	106.1	106.1	117.3	107.5	107.5	32.0	32.0		32.0	32.0	
Actuated g/C Ratio	0.56	0.51	0.51	0.57	0.52	0.52	0.15	0.15		0.15	0.15	
v/c Ratio	0.58	0.63	0.19	0.19	1.05	0.09	0.31	0.81		0.05	0.32	
Control Delay	54.0	40.4	4.6	19.5	90.4	1.0	81.3	70.5		75.4	50.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	

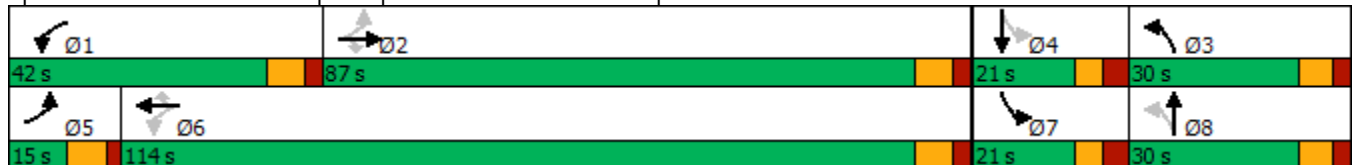


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	54.0	40.4	4.6	19.5	90.4	1.0	81.3	70.5		75.4	50.6	
LOS	D	D	A	B	F	A	F	E		E	D	
Approach Delay		34.2			80.6			73.1			53.6	
Approach LOS		C			F			E			D	
Queue Length 50th (ft)	36	590	7	36	~1523	0	104	236		15	69	
Queue Length 95th (ft)	97	749	52	61	#1791	9	168	#379		41	136	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	113	955	887	499	976	875	273	339		273	291	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.63	0.19	0.13	1.05	0.09	0.31	0.81		0.05	0.32	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 207  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 62.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 76.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

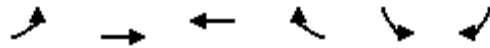
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Opening Year (2025) AM Peak Hour - No Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	691	918	118	68	127
Future Volume (vph)	62	691	918	118	68	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			1	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		50	40		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		16.1	11.3		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	751	998	128	74	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	751	998	128	74	138
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.8%
ICU Level of Service	B
Analysis Period (min)	15



Intersection						
Int Delay, s/veh	9.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	62	691	918	118	68	127
Future Vol, veh/h	62	691	918	118	68	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	380	-	-	350	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	751	998	128	74	138

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1126	0	-	0	1883 998
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	885 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	620	-	-	-	78 296
Stage 1	-	-	-	-	357 -
Stage 2	-	-	-	-	403 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	620	-	-	-	~ 70 296
Mov Cap-2 Maneuver	-	-	-	-	~ 70 -
Stage 1	-	-	-	-	318 -
Stage 2	-	-	-	-	403 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	96.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	620	-	-	-	70	296
HCM Lane V/C Ratio	0.109	-	-	-	1.056	0.466
HCM Control Delay (s)	11.5	-	-	-	225.8	27.4
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.4	-	-	-	5.5	2.3

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020

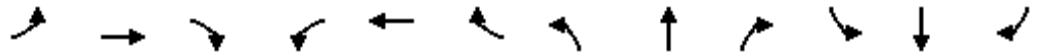


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗	↖	↖	↗↗		↖	↗↗	
Traffic Volume (vph)	152	225	534	147	300	30	762	637	91	29	440	129
Future Volume (vph)	152	225	534	147	300	30	762	637	91	29	440	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		260	0		0	275		0	250		0
Storage Lanes	2		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.981			0.966
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3472	0	1770	3419	0
Flt Permitted	0.422			0.496			0.950			0.950		
Satd. Flow (perm)	786	3539	1583	924	1863	1583	1770	3472	0	1770	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			580			159		11			19	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		754			419			442			1221	
Travel Time (s)		12.9			7.1			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	245	580	160	326	33	828	692	99	32	478	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	245	580	160	326	33	828	791	0	32	618	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	10.0	15.0	15.0	10.0	15.0		10.0	15.0	
Minimum Split (s)	14.0	40.3	40.3	17.2	40.3	40.3	17.4	36.4		17.3	36.5	
Total Split (s)	16.0	50.0	50.0	31.0	65.0	65.0	55.0	82.0		17.0	44.0	
Total Split (%)	8.9%	27.8%	27.8%	17.2%	36.1%	36.1%	30.6%	45.6%		9.4%	24.4%	
Maximum Green (s)	9.0	42.7	42.7	23.8	57.7	57.7	47.6	74.6		9.7	36.5	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.9	3.2	3.3	3.3	2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0	0.0	-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	6.9	6.8	7.3	7.3	6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		26.0	26.0		26.0	26.0		22.0			22.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	60.5	50.8	50.8	72.9	57.7	57.7	48.4	78.8		10.5	37.3	
Actuated g/C Ratio	0.34	0.28	0.28	0.40	0.32	0.32	0.27	0.44		0.06	0.21	
v/c Ratio	0.52	0.25	0.67	0.35	0.55	0.05	1.74	0.52		0.31	0.85	
Control Delay	45.2	51.4	7.9	36.7	54.5	0.2	379.4	38.5		89.7	78.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.2	51.4	7.9	36.7	54.5	0.2	379.4	38.5		89.7	78.9	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020

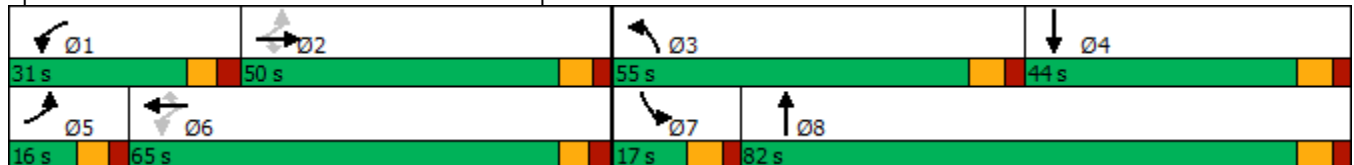


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	A	D	D	A	F	D		F	E	
Approach Delay		24.9			45.6			212.8			79.5	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	126	118	0	122	319	0	~1443	363		37	364	
Queue Length 95th (ft)	186	167	116	181	429	0	#1707	431		79	444	
Internal Link Dist (ft)		674			339			362			1141	
Turn Bay Length (ft)	450		260				275			250		
Base Capacity (vph)	315	999	863	494	597	615	475	1525		103	723	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.25	0.67	0.32	0.55	0.05	1.74	0.52		0.31	0.85	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.74  
 Intersection Signal Delay: 117.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 105.4%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

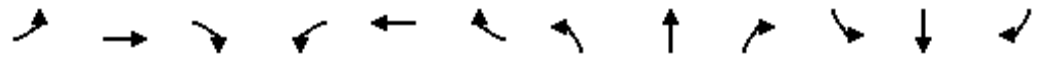
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020

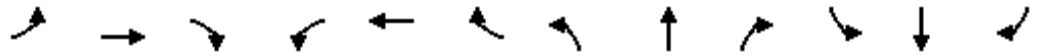


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	62	257	50	77	55	286	1466	25	44	983	110
Future Volume (vph)	28	62	257	50	77	55	286	1466	25	44	983	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850				0.850		0.997			0.985
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5070	0	1770	5009	0
Flt Permitted	0.702			0.692			0.156			0.143		
Satd. Flow (perm)	1308	1863	1583	1289	1863	1583	291	5070	0	266	5009	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			207		2				11
Link Speed (mph)		40			30			45				45
Link Distance (ft)		2179			251			943				1508
Travel Time (s)		37.1			5.7			14.3				22.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	67	279	54	84	60	311	1593	27	48	1068	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	67	279	54	84	60	311	1620	0	48	1188	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	51.4	49.4		13.7	34.6	34.6	13.7	34.6		13.7	34.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	57.0	96.0		21.0	60.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	31.7%	53.3%		11.7%	33.3%	
Maximum Green (s)	17.1	40.1		7.7	30.7	30.7	49.7	88.7		13.7	52.7	
Yellow Time (s)	4.0	4.0		4.8	4.8	4.8	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.9	3.9		2.5	2.5	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.3	7.3	7.3	7.3	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	Min	Min	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	36.0	34.0			19.0	19.0		19.0			19.0	
Pedestrian Calls (#/hr)	0	0			0	0		0			0	
Act Effect Green (s)	28.8	22.0	61.6	31.5	23.4	23.4	128.9	117.1		96.4	89.4	
Actuated g/C Ratio	0.16	0.12	0.34	0.18	0.13	0.13	0.72	0.65		0.54	0.50	
v/c Ratio	0.13	0.30	0.46	0.22	0.35	0.16	0.66	0.49		0.24	0.48	
Control Delay	54.6	73.4	29.8	57.0	73.8	0.9	24.2	19.0		17.2	33.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	54.6	73.4	29.8	57.0	73.8	0.9	24.2	19.0		17.2	33.1	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) AM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E	C	E	E	A	C	B		B	C	
Approach Delay		39.6			47.1			19.8			32.5	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	29	74	167	52	92	0	142	378		17	344	
Queue Length 95th (ft)	57	121	219	90	147	0	273	481		37	467	
Internal Link Dist (ft)		2099			171			863			1428	
Turn Bay Length (ft)	80		50	225		75	300			250		
Base Capacity (vph)	305	415	750	250	317	441	616	3298		266	2492	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.16	0.37	0.22	0.26	0.14	0.50	0.49		0.18	0.48	

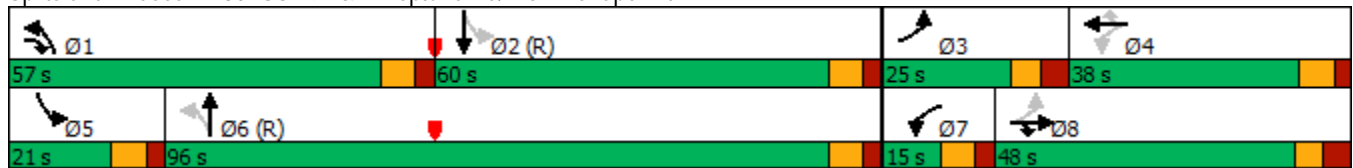
Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 27.5  
 Intersection Capacity Utilization 68.0%  
 Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

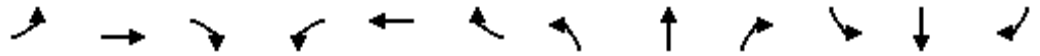


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	483	1577	21	6	999	11	12	6	2	34	4	533
Future Volume (vph)	483	1577	21	6	999	11	12	6	2	34	4	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998			0.967				0.850
Flt Protected	0.950			0.950			0.950				0.957	
Satd. Flow (prot)	1770	3532	0	1770	3532	0	1770	1801	0	0	1783	1583
Flt Permitted	0.072			0.116			0.950				0.957	
Satd. Flow (perm)	134	3532	0	216	3532	0	1770	1801	0	0	1783	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			2				549
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	525	1714	23	7	1086	12	13	7	2	37	4	579
Shared Lane Traffic (%)												
Lane Group Flow (vph)	525	1737	0	7	1098	0	13	9	0	0	41	579
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.4	23.2		13.4	23.2		22.4	22.4		22.4	22.4	22.4
Total Split (s)	56.0	110.7		13.4	68.1		26.9	26.9		29.0	29.0	29.0
Total Split (%)	31.1%	61.5%		7.4%	37.8%		14.9%	14.9%		16.1%	16.1%	16.1%
Maximum Green (s)	50.6	103.5		8.0	60.9		20.5	20.5		22.6	22.6	22.6
Yellow Time (s)	3.4	4.4		3.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.4	7.2		5.4	7.2		6.4	6.4		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Act Effct Green (s)	115.0	110.7		68.9	59.0		20.6	20.6			14.4	14.4
Actuated g/C Ratio	0.68	0.66		0.41	0.35		0.12	0.12			0.09	0.09
v/c Ratio	0.93	0.75		0.04	0.89		0.06	0.04			0.27	0.91
Control Delay	71.0	23.7		17.7	61.8		70.8	60.2			76.6	26.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	71.0	23.7		17.7	61.8		70.8	60.2			76.6	26.6
LOS	E	C		B	E		E	E			E	C
Approach Delay		34.7			61.5			66.5			29.9	
Approach LOS		C			E			E			C	

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	500	593		2	602		13	7			44	32
Queue Length 95th (ft)	#797	989		9	#771		39	28			87	#204
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	585	2323		162	1284		216	222			240	688
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.90	0.75		0.04	0.86		0.06	0.04			0.17	0.84

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	168.3
Natural Cycle:	145
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	41.5
Intersection LOS:	D
Intersection Capacity Utilization	81.8%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd

Ø1	Ø2	Ø4	Ø8
13.4 s	110.7 s	29 s	26.9 s
Ø5	Ø6		
56 s	68.1 s		

Lanes, Volumes, Timings  
7: Cross Prairie Pkwy & # Neptune Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

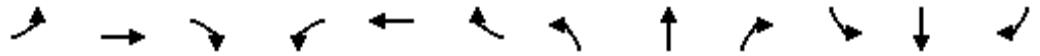
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	675	358	160	652	156	224	64	245	254	111	53
Future Volume (vph)	14	675	358	160	652	156	224	64	245	254	111	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.881			0.951
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3118	0	1770	3366	0
Flt Permitted	0.279			0.229			0.407			0.305		
Satd. Flow (perm)	520	1863	1583	427	1863	1583	758	3118	0	568	3366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			112		215			36	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		368			3154			2229			935	
Travel Time (s)		5.0			43.0			50.7			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	734	389	174	709	170	243	70	266	276	121	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	734	389	174	709	170	243	336	0	276	179	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	4.0	20.0	20.0	4.0	8.0		4.0	8.0	
Minimum Split (s)	12.1	27.1	27.1	8.0	27.1	27.1	8.0	14.4		8.0	14.4	
Total Split (s)	12.0	108.0	108.0	15.0	111.0	111.0	31.0	33.0		24.0	26.0	
Total Split (%)	6.7%	60.0%	60.0%	8.3%	61.7%	61.7%	17.2%	18.3%		13.3%	14.4%	
Maximum Green (s)	4.9	100.9	100.9	11.0	103.9	103.9	27.0	26.6		20.0	19.6	
Yellow Time (s)	5.1	5.1	5.1	3.5	5.1	5.1	3.5	4.4		3.5	4.4	
All-Red Time (s)	2.0	2.0	2.0	0.5	2.0	2.0	0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	4.0	7.1	7.1	4.0	6.4		4.0	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	None	None	None	None		None	None	
Act Effct Green (s)	106.0	101.1	101.1	117.6	108.1	108.1	41.3	16.7		35.5	13.1	
Actuated g/C Ratio	0.63	0.60	0.60	0.69	0.64	0.64	0.24	0.10		0.21	0.08	
v/c Ratio	0.04	0.66	0.38	0.46	0.60	0.16	0.75	0.67		1.06	0.61	
Control Delay	10.6	27.4	11.3	13.4	22.4	5.8	69.1	32.6		125.1	70.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.6	27.4	11.3	13.4	22.4	5.8	69.1	32.6		125.1	70.1	
LOS	B	C	B	B	C	A	E	C		F	E	
Approach Delay		21.7			18.2			47.9			103.5	
Approach LOS		C			B			D			F	



Lanes, Volumes, Timings  
 7: Cross Prairie Pkwy & # Neptune Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	5	546	122	63	493	26	237	67		-286	83	
Queue Length 95th (ft)	16	752	210	103	680	65	332	125		#473	129	
Internal Link Dist (ft)		288			3074			2149			855	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	361	1111	1012	383	1189	1051	354	671		261	421	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.66	0.38	0.45	0.60	0.16	0.69	0.50		1.06	0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	169.4
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	36.8
Intersection LOS:	D
Intersection Capacity Utilization	86.1%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

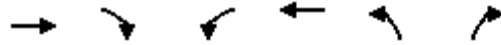
Splits and Phases: 7: Cross Prairie Pkwy & # Neptune Rd

Ø1	Ø2	Ø3	Ø4
15 s	108 s	31 s	26 s
Ø5	Ø6	Ø7	Ø8
12 s	111 s	24 s	33 s

Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (vph)	1308	24	21	947	16	16
Future Volume (vph)	1308	24	21	947	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1422	26	23	1029	17	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1422	26	23	1029	17	17
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 78.8% ICU Level of Service D

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	1308	24	21	947	16	16
Future Vol, veh/h	1308	24	21	947	16	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1422	26	23	1029	17	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1448	0	2497
Stage 1	-	-	-	-	1422
Stage 2	-	-	-	-	1075
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	468	-	32
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	328
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	468	-	30
Mov Cap-2 Maneuver	-	-	-	-	30
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	312

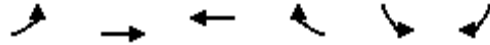
Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	130.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	30	167	-	-	468	-
HCM Lane V/C Ratio	0.58	0.104	-	-	0.049	-
HCM Control Delay (s)	231.1	29	-	-	13.1	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.9	0.3	-	-	0.2	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	32	1300	917	51	20	41
Future Volume (vph)	32	1300	917	51	20	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.909	
Flt Protected		0.999			0.984	
Satd. Flow (prot)	0	1861	1850	0	1666	0
Flt Permitted		0.999			0.984	
Satd. Flow (perm)	0	1861	1850	0	1666	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	1413	997	55	22	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1448	1052	0	67	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	104.4%
ICU Level of Service	G
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	32	1300	917	51	20	41
Future Vol, veh/h	32	1300	917	51	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	1413	997	55	22	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1052	0	0 2508 1025
Stage 1	-	-	- 1025 -
Stage 2	-	-	- 1483 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	662	-	- 31 285
Stage 1	-	-	- 346 -
Stage 2	-	-	- 208 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	662	-	- 23 285
Mov Cap-2 Maneuver	-	-	- 23 -
Stage 1	-	-	- 261 -
Stage 2	-	-	- 208 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	263
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	662	-	-	-	60
HCM Lane V/C Ratio	0.053	-	-	-	1.105
HCM Control Delay (s)	10.7	0	-	-	263
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	5.4

Lanes, Volumes, Timings

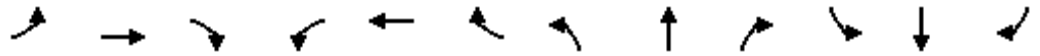
Opening Year (2025) PM Peak Hour - No Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1171	145	149	778	90	148	50	109	36	117	26
Future Volume (vph)	40	1171	145	149	778	90	148	50	109	36	117	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.897			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1671	0	1770	1812	0
Flt Permitted	0.262			0.032			0.196			0.289		
Satd. Flow (perm)	488	1863	1583	60	1863	1583	365	1671	0	538	1812	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			98		48			5	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1523			1052			564			290	
Travel Time (s)		20.8			14.3			12.8			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1273	158	162	846	98	161	54	118	39	127	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1273	158	162	846	98	161	172	0	39	155	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0		9.0	20.0	
Total Split (s)	20.0	125.0	125.0	20.0	125.0	125.0	15.0	20.0		15.0	20.0	
Total Split (%)	11.1%	69.4%	69.4%	11.1%	69.4%	69.4%	8.3%	11.1%		8.3%	11.1%	
Maximum Green (s)	16.0	121.0	121.0	16.0	121.0	121.0	11.0	16.0		11.0	16.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	127.5	121.0	121.0	139.8	131.3	131.3	29.1	20.4		24.6	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.78	0.73	0.73	0.16	0.11		0.14	0.09	
v/c Ratio	0.11	1.01	0.15	0.86	0.62	0.08	1.10	0.74		0.29	0.93	
Control Delay	5.5	56.3	7.1	89.3	14.4	1.3	165.3	74.1		69.1	129.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.5	56.3	7.1	89.3	14.4	1.3	165.3	74.1		69.1	129.9	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	E	A	F	B	A	F	E		E	F	
Approach Delay		49.6			24.2			118.2			117.7	
Approach LOS		D			C			F			F	
Queue Length 50th (ft)	10	~1582	41	138	467	0	~197	147		40	180	
Queue Length 95th (ft)	20	#1848	70	#268	602	18	#347	#301		80	#336	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	488	1261	1089	200	1368	1188	146	233		156	166	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	1.01	0.15	0.81	0.62	0.08	1.10	0.74		0.25	0.93	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 178.8  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 52.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 99.2%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



















Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd

Ø1	Ø2	Ø3	Ø4
20 s	125 s	15 s	20 s
Ø5	Ø6	Ø7	Ø8
20 s	125 s	15 s	20 s

Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1215	0	0	837	131	0	0	0	108	0	123
Future Volume (vph)	117	1215	0	0	837	131	0	0	0	108	0	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	0		350	0		0	0		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	0	0	1770	0	1583
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1770	1863	0	0	1863	1583	0	0	0	1770	0	1583
Link Speed (mph)		50			40			30				30
Link Distance (ft)		1181			661			398			1251	
Travel Time (s)		16.1			11.3			9.0			28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	1321	0	0	910	142	0	0	0	117	0	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1321	0	0	910	142	0	0	0	117	0	134
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.6%
ICU Level of Service	D
Analysis Period (min)	15



Intersection												
Int Delay, s/veh	82.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗				↖		↗
Traffic Vol, veh/h	117	1215	0	0	837	131	0	0	0	108	0	123
Future Vol, veh/h	117	1215	0	0	837	131	0	0	0	108	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	380	-	-	-	-	350	-	-	-	0	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	1321	0	0	910	142	0	0	0	117	0	134

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	1052	0	-	-	-	0		2485	-	910
Stage 1	-	-	-	-	-	-		910	-	-
Stage 2	-	-	-	-	-	-		1575	-	-
Critical Hdwy	4.12	-	-	-	-	-		6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-		3.518	-	3.318
Pot Cap-1 Maneuver	662	-	0	0	-	-		~ 32	0	333
Stage 1	-	-	0	0	-	-		393	0	-
Stage 2	-	-	0	0	-	-		187	0	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	662	-	-	-	-	-		~ 26	0	333
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 26	0	-
Stage 1	-	-	-	-	-	-		318	0	-
Stage 2	-	-	-	-	-	-		187	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	\$ 894.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	662	-	-	-	26	333
HCM Lane V/C Ratio	0.192	-	-	-	4.515	0.401
HCM Control Delay (s)	11.7	-	-	-	\$ 1886.6	22.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	14.5	1.9

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

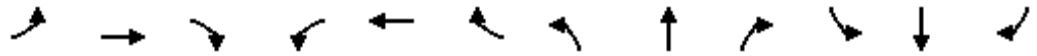


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	418	763	136	260	50	561	558	134	65	832	161
Future Volume (vph)	164	418	763	136	260	50	561	558	134	65	832	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	0		0	275		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.971			0.976
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3437	0	1770	3454	0
Flt Permitted	0.376			0.264			0.950			0.950		
Satd. Flow (perm)	700	3539	1583	492	1863	1583	1770	3437	0	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			481			141		17			12	
Link Speed (mph)		40			35			45			45	
Link Distance (ft)		508			407			442			1221	
Travel Time (s)		8.7			7.9			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	454	829	148	283	54	610	607	146	71	904	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	454	829	148	283	54	610	753	0	71	1079	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6		8				
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	15.0	10.0	15.0	15.0	10.0	15.0		10.0	15.0	
Minimum Split (s)	16.8	21.8	21.8	16.8	21.8	21.8	16.5	21.5		16.5	21.5	
Total Split (s)	17.0	43.0	43.0	24.0	50.0	50.0	55.0	65.4		47.6	58.0	
Total Split (%)	9.4%	23.9%	23.9%	13.3%	27.8%	27.8%	30.6%	36.3%		26.4%	32.2%	
Maximum Green (s)	10.2	36.2	36.2	17.2	43.2	43.2	48.5	58.9		41.1	51.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	Max	Max		None	Max	
Act Effct Green (s)	48.4	38.2	38.2	58.3	43.2	43.2	48.5	86.9		13.1	51.5	
Actuated g/C Ratio	0.27	0.21	0.21	0.32	0.24	0.24	0.27	0.48		0.07	0.29	
v/c Ratio	0.71	0.60	1.16	0.55	0.63	0.11	1.28	0.45		0.55	1.08	
Control Delay	66.5	68.4	111.2	52.1	68.7	0.5	192.3	31.4		96.4	111.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.5	68.4	111.2	52.1	68.7	0.5	192.3	31.4		96.4	111.7	
LOS	E	E	F	D	E	A	F	C		F	F	
Approach Delay		92.5			56.0			103.4			110.8	
Approach LOS		F			E			F			F	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

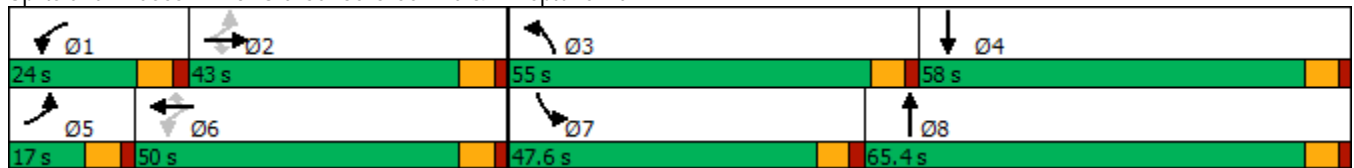


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	156	261	~688	128	303	0	~909	297		83	~742	
Queue Length 95th (ft)	#238	327	#958	191	414	0	#1160	375		140	#885	
Internal Link Dist (ft)		428			327			362			1141	
Turn Bay Length (ft)	260		260				275			250		
Base Capacity (vph)	249	751	714	286	447	487	476	1668		404	996	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.71	0.60	1.16	0.52	0.63	0.11	1.28	0.45		0.18	1.08	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.28  
 Intersection Signal Delay: 96.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 104.2%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

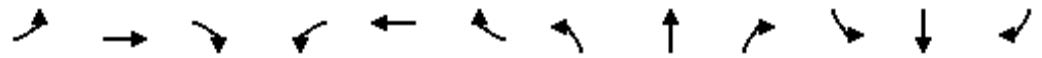
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

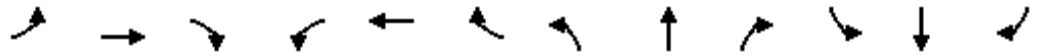


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗↖↗		↖	↗↖↗	
Traffic Volume (vph)	81	164	369	11	93	66	329	1285	48	24	1959	28
Future Volume (vph)	81	164	369	11	93	66	329	1285	48	24	1959	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.995			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5060	0	1770	5075	0
Flt Permitted	0.557			0.645			0.091			0.089		
Satd. Flow (perm)	1038	1863	1583	1201	1863	1583	170	5060	0	166	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			213		4			1	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		245			251			475			1508	
Travel Time (s)		4.8			5.7			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	178	401	12	101	72	358	1397	52	26	2129	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	178	401	12	101	72	358	1449	0	26	2159	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	13.1	49.8		13.1	47.8	47.8	12.0	29.8		13.1	32.8	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	52.0	96.0		21.0	65.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	28.9%	53.3%		11.7%	36.1%	
Maximum Green (s)	16.9	41.2		6.9	31.2	31.2	45.0	89.2		12.9	58.2	
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.0	4.8		4.8	4.8	
All-Red Time (s)	3.3	2.0		3.3	2.0	2.0	3.0	2.0		3.3	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.1	6.8		8.1	6.8	6.8	7.0	6.8		8.1	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		36.0			34.0	34.0		16.0			19.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effect Green (s)	54.6	50.2	99.5	41.0	36.0	36.0	100.2	100.4		56.9	58.2	
Actuated g/C Ratio	0.30	0.28	0.55	0.23	0.20	0.20	0.56	0.56		0.32	0.32	
v/c Ratio	0.24	0.34	0.43	0.04	0.27	0.15	0.72	0.51		0.22	1.32	
Control Delay	47.7	55.8	14.7	45.0	64.2	0.6	64.8	26.3		47.3	192.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.7	55.8	14.7	45.0	64.2	0.6	64.8	26.3		47.3	192.6	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) PM Peak Hour - No Build

01/13/2020

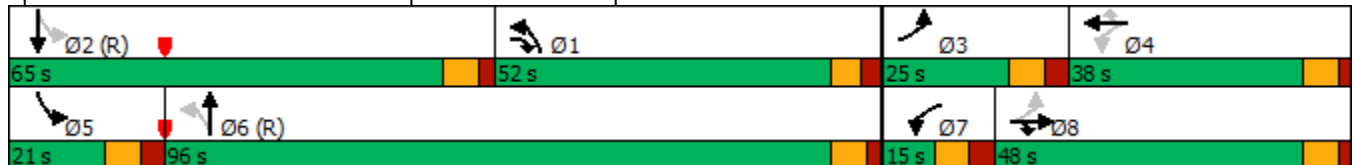


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E	B	D	E	A	E	C		D	F	
Approach Delay		30.1			38.2			33.9			190.8	
Approach LOS		C			D			C			F	
Queue Length 50th (ft)	77	161	165	10	102	0	329	407		22	~1203	
Queue Length 95th (ft)	127	264	240	28	171	0	461	463		49	#1286	
Internal Link Dist (ft)		165			171			395			1428	
Turn Bay Length (ft)			50	225		75	300			250		
Base Capacity (vph)	385	519	928	299	373	487	494	2822		167	1641	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.34	0.43	0.04	0.27	0.15	0.72	0.51		0.16	1.32	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 149 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 104.3  
 Intersection LOS: F  
 Intersection Capacity Utilization 86.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

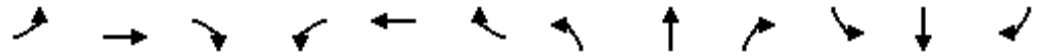
Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) AM Peak Hour - Build

01/13/2020

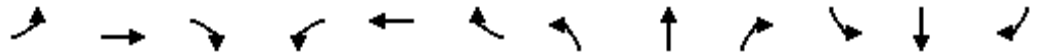


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↖	↗
Traffic Volume (vph)	387	736	4	5	1155	32	6	14	2	150	6	511
Future Volume (vph)	387	736	4	5	1155	32	6	14	2	150	6	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.982				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1770	3536	0	1770	3525	0	1770	1829	0	0	1777	1583
Flt Permitted	0.057			0.348			0.950				0.954	
Satd. Flow (perm)	106	3536	0	648	3525	0	1770	1829	0	0	1777	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2			2				195
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2901			453			328				282
Travel Time (s)		44.0			6.9			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	421	800	4	5	1255	35	7	15	2	163	7	555
Shared Lane Traffic (%)												
Lane Group Flow (vph)	421	804	0	5	1290	0	7	17	0	0	170	555
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	6.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	12.4
Total Split (s)	45.0	108.0		20.0	83.0		21.0	21.0		31.0	31.0	45.0
Total Split (%)	25.0%	60.0%		11.1%	46.1%		11.7%	11.7%		17.2%	17.2%	25.0%
Maximum Green (s)	38.6	100.8		13.6	75.8		15.3	15.3		25.3	25.3	38.6
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	6.4
Lead/Lag	Lead	Lead		Lag	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	115.1	114.3		75.0	73.3		22.7	22.7			20.8	58.7
Actuated g/C Ratio	0.64	0.64		0.42	0.41		0.13	0.13			0.12	0.33
v/c Ratio	0.98	0.36		0.02	0.90		0.03	0.07			0.83	0.86
Control Delay	95.1	16.5		23.2	54.8		75.2	69.1			108.3	40.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	95.1	16.5		23.2	54.8		75.2	69.1			108.3	40.6

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) AM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	B		C	D		E	E			F	D
Approach Delay		43.5			54.7			70.9			56.5	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	421	195		4	804		7	16			191	294
Queue Length 95th (ft)	#673	313		m8	875		25	43			274	423
Internal Link Dist (ft)		2821			373			248			202	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	428	2246		364	1493		223	232			249	647
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.98	0.36		0.01	0.86		0.03	0.07			0.68	0.86

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of FDW or yellow  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 51.0 Intersection LOS: D  
 Intersection Capacity Utilization 85.1% ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

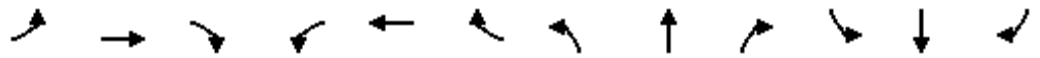
Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Praire Pkwy & # Neptune Rd

Opening Year (2025) AM Peak Hour - Build

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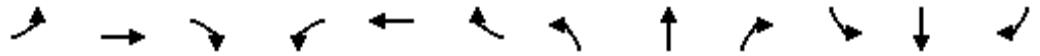
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑	↗	↖↖	↑↑	↗	↖↖	↑↑		↖↖	↑↑	
Traffic Volume (vph)	89	495	283	169	733	176	288	70	181	106	40	69
Future Volume (vph)	89	495	283	169	733	176	288	70	181	106	40	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	2		1	2		1	2		0	2		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.892			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3157	0	3433	3203	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3157	0	3433	3203	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			308			165		197			75	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2201			3154			2229			422	
Travel Time (s)		33.3			47.8			50.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	538	308	184	797	191	313	76	197	115	43	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	538	308	184	797	191	313	273	0	115	118	0
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	8.0	15.0	15.0	6.0	5.0		6.0	5.0	
Minimum Split (s)	13.7	23.3	14.2	15.9	42.9	42.9	14.2	21.5		14.0	43.7	
Total Split (s)	20.0	66.0	39.0	26.0	72.0	72.0	39.0	67.0		21.0	49.0	
Total Split (%)	11.1%	36.7%	21.7%	14.4%	40.0%	40.0%	21.7%	37.2%		11.7%	27.2%	
Maximum Green (s)	12.6	59.3	31.4	18.6	64.6	64.6	31.4	59.4		13.4	41.4	
Yellow Time (s)	5.1	4.4	4.4	5.1	5.1	5.1	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.3	2.3	3.2	2.3	2.3	2.3	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.3	7.2	7.0	7.0	7.0	7.6	7.6		7.6	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	None	None	Max	Max	None	C-Max		None	Max	
Walk Time (s)					7.0	7.0					7.0	
Flash Dont Walk (s)					28.0	28.0					28.0	
Pedestrian Calls (#/hr)					0	0					0	
Act Effect Green (s)	10.7	63.4	92.0	15.3	67.3	67.3	21.8	59.4		13.4	51.0	
Actuated g/C Ratio	0.06	0.35	0.51	0.08	0.37	0.37	0.12	0.33		0.07	0.28	
v/c Ratio	0.48	0.43	0.32	0.63	0.60	0.27	0.75	0.23		0.45	0.12	
Control Delay	79.9	49.4	21.6	59.5	56.3	25.9	87.9	12.8		85.8	20.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	79.9	49.4	21.6	59.5	56.3	25.9	87.9	12.8		85.8	20.0	



Lanes, Volumes, Timings  
7: Cross Praire Pkwy & # Neptune Rd

Opening Year (2025) AM Peak Hour - Build

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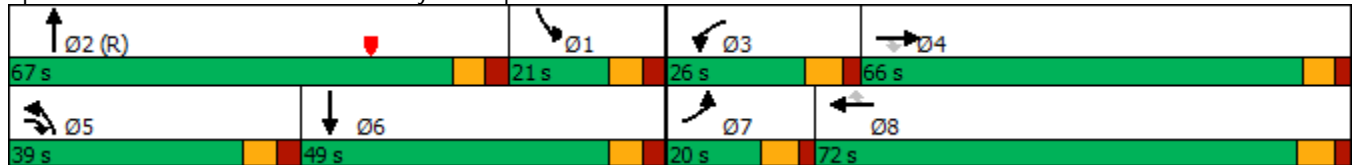


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D	C	E	E	C	F	B		F	B	
Approach Delay		43.4			51.9			52.9			52.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	56	246	101	106	442	109	180	31		65	18	
Queue Length 95th (ft)	m87	351	206	147	525	180	226	67		101	47	
Internal Link Dist (ft)		2121			3074			2149			342	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	247	1246	1027	362	1322	695	598	1173		255	960	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.43	0.30	0.51	0.60	0.27	0.52	0.23		0.45	0.12	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of FDW or yellow  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 49.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

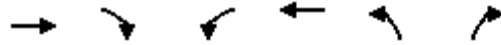
Splits and Phases: 7: Cross Praire Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - Build

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	773	11	14	1064	20	15
Future Volume (vph)	773	11	14	1064	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3532	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3532	0	1770	3539	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	47.8			16.6	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	840	12	15	1157	22	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	852	0	15	1157	22	16
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.4% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	773	11	14	1064	20	15
Future Vol, veh/h	773	11	14	1064	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	840	12	15	1157	22	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	852	1455
Stage 1	-	-	-	846
Stage 2	-	-	-	609
Critical Hdwy	-	-	4.14	6.84
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	3.52
Pot Cap-1 Maneuver	-	-	783	577
Stage 1	-	-	-	381
Stage 2	-	-	-	505
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	783	577
Mov Cap-2 Maneuver	-	-	-	119
Stage 1	-	-	-	381
Stage 2	-	-	-	495

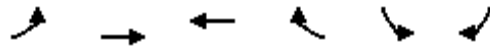
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	119	577	-	-	783	-
HCM Lane V/C Ratio	0.183	0.028	-	-	0.019	-
HCM Control Delay (s)	41.9	11.4	-	-	9.7	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Opening Year (2025) AM Peak Hour - Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	766	1048	40	34	49
Future Volume (vph)	25	766	1048	40	34	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			0	145	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1467	3343	3295	0	1280	1380
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1467	3343	3295	0	1280	1380
Link Speed (mph)		45	45		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		13.6	23.1		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	8%	8%	36%	41%	17%
Adj. Flow (vph)	27	833	1139	43	37	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	833	1182	0	37	53
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↘
Traffic Vol, veh/h	25	766	1048	40	34	49
Future Vol, veh/h	25	766	1048	40	34	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	205	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	8	8	36	41	17
Mvmt Flow	27	833	1139	43	37	53

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1182	0	-	0	1632 591
Stage 1	-	-	-	-	1161 -
Stage 2	-	-	-	-	471 -
Critical Hdwy	4.56	-	-	-	7.62 7.24
Critical Hdwy Stg 1	-	-	-	-	6.62 -
Critical Hdwy Stg 2	-	-	-	-	6.62 -
Follow-up Hdwy	2.43	-	-	-	3.91 3.47
Pot Cap-1 Maneuver	481	-	-	-	62 415
Stage 1	-	-	-	-	192 -
Stage 2	-	-	-	-	495 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	481	-	-	-	59 415
Mov Cap-2 Maneuver	-	-	-	-	59 -
Stage 1	-	-	-	-	181 -
Stage 2	-	-	-	-	495 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	65.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	481	-	-	-	59	415
HCM Lane V/C Ratio	0.056	-	-	-	0.626	0.128
HCM Control Delay (s)	12.9	-	-	-	137.7	14.9
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6	0.4

Lanes, Volumes, Timings

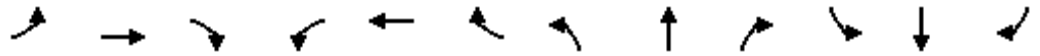
Opening Year (2025) AM Peak Hour - Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	586	156	58	987	72	77	45	207	12	32	53
Future Volume (vph)	59	586	156	58	987	72	77	45	207	12	32	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850		0.906	
Flt Protected	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3504	0	1681	1747	1583	1770	1688	0
Flt Permitted	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3504	0	1681	1747	1583	1770	1688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		7				225		36	
Link Speed (mph)		45		45				35			35	
Link Distance (ft)		1523		1052				1786			575	
Travel Time (s)		23.1		15.9				34.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	637	170	63	1073	78	84	49	225	13	35	58
Shared Lane Traffic (%)							22%					
Lane Group Flow (vph)	64	637	170	63	1151	0	66	67	225	13	93	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.6	40.6	40.6	11.5	41.3		39.6	39.6	39.6	39.2	39.2	
Total Split (s)	15.0	87.0	87.0	42.0	114.0		30.0	30.0	30.0	21.0	21.0	
Total Split (%)	8.3%	48.3%	48.3%	23.3%	63.3%		16.7%	16.7%	16.7%	11.7%	11.7%	
Maximum Green (s)	7.9	79.4	79.4	34.5	106.4		22.9	22.9	22.9	13.8	13.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1		4.4	4.4	4.4	3.7	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5		2.7	2.7	2.7	3.5	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5		7.1	7.1	7.1	7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	Max		Max	Max	Max	Max	Max	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		25.0	25.0		25.0		25.0	25.0	25.0	25.0	25.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effect Green (s)	9.0	106.3	106.3	9.8	107.5		22.9	22.9	22.9	13.8	13.8	
Actuated g/C Ratio	0.05	0.59	0.59	0.05	0.60		0.13	0.13	0.13	0.08	0.08	
v/c Ratio	0.73	0.30	0.17	0.34	0.55		0.31	0.30	0.57	0.10	0.57	
Control Delay	100.7	25.6	10.7	69.0	44.2		75.8	75.4	13.5	79.2	63.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	100.7	25.6	10.7	69.0	44.2		75.8	75.4	13.5	79.2	63.4	

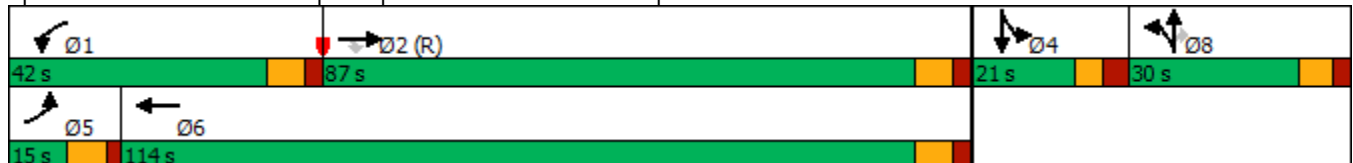


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C	B	E	D		E	E	B	E	E	
Approach Delay		28.2			45.5			36.6			65.4	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	70	276	76	37	514		72	73	0	14	63	
Queue Length 95th (ft)	#152	348	127	m53	569		128	129	85	39	130	
Internal Link Dist (ft)		1443			972			1706			495	
Turn Bay Length (ft)	200		150	250								
Base Capacity (vph)	88	2089	999	678	2095		213	222	397	135	162	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.30	0.17	0.09	0.55		0.31	0.30	0.57	0.10	0.57	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 55 (31%), Referenced to phase 2:EBT, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 39.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 59.2%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

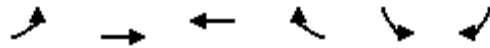
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Opening Year (2025) AM Peak Hour - Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	721	959	119	68	127
Future Volume (vph)	63	721	959	119	68	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.983			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3479	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3479	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		17.9	10.0		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	784	1042	129	74	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	784	1171	0	74	138
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.6%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↘
Traffic Vol, veh/h	63	721	959	119	68	127
Future Vol, veh/h	63	721	959	119	68	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	380	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	784	1042	129	74	138

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1171	0	0	1635	586
Stage 1	-	-	-	1107	-
Stage 2	-	-	-	528	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	592	-	-	92	454
Stage 1	-	-	-	278	-
Stage 2	-	-	-	556	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	592	-	-	81	454
Mov Cap-2 Maneuver	-	-	-	81	-
Stage 1	-	-	-	246	-
Stage 2	-	-	-	556	-

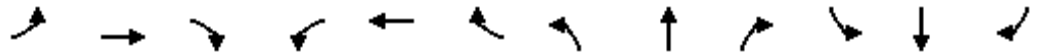
Approach	EB	WB	SB
HCM Control Delay, s	1	0	68.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	592	-	-	-	81	454
HCM Lane V/C Ratio	0.116	-	-	-	0.913	0.304
HCM Control Delay (s)	11.9	-	-	-	166.3	16.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	4.8	1.3

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - Build

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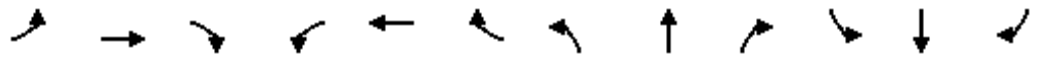


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	229	545	141	306	30	777	626	87	29	434	135
Future Volume (vph)	160	229	545	141	306	30	777	626	87	29	434	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	0		0	275		0	250		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.986			0.982			0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3490	0	3433	3476	0	1770	3412	0
Flt Permitted	0.494			0.485			0.950			0.950		
Satd. Flow (perm)	920	3539	1583	903	3490	0	3433	3476	0	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		6			11			21	
Link Speed (mph)		45			35			30			30	
Link Distance (ft)		508			493			442			1221	
Travel Time (s)		7.7			9.6			10.0			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	249	592	153	333	33	845	680	95	32	472	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	249	592	153	366	0	845	775	0	32	619	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0		10.0	15.0		10.0	15.0	
Minimum Split (s)	17.0	40.3	17.4	17.2	40.3		17.4	36.4		17.3	36.5	
Total Split (s)	18.0	44.0	60.0	31.0	57.0		60.0	82.6		22.4	45.0	
Total Split (%)	10.0%	24.4%	33.3%	17.2%	31.7%		33.3%	45.9%		12.4%	25.0%	
Maximum Green (s)	11.0	36.7	52.6	23.8	49.7		52.6	75.2		15.1	37.5	
Yellow Time (s)	4.4	4.4	4.8	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.6	3.2	3.3		2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0		-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	7.0	6.8	7.3		6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		26.0			26.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	56.5	44.8	101.7	65.8	49.7		50.4	84.2		11.2	41.3	
Actuated g/C Ratio	0.31	0.25	0.56	0.37	0.28		0.28	0.47		0.06	0.23	
v/c Ratio	0.51	0.28	0.60	0.37	0.38		0.88	0.48		0.29	0.78	
Control Delay	33.0	41.9	21.3	41.0	53.1		73.1	34.3		87.6	70.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	41.9	21.3	41.0	53.1		73.1	34.3		87.6	70.9	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) AM Peak Hour - Build

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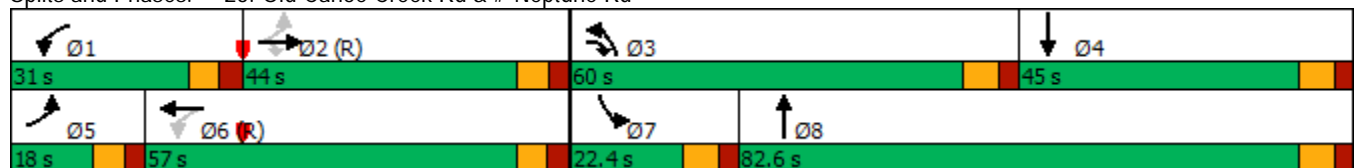
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	D	C	D	D		E	C		F	E	
Approach Delay		28.4				49.6		54.5			71.7	
Approach LOS		C				D		D			E	
Queue Length 50th (ft)	76	133	425	118	175		466	320		35	346	
Queue Length 95th (ft)	113	183	592	177	225		546	387		75	422	
Internal Link Dist (ft)		428			413			362			1141	
Turn Bay Length (ft)	260		260				275			250		
Base Capacity (vph)	342	880	1002	458	967		1018	1631		156	798	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.28	0.59	0.33	0.38		0.83	0.48		0.21	0.78	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 165 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 49.8  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

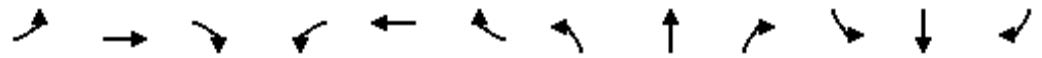
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Vrown Chapel Rd

Opening Year (2025) AM Peak Hour - Build

01/13/2020

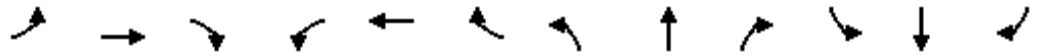


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↕	↗	↖	↕↗↖		↖	↕↗↖	
Traffic Volume (vph)	28	62	257	50	77	55	286	1466	25	44	983	110
Future Volume (vph)	28	62	257	50	77	55	286	1466	25	44	983	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	225		75	300		280	250		900
Storage Lanes	0		2	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.997			0.985	
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1835	2787	1770	1863	1583	1770	5070	0	1770	5009	0
Flt Permitted		0.865		0.510			0.166			0.143		
Satd. Flow (perm)	0	1611	2787	950	1863	1583	309	5070	0	266	5009	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227			187		2			11	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		2103			251			475			1508	
Travel Time (s)		41.0			3.8			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	67	279	54	84	60	311	1593	27	48	1068	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	279	54	84	60	311	1620	0	48	1188	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		4.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	51.4	49.4		8.0	49.4	49.4	13.7	34.6		13.7	31.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	57.0	96.0		21.0	60.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	31.7%	53.3%		11.7%	33.3%	
Maximum Green (s)	17.1	40.1		11.0	30.1	30.1	49.7	88.7		13.7	52.7	
Yellow Time (s)	4.0	4.0		3.5	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.9	3.9		0.5	3.9	3.9	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.9		4.0	7.9	7.9	7.3	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	36.0	34.0		34.0	34.0			19.0			16.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effect Green (s)		16.4	56.1	32.8	28.9	28.9	135.9	124.4		103.1	96.3	
Actuated g/C Ratio		0.09	0.31	0.18	0.16	0.16	0.76	0.69		0.57	0.54	
v/c Ratio		0.66	0.27	0.24	0.28	0.15	0.63	0.46		0.23	0.44	
Control Delay		99.3	8.9	60.7	65.5	0.7	18.9	15.1		14.9	28.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		99.3	8.9	60.7	65.5	0.7	18.9	15.1		14.9	28.4	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Vrown Chapel Rd

Opening Year (2025) AM Peak Hour - Build

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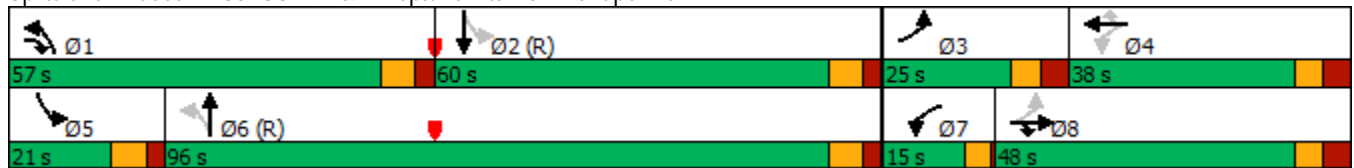
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		F	A	E	E	A	B	B		B	C	
Approach Delay		32.2				44.6				15.7		27.9
Approach LOS		C				D				B		C
Queue Length 50th (ft)		109	23	52	84	0	102	313		13	300	
Queue Length 95th (ft)		168	54	88	129	0	236	426		32	426	
Internal Link Dist (ft)		2023				171				395		1428
Turn Bay Length (ft)			50	225		75	300			250		
Base Capacity (vph)		358	1271	227	348	447	636	3503		277	2684	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.27	0.22	0.24	0.24	0.13	0.49	0.46		0.17	0.44	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 67.5%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

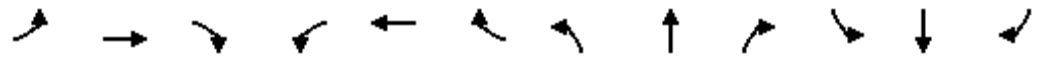
Splits and Phases: 30: US 192 & # Neptune Rd/Vrown Chapel Rd



Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

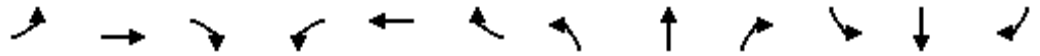


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	1680	19	8	1082	24	11	6	3	52	4	420
Future Volume (vph)	381	1680	19	8	1082	24	11	6	3	52	4	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997			0.955				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1770	3532	0	1770	3529	0	1770	1779	0	0	1779	1583
Flt Permitted	0.129			0.096			0.950				0.955	
Satd. Flow (perm)	240	3532	0	179	3529	0	1770	1779	0	0	1779	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			3				110
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2901			453			328			283	
Travel Time (s)		44.0			6.9			7.5			6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	414	1826	21	9	1176	26	12	7	3	57	4	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	1847	0	9	1202	0	12	10	0	0	61	457
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	6.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	12.4
Total Split (s)	46.0	132.0		12.0	98.0		14.0	14.0		22.0	22.0	46.0
Total Split (%)	25.6%	73.3%		6.7%	54.4%		7.8%	7.8%		12.2%	12.2%	25.6%
Maximum Green (s)	39.6	124.8		5.6	90.8		8.3	8.3		16.3	16.3	39.6
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	138.0	132.4		101.5	94.7		14.0	14.0			10.6	46.0
Actuated g/C Ratio	0.77	0.74		0.56	0.53		0.08	0.08			0.06	0.26
v/c Ratio	0.84	0.71		0.06	0.65		0.09	0.07			0.59	0.94
Control Delay	48.5	15.9		5.9	21.2		81.3	64.6			103.6	72.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	48.5	15.9		5.9	21.2		81.3	64.6			103.6	72.8

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B		A	C		F	E			F	E
Approach Delay		21.8			21.0			73.7			76.4	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	280	500		3	242		13	8			69	317
Queue Length 95th (ft)	417	742		m4	268		37	30			119	#442
Internal Link Dist (ft)		2821			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	524	2598		153	1857		137	141			161	515
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.79	0.71		0.06	0.65		0.09	0.07			0.38	0.89

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 170 (94%), Referenced to phase 2:EBTL, Start of FDW or yellow  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 28.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 78.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Praire Pkwy & # Neptune Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖	↖	↖↗	↖↖	↖	↖↗	↖↖		↖↗	↖↖	
Traffic Volume (vph)	18	943	371	134	737	137	235	51	218	226	89	63
Future Volume (vph)	18	943	371	134	737	137	235	51	218	226	89	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	2		1	2		1	2		0	2		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.878			0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3107	0	3433	3320	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3107	0	3433	3320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219			119		222			68	
Link Speed (mph)		45		45			40			30		
Link Distance (ft)		2201		3154			2229			422		
Travel Time (s)		33.3		47.8			38.0			9.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1025	403	146	801	149	255	55	237	246	97	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1025	403	146	801	149	255	292	0	246	165	0
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	8.0	15.0	15.0	6.0	5.0		6.0	5.0	
Minimum Split (s)	13.7	23.3	14.9	15.9	42.9	42.9	14.9	21.5		14.0	43.7	
Total Split (s)	24.0	66.0	32.0	24.0	66.0	66.0	32.0	55.0		35.0	58.0	
Total Split (%)	13.3%	36.7%	17.8%	13.3%	36.7%	36.7%	17.8%	30.6%		19.4%	32.2%	
Maximum Green (s)	16.6	58.6	24.4	16.6	58.6	58.6	24.4	47.4		27.4	50.4	
Yellow Time (s)	5.1	5.1	4.4	5.1	5.1	5.1	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.3	2.3	3.2	2.3	2.3	2.3	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.2	7.0	7.0	7.0	7.6	7.6		7.6	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	Max	Max	None	Max		None	Max	
Walk Time (s)					7.0	7.0					7.0	
Flash Dont Walk (s)					28.0	28.0					28.0	
Pedestrian Calls (#/hr)					0	0					0	
Act Effect Green (s)	7.1	62.6	88.8	13.4	74.3	74.3	18.8	56.6		18.2	56.0	
Actuated g/C Ratio	0.04	0.35	0.49	0.07	0.41	0.41	0.10	0.31		0.10	0.31	
v/c Ratio	0.15	0.83	0.45	0.57	0.55	0.21	0.71	0.26		0.71	0.15	
Control Delay	94.9	53.6	7.4	61.6	39.4	11.8	89.0	12.5		89.7	27.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	94.9	53.6	7.4	61.6	39.4	11.8	89.0	12.5		89.7	27.2	



Lanes, Volumes, Timings  
 7: Cross Praire Pkwy & # Neptune Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

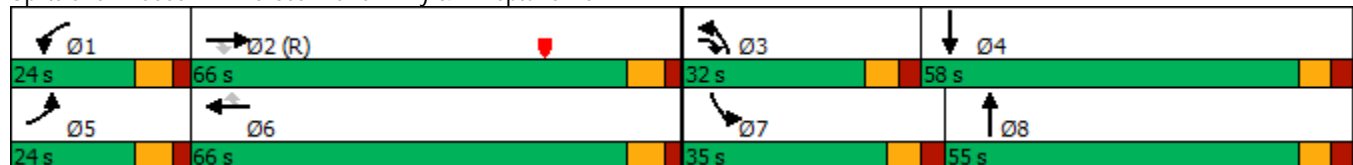


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	A	E	D	B	F	B		F	C	
Approach Delay		41.3			38.6			48.1			64.6	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	12	505	58	70	453	81	146	29		141	41	
Queue Length 95th (ft)	m17	616	79	m103	527	m119	191	70		186	75	
Internal Link Dist (ft)		2121			3074			2149			342	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	324	1231	934	324	1460	723	465	1129		522	1080	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.83	0.43	0.45	0.55	0.21	0.55	0.26		0.47	0.15	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 161.8 (90%), Referenced to phase 2:EBT, Start of FDW or yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 44.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 72.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

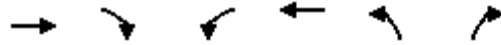
Splits and Phases: 7: Cross Praire Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	1362	24	21	987	16	16
Future Volume (vph)	1362	24	21	987	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3529	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3529	0	1770	3539	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	47.8			16.6	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1480	26	23	1073	17	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1506	0	23	1073	17	17
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1362	24	21	987	16	16
Future Vol, veh/h	1362	24	21	987	16	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1480	26	23	1073	17	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1506	0	2076
Stage 1	-	-	-	-	1493
Stage 2	-	-	-	-	583
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	441	-	46
Stage 1	-	-	-	-	173
Stage 2	-	-	-	-	521
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	441	-	44
Mov Cap-2 Maneuver	-	-	-	-	44
Stage 1	-	-	-	-	173
Stage 2	-	-	-	-	494

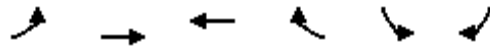
Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	74.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	44	352	-	-	441	-
HCM Lane V/C Ratio	0.395	0.049	-	-	0.052	-
HCM Control Delay (s)	132.6	15.8	-	-	13.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.2	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕↕	↕↕		↕	↕
Traffic Volume (vph)	32	1354	957	51	20	41
Future Volume (vph)	32	1354	957	51	20	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			0	145	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.992			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3511	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3511	0	1770	1583
Link Speed (mph)		45	45		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		13.6	23.1		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	1472	1040	55	22	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	1472	1095	0	22	45
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.4%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	1354	957	51	20	41
Future Vol, veh/h	32	1354	957	51	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	205	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	1472	1040	55	22	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1095	0	0	1874	548
Stage 1	-	-	-	1068	-
Stage 2	-	-	-	806	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	633	-	-	63	480
Stage 1	-	-	-	291	-
Stage 2	-	-	-	400	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	633	-	-	60	480
Mov Cap-2 Maneuver	-	-	-	60	-
Stage 1	-	-	-	275	-
Stage 2	-	-	-	400	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	40.3
HCM LOS			E

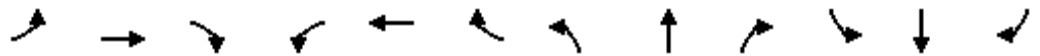
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	633	-	-	-	60	480
HCM Lane V/C Ratio	0.055	-	-	-	0.362	0.093
HCM Control Delay (s)	11	-	-	-	95.8	13.3
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.3

Lanes, Volumes, Timings

Opening Year (2025) PM Peak Hour - Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	1222	147	150	816	42	149	48	110	36	116	27
Future Volume (vph)	41	1222	147	150	816	42	149	48	110	36	116	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850		0.972	
Flt Protected	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3514	0	1681	1725	1583	1770	1811	0
Flt Permitted	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3514	0	1681	1725	1583	1770	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		5				120		5	
Link Speed (mph)		45		45			45		35			
Link Distance (ft)		1523		1052			1786		575			
Travel Time (s)		23.1		15.9			27.1		11.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	1328	160	163	887	46	162	52	120	39	126	29
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	45	1328	160	163	933	0	105	109	120	39	155	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.1	33.6	33.6	12.5	33.6		33.6	33.6	33.6	33.5	33.5	
Total Split (s)	20.0	107.0	107.0	20.0	107.0		20.0	20.0	20.0	33.0	33.0	
Total Split (%)	11.1%	59.4%	59.4%	11.1%	59.4%		11.1%	11.1%	11.1%	18.3%	18.3%	
Maximum Green (s)	12.9	99.4	99.4	12.5	99.4		12.9	12.9	12.9	25.8	25.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1		4.4	4.4	4.4	3.7	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5		2.7	2.7	2.7	3.5	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5		7.1	7.1	7.1	7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	None		Max	Max	Max	Max	Max	
Walk Time (s)		10.0	10.0		10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)		16.0	16.0		16.0		16.0	16.0	16.0	16.0	16.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effect Green (s)	10.9	101.0	101.0	13.1	106.2		12.9	12.9	12.9	25.8	25.8	
Actuated g/C Ratio	0.06	0.56	0.56	0.07	0.59		0.07	0.07	0.07	0.14	0.14	
v/c Ratio	0.42	0.67	0.17	0.65	0.45		0.88	0.89	0.54	0.15	0.59	
Control Delay	69.0	60.3	23.3	66.7	46.9		134.0	135.2	20.8	69.4	79.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	69.0	60.3	23.3	66.7	46.9		134.0	135.2	20.8	69.4	79.8	

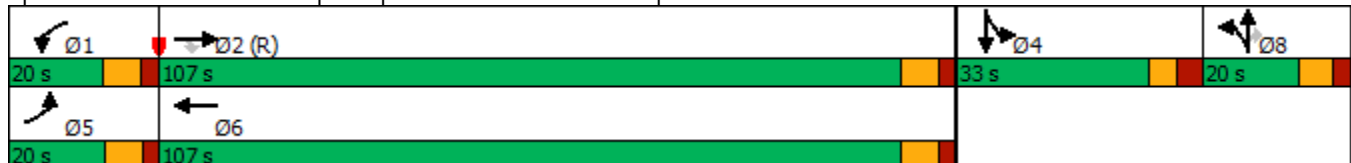


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	C	E	D		F	F	C	E	E	
Approach Delay		56.7			49.8			93.8			77.7	
Approach LOS		E			D			F			E	
Queue Length 50th (ft)	52	802	87	83	454		126	131	0	39	162	
Queue Length 95th (ft)	m69	876	m126	m103	m494		#251	#260	69	80	244	
Internal Link Dist (ft)		1443			972			1706			495	
Turn Bay Length (ft)	200		150	250								
Base Capacity (vph)	137	1985	938	259	2076		120	123	224	253	263	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.67	0.17	0.63	0.45		0.88	0.89	0.54	0.15	0.59	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 115 (64%), Referenced to phase 2:EBT, Start of Green  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 59.5  
 Intersection LOS: E  
 Intersection Capacity Utilization 73.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

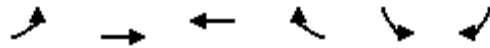
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Opening Year (2025) PM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↖		↗	↘
Traffic Volume (vph)	118	1268	877	131	108	123
Future Volume (vph)	118	1268	877	131	108	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.981			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3472	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3472	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		17.9	10.0		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	1378	953	142	117	134
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	1378	1095	0	117	134
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	40.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↘
Traffic Vol, veh/h	118	1268	877	131	108	123
Future Vol, veh/h	118	1268	877	131	108	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	380	-	-	-	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	1378	953	142	117	134

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1095	0	-	0	1969 548
Stage 1	-	-	-	-	1024 -
Stage 2	-	-	-	-	945 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	633	-	-	-	~ 55 480
Stage 1	-	-	-	-	307 -
Stage 2	-	-	-	-	338 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	633	-	-	-	~ 44 480
Mov Cap-2 Maneuver	-	-	-	-	~ 44 -
Stage 1	-	-	-	-	245 -
Stage 2	-	-	-	-	338 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	\$ 452.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	633	-	-	-	44	480
HCM Lane V/C Ratio	0.203	-	-	-	2.668	0.279
HCM Control Delay (s)	12.1	-	-	-	\$ 951.1	15.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	12.7	1.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

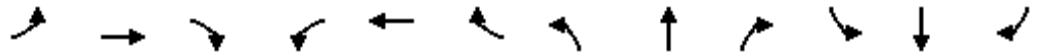


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	427	784	130	266	50	576	550	127	63	824	171
Future Volume (vph)	175	427	784	130	266	50	576	550	127	63	824	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	250		0	275		0	250		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.976			0.972			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3454	0	3433	3440	0	1770	3447	0
Flt Permitted	0.517			0.333			0.950			0.950		
Satd. Flow (perm)	963	3539	1583	620	3454	0	3433	3440	0	1770	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		12			17			14	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		508			407			442			1221	
Travel Time (s)		7.7			6.2			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	464	852	141	289	54	626	598	138	68	896	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	464	852	141	343	0	626	736	0	68	1082	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0		10.0	15.0		10.0	15.0	
Minimum Split (s)	17.0	40.3	17.4	17.2	40.3		17.4	36.4		17.3	36.5	
Total Split (s)	18.0	51.0	41.0	29.0	62.0		41.0	69.3		30.7	59.0	
Total Split (%)	10.0%	28.3%	22.8%	16.1%	34.4%		22.8%	38.5%		17.1%	32.8%	
Maximum Green (s)	11.0	43.7	33.6	21.8	54.7		33.6	61.9		23.4	51.5	
Yellow Time (s)	4.4	4.4	4.8	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.6	3.2	3.3		2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0		-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	7.0	6.8	7.3		6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		26.0			26.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	62.8	51.1	85.0	69.9	54.7		34.4	73.3		13.6	52.3	
Actuated g/C Ratio	0.35	0.28	0.47	0.39	0.30		0.19	0.41		0.08	0.29	
v/c Ratio	0.49	0.46	1.03	0.42	0.32		0.95	0.52		0.51	1.07	
Control Delay	77.7	92.2	98.1	71.5	84.1		96.5	41.1		92.9	107.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	77.7	92.2	98.1	71.5	84.1		96.5	41.1		92.9	107.1	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

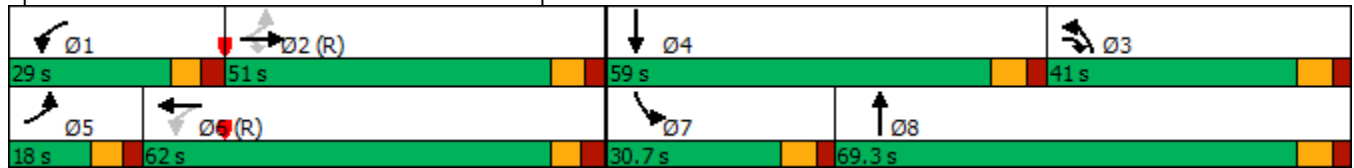


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	F	F	E	F		F	D		F	F	
Approach Delay		93.7			80.5			66.6			106.3	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	203	269	~895	133	177		367	321		76	~706	
Queue Length 95th (ft)	277	331	#1237	m192	m230		#485	402		129	#844	
Internal Link Dist (ft)		428			327			362			1141	
Turn Bay Length (ft)	260		260	250			275			250		
Base Capacity (vph)	387	1005	831	393	1057		656	1411		237	1011	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.46	1.03	0.36	0.32		0.95	0.52		0.29	1.07	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 155  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 87.3  
 Intersection LOS: F  
 Intersection Capacity Utilization 102.2%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

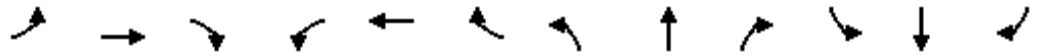


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘	↖	↕	↗	↖	↕↗↘		↖	↕↗↘	
Traffic Volume (vph)	81	164	369	11	93	66	329	1285	48	24	1959	28
Future Volume (vph)	81	164	369	11	93	66	329	1285	48	24	1959	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		75	300		280	250		900
Storage Lanes	0		2	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.995			0.998	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1833	2787	1770	1863	1583	1770	5060	0	1770	5075	0
Flt Permitted		0.850		0.293			0.061			0.086		
Satd. Flow (perm)	0	1583	2787	546	1863	1583	114	5060	0	160	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			210		4			1	
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		242			251			475			1508	
Travel Time (s)		3.7			5.7			7.2			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	178	401	12	101	72	358	1397	52	26	2129	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	401	12	101	72	358	1449	0	26	2159	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	51.4	51.4		49.4	49.4	49.4	13.7	31.6		13.7	34.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	52.0	96.0		21.0	65.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	28.9%	53.3%		11.7%	36.1%	
Maximum Green (s)	17.1	40.1		7.1	30.1	30.1	44.7	88.7		13.7	57.7	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.9	3.9		3.9	3.9	3.9	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.9		7.9	7.9	7.9	7.3	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	36.0	36.0		34.0	34.0	34.0		16.0			19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		39.9	77.2	46.0	46.0	46.0	109.5	109.5		78.4	78.4	
Actuated g/C Ratio		0.22	0.43	0.26	0.26	0.26	0.61	0.61		0.44	0.44	
v/c Ratio		0.76	0.31	0.07	0.21	0.13	0.96	0.47		0.19	0.98	
Control Delay		58.2	10.1	45.6	51.4	0.5	101.2	22.3		41.2	61.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		58.2	10.1	45.6	51.4	0.5	101.2	22.3		41.2	61.9	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Opening Year (2025) PM Peak Hour - Build

01/13/2020

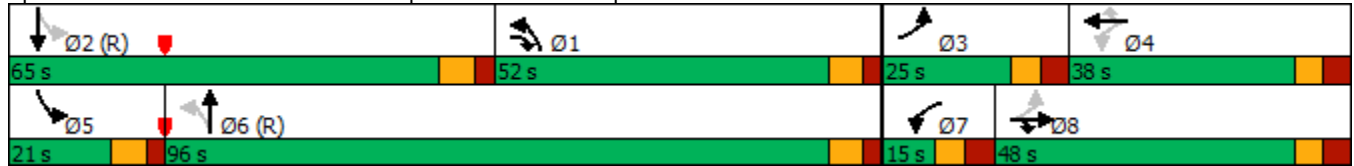


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	B	D	D	A	F	C		D	E	
Approach Delay		29.3				31.2				37.9		61.7
Approach LOS		C				C				D		E
Queue Length 50th (ft)		304	29	10	92	0	348	336		17	883	
Queue Length 95th (ft)		404	155	27	137	0	466	443		47	#1241	
Internal Link Dist (ft)		162				171				395		1428
Turn Bay Length (ft)				225		75	300			250		
Base Capacity (vph)		368	1351	187	475	560	487	3080		192	2211	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.72	0.30	0.06	0.21	0.13	0.74	0.47		0.14	0.98	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 136 (76%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 47.2      Intersection LOS: D  
 Intersection Capacity Utilization 95.2%      ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

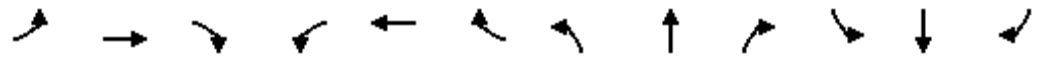
Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020

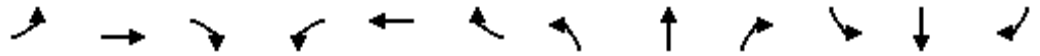


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	489	847	5	4	1255	38	7	18	1	207	10	797
Future Volume (vph)	489	847	5	4	1255	38	7	18	1	207	10	797
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.993				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1770	3536	0	1770	3525	0	1770	1850	0	0	1777	1583
Flt Permitted	0.056			0.308			0.950				0.954	
Satd. Flow (perm)	104	3536	0	574	3525	0	1770	1850	0	0	1777	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2			1				586
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	532	921	5	4	1364	41	8	20	1	225	11	866
Shared Lane Traffic (%)												
Lane Group Flow (vph)	532	926	0	4	1405	0	8	21	0	0	236	866
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	33.7
Total Split (s)	48.0	108.0		15.0	75.0		38.0	38.0		34.0	34.0	34.0
Total Split (%)	24.6%	55.4%		7.7%	38.5%		19.5%	19.5%		17.4%	17.4%	17.4%
Maximum Green (s)	41.6	100.8		8.6	67.8		32.3	32.3		28.3	28.3	28.3
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	5.7
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	114.0	113.2		69.0	68.2		32.3	32.3			28.3	28.3
Actuated g/C Ratio	0.58	0.58		0.35	0.35		0.17	0.17			0.15	0.15
v/c Ratio	1.27	0.45		0.02	1.14		0.03	0.07			0.92	1.19
Control Delay	188.0	24.7		41.8	127.7		68.7	66.9			118.8	116.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	188.0	24.7		41.8	127.7		68.7	66.9			118.8	116.8

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		D	F		E	E			F	F
Approach Delay		84.3			127.5			67.4			117.2	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~802	333		3	~1102		9	22			304	~654
Queue Length 95th (ft)	#1075	464		13	#1240		28	52			#483	#925
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	419	2053		258	1234		293	307			257	730
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.27	0.45		0.02	1.14		0.03	0.07			0.92	1.19

Intersection Summary

Area Type: Other  
 Cycle Length: 195  
 Actuated Cycle Length: 195  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.27  
 Intersection Signal Delay: 108.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 104.6%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Prairie Pkwy & # Neptune Rd

Design Year (2045) AM Peak Hour - No Build  
01/13/2020



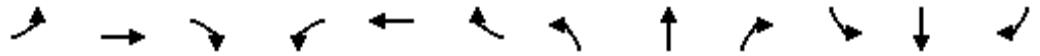
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↕		↖	↑↕	
Traffic Volume (vph)	185	186	622	402	315	499	540	858	385	307	556	734
Future Volume (vph)	185	186	622	402	315	499	540	858	385	307	556	734
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.954			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3376	0	1770	3238	0
Flt Permitted	0.000			0.000			0.083			0.099		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	155	3376	0	184	3238	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			430			281		44			171	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		368			3154			2229			935	
Travel Time (s)		5.0			43.0			50.7			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	202	676	437	342	542	587	933	418	334	604	798
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	202	676	437	342	542	587	1351	0	334	1402	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	8.0	15.0	15.0	6.0	5.0		6.0	5.0	
Minimum Split (s)	13.7	23.3	23.3	15.9	42.9	42.9	14.2	21.5		14.0	43.7	
Total Split (s)	27.0	26.0	26.0	46.0	45.0	45.0	60.0	70.0		38.0	48.0	
Total Split (%)	15.0%	14.4%	14.4%	25.6%	25.0%	25.0%	33.3%	38.9%		21.1%	26.7%	
Maximum Green (s)	19.6	19.3	19.3	38.6	37.6	37.6	52.4	62.4		30.4	40.4	
Yellow Time (s)	5.1	4.4	4.4	5.1	5.1	5.1	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.3	6.3	7.0	7.0	7.0	7.6	7.6		7.6	7.6	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)					7.0	7.0					7.0	
Flash Dont Walk (s)					28.0	28.0					28.0	
Pedestrian Calls (#/hr)					0	0					0	
Act Effect Green (s)	20.0	19.7	19.7	39.0	38.0	38.0	100.4	62.4		70.8	40.4	
Actuated g/C Ratio	0.11	0.11	0.11	0.22	0.21	0.21	0.56	0.35		0.39	0.22	
v/c Ratio	1.03	1.00	1.22	1.14	0.87	0.98	1.06	1.13		0.98	1.63	
Control Delay	145.9	139.0	133.7	150.1	90.6	65.5	104.3	118.6		102.9	325.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	145.9	139.0	133.7	150.1	90.6	65.5	104.3	118.6		102.9	325.0	



Lanes, Volumes, Timings  
 7: Cross Prairie Pkwy & # Neptune Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020

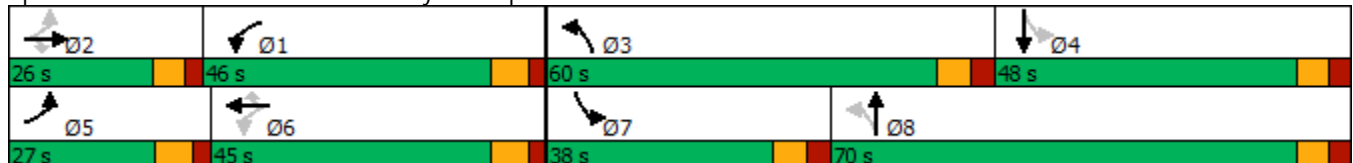


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	F	F	F	F	E	F	F		F	F	
Approach Delay		137.0			100.0			114.2			282.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~251	243	~498	~600	396	357	~704	~950		347	~1172	
Queue Length 95th (ft)	#432	#426	#755	#832	#571	#616	#956	#1091		#564	#1311	
Internal Link Dist (ft)		288			3074			2149			855	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	196	203	556	383	393	555	556	1199		340	859	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.03	1.00	1.22	1.14	0.87	0.98	1.06	1.13		0.98	1.63	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.63  
 Intersection Signal Delay: 163.2  
 Intersection LOS: F  
 Intersection Capacity Utilization 127.4%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Cross Prairie Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	871	13	17	1199	23	18
Future Volume (vph)	871	13	17	1199	23	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	947	14	18	1303	25	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	947	14	18	1303	25	20
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	73.1%
Analysis Period (min)	15
	ICU Level of Service D

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	871	13	17	1199	23	18
Future Vol, veh/h	871	13	17	1199	23	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	947	14	18	1303	25	20

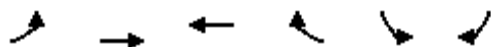
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	961	0	2286 947
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	1339 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	716	-	43 317
Stage 1	-	-	-	-	377 -
Stage 2	-	-	-	-	244 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	716	-	42 317
Mov Cap-2 Maneuver	-	-	-	-	42 -
Stage 1	-	-	-	-	377 -
Stage 2	-	-	-	-	238 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	106.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	42	317	-	-	716	-
HCM Lane V/C Ratio	0.595	0.062	-	-	0.026	-
HCM Control Delay (s)	176.4	17.1	-	-	10.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Design Year (2045) AM Peak Hour - No Build  
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	28	863	1181	45	39	56
Future Volume (vph)	28	863	1181	45	39	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.920	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1748	1734	0	1351	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1748	1734	0	1351	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	8%	8%	36%	41%	17%
Adj. Flow (vph)	30	938	1284	49	42	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	1333	0	103	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	80.3%
ICU Level of Service	D
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 24.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	28	863	1181	45	39	56
Future Vol, veh/h	28	863	1181	45	39	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	23	8	8	36	41	17
Mvmt Flow	30	938	1284	49	42	61

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1333	0	0 2307 1309
Stage 1	-	-	- 1309 -
Stage 2	-	-	- 998 -
Critical Hdwy	4.33	-	- 6.81 6.37
Critical Hdwy Stg 1	-	-	- 5.81 -
Critical Hdwy Stg 2	-	-	- 5.81 -
Follow-up Hdwy	2.407	-	- 3.869 3.453
Pot Cap-1 Maneuver	455	-	- ~ 32 181
Stage 1	-	-	- 210 -
Stage 2	-	-	- 303 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	455	-	- ~ 28 181
Mov Cap-2 Maneuver	-	-	- ~ 28 -
Stage 1	-	-	- 181 -
Stage 2	-	-	- 303 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	\$ 558.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	455	-	-	-	56
HCM Lane V/C Ratio	0.067	-	-	-	1.844
HCM Control Delay (s)	13.5	0	-	-	\$ 558.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	9.8

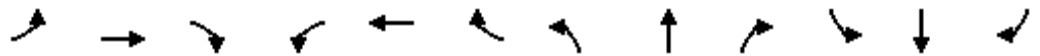
**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

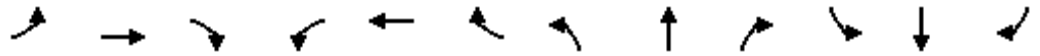
Design Year (2045) AM Peak Hour - No Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	259	612	303	898	44	422	112	722	4	71	27
Future Volume (vph)	30	259	612	303	898	44	422	112	722	4	71	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.870				0.959
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1621	0	1770	1786	0
Flt Permitted	0.044			0.461			0.689			0.131		
Satd. Flow (perm)	82	1863	1583	859	1863	1583	1283	1621	0	244	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			597			113		147				8
Link Speed (mph)		50			50			30				30
Link Distance (ft)		1523			1052			564				290
Travel Time (s)		20.8			14.3			12.8				6.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	282	665	329	976	48	459	122	785	4	77	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	282	665	329	976	48	459	907	0	4	106	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Minimum Split (s)	12.6	40.6	40.6	11.5	41.3	41.3	12.6	39.6		11.5	39.2	
Total Split (s)	15.0	87.0	87.0	42.0	114.0	114.0	30.0	30.0		21.0	21.0	
Total Split (%)	8.3%	48.3%	48.3%	23.3%	63.3%	63.3%	16.7%	16.7%		11.7%	11.7%	
Maximum Green (s)	7.9	79.4	79.4	34.5	106.4	106.4	22.9	22.9		13.5	13.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	5.1	4.4		5.1	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5	2.5	2.0	2.7		2.4	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5	6.5	7.1	7.1		7.5	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		25.0	25.0		25.0	25.0		25.0			25.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	97.1	88.6	88.6	119.0	107.6	107.6	59.3	59.3		31.7	32.0	
Actuated g/C Ratio	0.50	0.46	0.46	0.61	0.55	0.55	0.30	0.30		0.16	0.16	
v/c Ratio	0.30	0.33	0.64	0.52	0.95	0.05	1.02	1.52		0.05	0.35	
Control Delay	27.3	36.1	7.5	21.1	59.4	0.1	114.6	279.1		71.2	71.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.3	36.1	7.5	21.1	59.4	0.1	114.6	279.1		71.2	71.3	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	D	A	C	E	A	F	F		E	E	
Approach Delay		16.4			48.0			223.8			71.3	
Approach LOS		B			D			F			E	
Queue Length 50th (ft)	16	231	49	195	1195	0	557	~1487		4	115	
Queue Length 95th (ft)	36	332	187	258	#1540	0	#986	#1897		18	185	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	119	847	1045	691	1029	925	448	596		145	300	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.33	0.64	0.48	0.95	0.05	1.02	1.52		0.03	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 194.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay: 103.6

Intersection LOS: F

Intersection Capacity Utilization 117.4%

ICU Level of Service H

Analysis Period (min) 15

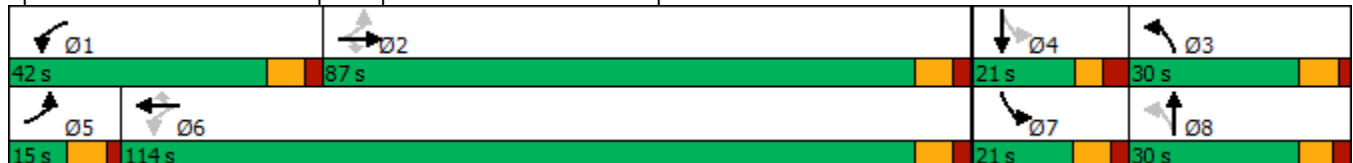
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

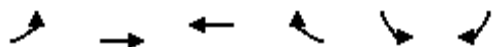
Queue shown is maximum after two cycles.

Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
20: # Neptune Rd & Commerce Center Dr

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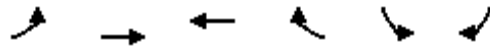
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	810	1075	141	81	150
Future Volume (vph)	74	810	1075	141	81	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			1	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.163				0.950	
Satd. Flow (perm)	304	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				153		163
Link Speed (mph)		50	40		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		16.1	11.3		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	880	1168	153	88	163
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	880	1168	153	88	163
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	5	2	6		7	7
Permitted Phases	2			6		
Detector Phase	5	2	6	6	7	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	8.0	8.0
Total Split (s)	9.0	159.0	150.0	150.0	21.0	21.0
Total Split (%)	5.0%	88.3%	83.3%	83.3%	11.7%	11.7%
Maximum Green (s)	5.0	155.0	146.0	146.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	-0.8	-0.8	-0.8	0.0	0.0	0.0
Total Lost Time (s)	3.2	3.2	3.2	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	Max	None	None
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effect Green (s)	155.8	155.8	146.8	146.0	13.6	13.6
Actuated g/C Ratio	0.88	0.88	0.83	0.83	0.08	0.08
v/c Ratio	0.25	0.54	0.75	0.11	0.65	0.60
Control Delay	3.4	3.8	11.1	0.6	101.0	19.2
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0
Total Delay	3.4	3.8	12.0	0.6	101.0	19.2



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Design Year (2045) AM Peak Hour - No Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	B	A	F	B
Approach Delay		3.8	10.7		47.9	
Approach LOS		A	B		D	
Queue Length 50th (ft)	9	178	529	0	101	0
Queue Length 95th (ft)	18	267	768	14	167	79
Internal Link Dist (ft)		1101	581		1171	
Turn Bay Length (ft)	380			350		175
Base Capacity (vph)	316	1643	1548	1335	170	299
Starvation Cap Reductn	0	0	157	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.54	0.84	0.11	0.52	0.55

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 176.6  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 11.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 20: # Neptune Rd & Commerce Center Dr



Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - No Build

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	270	609	171	360	36	880	745	106	35	516	156
Future Volume (vph)	185	270	609	171	360	36	880	745	106	35	516	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		260	0		0	275		0	250		0
Storage Lanes	2		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.981			0.965
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3472	0	1770	3415	0
Flt Permitted	0.385			0.459			0.950			0.950		
Satd. Flow (perm)	717	3539	1583	855	1863	1583	1770	3472	0	1770	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			591			159		10			19	
Link Speed (mph)		40			35			45			45	
Link Distance (ft)		754			419			442			1221	
Travel Time (s)		12.9			8.2			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	293	662	186	391	39	957	810	115	38	561	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	293	662	186	391	39	957	925	0	38	731	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	10.0	15.0	15.0	10.0	15.0		10.0	15.0	
Minimum Split (s)	14.0	40.3	40.3	17.2	40.3	40.3	17.4	36.4		17.3	36.5	
Total Split (s)	14.0	50.0	50.0	35.0	71.0	71.0	55.8	75.0		20.0	39.2	
Total Split (%)	7.8%	27.8%	27.8%	19.4%	39.4%	39.4%	31.0%	41.7%		11.1%	21.8%	
Maximum Green (s)	7.0	42.7	42.7	27.8	63.7	63.7	48.4	67.6		12.7	31.7	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.9	3.2	3.3	3.3	2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0	0.0	-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	6.9	6.8	7.3	7.3	6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		26.0	26.0		26.0	26.0		22.0			22.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	61.1	53.4	53.4	77.9	63.7	63.7	49.2	73.9		11.5	32.5	
Actuated g/C Ratio	0.34	0.30	0.30	0.43	0.35	0.35	0.27	0.41		0.06	0.18	
v/c Ratio	0.70	0.28	0.75	0.40	0.59	0.06	1.98	0.65		0.34	1.16	
Control Delay	56.8	50.2	13.2	35.1	52.1	0.2	480.7	45.7		88.7	147.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	50.2	13.2	35.1	52.1	0.2	480.7	45.7		88.7	147.5	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - No Build

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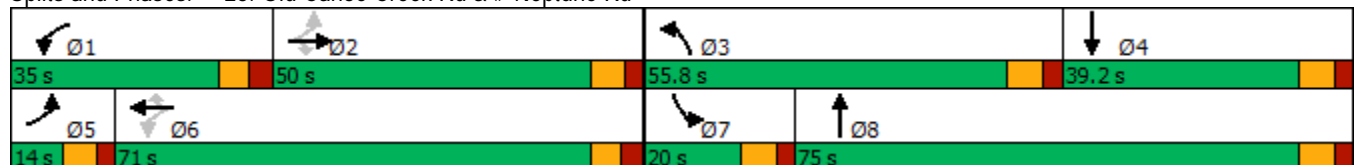


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D	B	D	D	A	F	D		F	F	
Approach Delay		30.2			43.7			266.9			144.6	
Approach LOS		C			D			F			F	
Queue Length 50th (ft)	151	141	62	138	379	0	~1749	468		44	~525	
Queue Length 95th (ft)	#232	194	250	200	498	0	#2018	562		87	#663	
Internal Link Dist (ft)		674			339			362			1141	
Turn Bay Length (ft)	450		260				275			250		
Base Capacity (vph)	286	1049	885	514	659	662	483	1431		132	632	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.70	0.28	0.75	0.36	0.59	0.06	1.98	0.65		0.29	1.16	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.98  
 Intersection Signal Delay: 152.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 119.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020

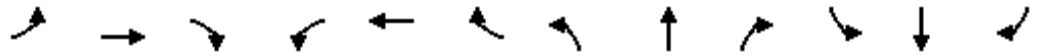


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	74	304	57	92	66	335	1743	30	53	1167	136
Future Volume (vph)	35	74	304	57	92	66	335	1743	30	53	1167	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.997			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5070	0	1770	5004	0
Flt Permitted	0.672			0.703			0.087			0.089		
Satd. Flow (perm)	1252	1863	1583	1310	1863	1583	162	5070	0	166	5004	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			210		2			11	
Link Speed (mph)		35			50			45			45	
Link Distance (ft)		2179			251			943			1508	
Travel Time (s)		42.4			3.4			14.3			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	80	330	62	100	72	364	1895	33	58	1268	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	80	330	62	100	72	364	1928	0	58	1416	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	49.4	49.4		49.4	49.4	49.4	13.7	34.6		13.7	34.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	57.0	96.0		21.0	60.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	31.7%	53.3%		11.7%	33.3%	
Maximum Green (s)	17.1	40.1		7.1	30.1	30.1	49.7	88.7		13.7	52.7	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.9	3.9		3.9	3.9	3.9	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9	7.9	7.3	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	34.0	34.0		34.0	34.0	34.0		19.0			19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)	36.2	27.7	72.2	35.5	29.4	29.4	121.7	109.2		85.0	77.1	
Actuated g/C Ratio	0.20	0.15	0.40	0.20	0.16	0.16	0.68	0.61		0.47	0.43	
v/c Ratio	0.14	0.28	0.48	0.22	0.33	0.17	0.82	0.63		0.39	0.66	
Control Delay	52.2	68.2	30.0	55.0	70.2	0.8	58.9	25.1		28.8	44.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	52.2	68.2	30.0	55.0	70.2	0.8	58.9	25.1		28.8	44.5	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) AM Peak Hour - No Build

01/13/2020

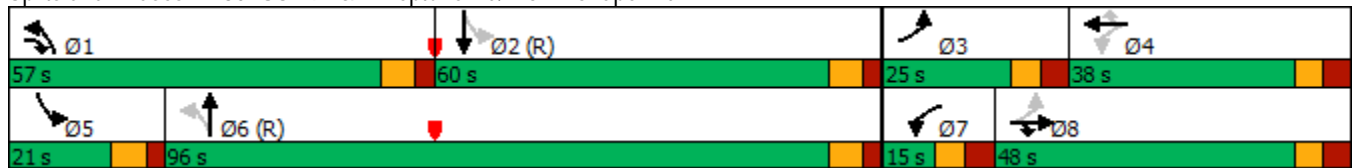


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E	C	E	E	A	E	C		C	D	
Approach Delay		38.7				44.8			30.5			43.9
Approach LOS		D				D			C			D
Queue Length 50th (ft)	35	84	217	58	108	0	318	534		22	480	
Queue Length 95th (ft)	68	136	259	99	171	0	431	663		51	637	
Internal Link Dist (ft)		2099				171			863			1428
Turn Bay Length (ft)	80		50	225		75	300			250		
Base Capacity (vph)	348	415	783	277	319	445	553	3076		205	2150	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.19	0.42	0.22	0.31	0.16	0.66	0.63		0.28	0.66	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 36.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 72.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	↖
Traffic Volume (vph)	351	1660	20	7	1141	61	12	10	2	108	8	749
Future Volume (vph)	351	1660	20	7	1141	61	12	10	2	108	8	749
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.977				0.850
Flt Protected	0.950			0.950			0.950				0.956	
Satd. Flow (prot)	1770	3532	0	1770	3511	0	1770	1820	0	0	1781	1583
Flt Permitted	0.053			0.058			0.950				0.956	
Satd. Flow (perm)	99	3532	0	108	3511	0	1770	1820	0	0	1781	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3			2				546
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1215			453			328				283
Travel Time (s)		20.7			7.7			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	382	1804	22	8	1240	66	13	11	2	117	9	814
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	1826	0	8	1306	0	13	13	0	0	126	814
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.4	23.2		13.4	23.2		22.4	22.4		22.4	22.4	22.4
Total Split (s)	56.0	110.7		13.4	68.1		26.9	26.9		29.0	29.0	29.0
Total Split (%)	31.1%	61.5%		7.4%	37.8%		14.9%	14.9%		16.1%	16.1%	16.1%
Maximum Green (s)	50.6	103.5		8.0	60.9		20.5	20.5		22.6	22.6	22.6
Yellow Time (s)	3.4	4.4		3.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.4	7.2		5.4	7.2		6.4	6.4		6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	None		Max	Max		None	None	None
Act Effct Green (s)	110.6	103.7		75.9	66.1		20.5	20.5			22.6	22.6
Actuated g/C Ratio	0.64	0.60		0.44	0.38		0.12	0.12			0.13	0.13
v/c Ratio	0.90	0.86		0.06	0.97		0.06	0.06			0.54	1.19
Control Delay	76.5	34.1		18.1	69.0		70.7	62.9			80.2	119.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	76.5	34.1		18.1	69.0		70.7	62.9			80.2	119.5
LOS	E	C		B	E		E	E			F	F
Approach Delay		41.5			68.6			66.8			114.2	
Approach LOS		D			E			E			F	

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) PM Peak Hour - No Build

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	360	789		3	-751		13	11			130	-521
Queue Length 95th (ft)	490	1091		10	#1054		39	37			221	#838
Internal Link Dist (ft)		1135			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	556	2129		125	1351		211	219			234	682
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.69	0.86		0.06	0.97		0.06	0.06			0.54	1.19

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 172  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.19  
 Intersection Signal Delay: 64.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 100.7%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

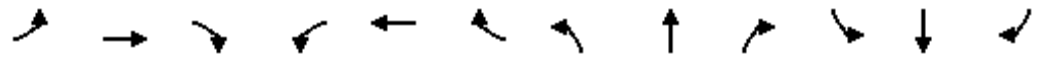
Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd

13.4 s	110.7 s	29 s	26.9 s
56 s	68.1 s		

Lanes, Volumes, Timings  
7: Cross Prairie Pkwy & # Neptune Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020



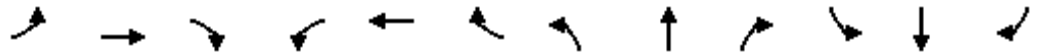
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	407	699	296	593	398	435	714	518	644	1110	89
Future Volume (vph)	212	407	699	296	593	398	435	714	518	644	1110	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.937			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3316	0	1770	3500	0
Flt Permitted	0.098			0.095			0.068			0.064		
Satd. Flow (perm)	183	1863	1583	177	1863	1583	127	3316	0	119	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			285			122		108				5
Link Speed (mph)		50			50			30				30
Link Distance (ft)		368			3154			2229				935
Travel Time (s)		5.0			43.0			50.7				21.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	230	442	760	322	645	433	473	776	563	700	1207	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	442	760	322	645	433	473	1339	0	700	1304	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	4.0	20.0	20.0	4.0	8.0		4.0	8.0	
Minimum Split (s)	12.1	27.1	27.1	8.0	27.1	27.1	8.0	20.0		8.0	20.0	
Total Split (s)	22.0	48.0	48.0	23.0	49.0	49.0	31.0	65.0		44.0	78.0	
Total Split (%)	12.2%	26.7%	26.7%	12.8%	27.2%	27.2%	17.2%	36.1%		24.4%	43.3%	
Maximum Green (s)	14.9	40.9	40.9	19.0	41.9	41.9	27.0	58.6		40.0	71.6	
Yellow Time (s)	5.1	5.1	5.1	3.5	5.1	5.1	3.5	4.4		3.5	4.4	
All-Red Time (s)	2.0	2.0	2.0	0.5	2.0	2.0	0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.1	7.1	4.0	7.1	7.1	4.0	6.4		4.0	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	None	None	None	None		None	None	
Act Effct Green (s)	55.8	40.9	40.9	64.0	41.9	41.9	88.0	58.6		105.0	71.6	
Actuated g/C Ratio	0.31	0.23	0.23	0.36	0.23	0.23	0.49	0.33		0.58	0.40	
v/c Ratio	1.22	1.04	1.31	1.39	1.49	0.94	1.54	1.16		1.61	0.93	
Control Delay	180.8	120.7	184.1	240.7	276.7	76.4	295.8	130.7		319.4	64.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	180.8	120.7	184.1	240.7	276.7	76.4	295.8	130.7		319.4	64.5	
LOS	F	F	F	F	F	E	F	F		F	E	
Approach Delay		164.0			206.4			173.8			153.6	
Approach LOS		F			F			F			F	



Lanes, Volumes, Timings  
 7: Cross Prairie Pkwy & # Neptune Rd

Design Year (2045) PM Peak Hour - No Build

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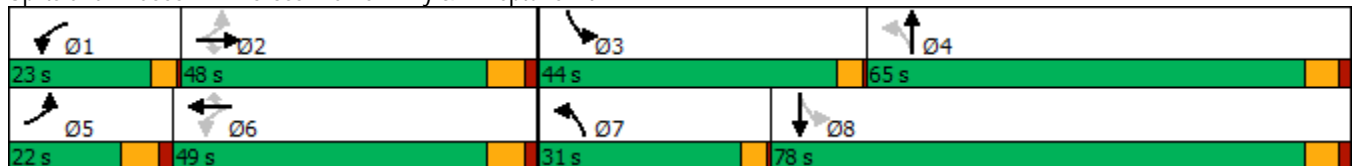


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~282	~563	~879	~452	~1047	386	~730	~936		~1132	775	
Queue Length 95th (ft)	#474	#796	#1144	#667	#1301	#608	#970	#1076		#1394	#918	
Internal Link Dist (ft)		288			3074			2149			855	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	188	423	579	231	433	462	308	1152		436	1395	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.22	1.04	1.31	1.39	1.49	0.94	1.54	1.16		1.61	0.93	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 140  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.61  
 Intersection Signal Delay: 172.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 135.5%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

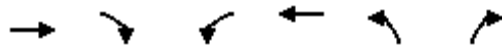
Splits and Phases: 7: Cross Prairie Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Design Year (2045) PM Peak Hour - No Build

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	1535	28	25	1112	19	19
Future Volume (vph)	1535	28	25	1112	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1583	1770	1863	1770	1583
Link Speed (mph)	50			50	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	43.0			14.9	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1668	30	27	1209	21	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1668	30	27	1209	21	21
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 90.8% ICU Level of Service E

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	1535	28	25	1112	19	19
Future Vol, veh/h	1535	28	25	1112	19	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1668	30	27	1209	21	21

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1698	0	2931
Stage 1	-	-	-	-	1668
Stage 2	-	-	-	-	1263
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	375	-	~ 17
Stage 1	-	-	-	-	168
Stage 2	-	-	-	-	266
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	375	-	~ 16
Mov Cap-2 Maneuver	-	-	-	-	~ 16
Stage 1	-	-	-	-	168
Stage 2	-	-	-	-	247

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 352.2
HCM LOS			F

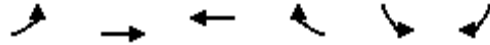
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	119	-	-	375	-
HCM Lane V/C Ratio	1.291	0.174	-	-	0.072	-
HCM Control Delay (s)	\$ 662.8	41.5	-	-	15.3	-
HCM Lane LOS	F	E	-	-	C	-
HCM 95th %tile Q(veh)	3.1	0.6	-	-	0.2	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Design Year (2045) PM Peak Hour - No Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	33	1530	1070	67	27	45
Future Volume (vph)	33	1530	1070	67	27	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.915	
Flt Protected		0.999			0.982	
Satd. Flow (prot)	0	1861	1848	0	1674	0
Flt Permitted		0.999			0.982	
Satd. Flow (perm)	0	1861	1848	0	1674	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		12.2	20.8		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	1663	1163	73	29	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1699	1236	0	78	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	117.9%
Analysis Period (min)	15
	ICU Level of Service H

**Intersection**

Int Delay, s/veh 126.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	33	1530	1070	67	27	45
Future Vol, veh/h	33	1530	1070	67	27	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	1663	1163	73	29	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1236	0	-	0	2935 1200
Stage 1	-	-	-	-	1200 -
Stage 2	-	-	-	-	1735 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	564	-	-	-	~ 17 226
Stage 1	-	-	-	-	285 -
Stage 2	-	-	-	-	156 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	564	-	-	-	~ 3 226
Mov Cap-2 Maneuver	-	-	-	-	~ 3 -
Stage 1	-	-	-	-	46 -
Stage 2	-	-	-	-	156 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	\$ 4857.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	564	-	-	-	8
HCM Lane V/C Ratio	0.064	-	-	-	9.783
HCM Control Delay (s)	11.8	0	-	-	\$ 4857.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	11.4

**Notes**

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

Design Year (2045) PM Peak Hour - No Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	895	663	663	463	60	564	89	522	22	155	12
Future Volume (vph)	29	895	663	663	463	60	564	89	522	22	155	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.872			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1624	0	1770	1842	0
Flt Permitted	0.479			0.055			0.185			0.227		
Satd. Flow (perm)	892	1863	1583	102	1863	1583	345	1624	0	423	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			167			79		158			2	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1523			1052			564			290	
Travel Time (s)		20.8			14.3			12.8			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	973	721	721	503	65	613	97	567	24	168	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	973	721	721	503	65	613	664	0	24	181	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0		9.0	20.0	
Total Split (s)	9.0	72.0	72.0	48.0	111.0	111.0	40.0	51.0		9.0	20.0	
Total Split (%)	5.0%	40.0%	40.0%	26.7%	61.7%	61.7%	22.2%	28.3%		5.0%	11.1%	
Maximum Green (s)	5.0	68.0	68.0	44.0	107.0	107.0	36.0	47.0		5.0	16.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	73.0	68.0	68.0	116.0	108.8	108.8	56.0	50.6		21.0	16.0	
Actuated g/C Ratio	0.41	0.38	0.38	0.64	0.60	0.60	0.31	0.28		0.12	0.09	
v/c Ratio	0.08	1.38	1.03	1.52	0.45	0.07	1.56	1.16		0.28	1.10	
Control Delay	17.5	222.8	82.4	284.8	21.2	1.9	303.0	133.5		55.3	168.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.5	222.8	82.4	284.8	21.2	1.9	303.0	133.5		55.3	168.4	

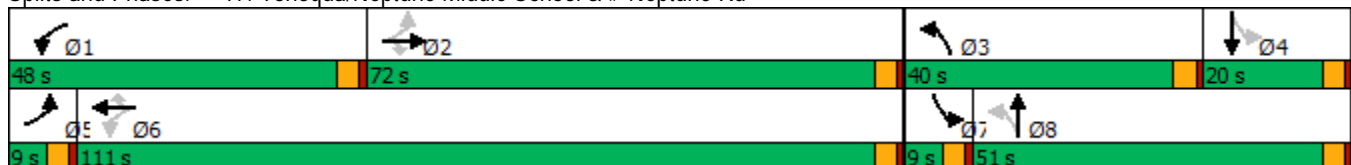


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	F	F	F	C	A	F	F		E	F	
Approach Delay		160.4			167.7			214.9			155.1	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	13	~1519	~775	~1140	321	0	~977	~820		20	~238	
Queue Length 95th (ft)	28	#1785	#1038	#1402	413	16	#1232	#1080		46	#414	
Internal Link Dist (ft)		1443			972			484			210	
Turn Bay Length (ft)	200		150	250		600						
Base Capacity (vph)	386	703	701	473	1126	988	392	570		86	165	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	1.38	1.03	1.52	0.45	0.07	1.56	1.16		0.28	1.10	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.56  
 Intersection Signal Delay: 177.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 138.2%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



















Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
20: # Neptune Rd & Commerce Center Dr

Design Year (2045) PM Peak Hour - No Build

01/13/2020

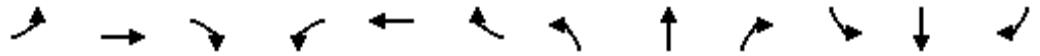
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	1424	0	0	978	159	0	0	0	130	0	144
Future Volume (vph)	139	1424	0	0	978	159	0	0	0	130	0	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	0		350	0		0	0		175
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850						0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	0	0	1770	0	1583
Flt Permitted	0.186									0.950		
Satd. Flow (perm)	346	1863	0	0	1863	1583	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173						157
Link Speed (mph)		50			40			30				30
Link Distance (ft)		1181			661			398				1251
Travel Time (s)		16.1			11.3			9.0				28.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	1548	0	0	1063	173	0	0	0	141	0	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1548	0	0	1063	173	0	0	0	141	0	157
Turn Type	pm+pt	NA			NA	Perm				Prot		Prot
Protected Phases	5	2			6					7		7
Permitted Phases	2					6						
Detector Phase	5	2			6	6				7		7
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0				4.0		4.0
Minimum Split (s)	8.0	20.0			20.0	20.0				8.0		8.0
Total Split (s)	15.0	160.0			145.0	145.0				20.0		20.0
Total Split (%)	8.3%	88.9%			80.6%	80.6%				11.1%		11.1%
Maximum Green (s)	11.0	156.0			141.0	141.0				16.0		16.0
Yellow Time (s)	3.5	3.5			3.5	3.5				3.5		3.5
All-Red Time (s)	0.5	0.5			0.5	0.5				0.5		0.5
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				0.0		0.0
Total Lost Time (s)	4.0	4.0			4.0	4.0				4.0		4.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0		3.0
Recall Mode	None	Max			Max	Max				None		None
Walk Time (s)		5.0			5.0	5.0						
Flash Dont Walk (s)		11.0			11.0	11.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)	156.0	156.0			144.2	144.2				15.8		15.8
Actuated g/C Ratio	0.87	0.87			0.80	0.80				0.09		0.09
v/c Ratio	0.42	0.96			0.71	0.13				0.90		0.56
Control Delay	5.3	25.0			11.6	0.7				129.8		17.8
Queue Delay	0.0	0.0			0.7	0.0				0.0		0.0
Total Delay	5.3	25.0			12.4	0.7				129.8		17.8



Lanes, Volumes, Timings  
 20: # Neptune Rd & Commerce Center Dr

Design Year (2045) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	C			B	A				F		B
Approach Delay		23.3			10.7						70.8	
Approach LOS		C			B						E	
Queue Length 50th (ft)	21	1148			511	0				168		0
Queue Length 95th (ft)	31	#2068			681	16				#309		78
Internal Link Dist (ft)		1101			581			318			1171	
Turn Bay Length (ft)	380					350						175
Base Capacity (vph)	386	1615			1494	1304				157		283
Starvation Cap Reductn	0	0			170	0				0		0
Spillback Cap Reductn	0	0			0	0				0		0
Storage Cap Reductn	0	0			0	0				0		0
Reduced v/c Ratio	0.39	0.96			0.80	0.13				0.90		0.55

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 179.8  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.8%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 20: # Neptune Rd & Commerce Center Dr



Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020

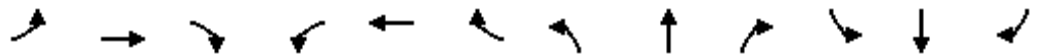


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	504	911	157	314	59	671	653	154	76	977	198
Future Volume (vph)	200	504	911	157	314	59	671	653	154	76	977	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	0		0	275		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.971			0.975
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3437	0	1770	3451	0
Flt Permitted	0.402			0.274			0.950			0.950		
Satd. Flow (perm)	749	3539	1583	510	1863	1583	1770	3437	0	1770	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			468			141		17			12	
Link Speed (mph)		40			35			45			45	
Link Distance (ft)		508			407			442			1221	
Travel Time (s)		8.7			7.9			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	548	990	171	341	64	729	710	167	83	1062	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	548	990	171	341	64	729	877	0	83	1277	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6		8				
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	15.0	10.0	15.0	15.0	10.0	15.0		10.0	15.0	
Minimum Split (s)	16.8	21.8	21.8	16.8	21.8	21.8	16.5	21.5		16.5	21.5	
Total Split (s)	16.8	56.9	56.9	27.1	67.2	67.2	47.0	68.1		27.9	49.0	
Total Split (%)	9.3%	31.6%	31.6%	15.1%	37.3%	37.3%	26.1%	37.8%		15.5%	27.2%	
Maximum Green (s)	10.0	50.1	50.1	20.3	60.4	60.4	40.5	61.6		21.4	42.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	Max	Max		None	Max	
Act Effct Green (s)	64.2	54.2	54.2	75.5	60.4	60.4	40.5	68.9		14.1	42.5	
Actuated g/C Ratio	0.36	0.30	0.30	0.42	0.34	0.34	0.22	0.38		0.08	0.24	
v/c Ratio	0.67	0.51	1.23	0.52	0.55	0.10	1.83	0.66		0.60	1.55	
Control Delay	51.4	54.6	141.6	38.7	52.6	0.3	419.6	48.4		97.5	296.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.4	54.6	141.6	38.7	52.6	0.3	419.6	48.4		97.5	296.1	
LOS	D	D	F	D	D	A	F	D		F	F	
Approach Delay		103.3			42.7			216.9			284.0	
Approach LOS		F			D			F			F	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020

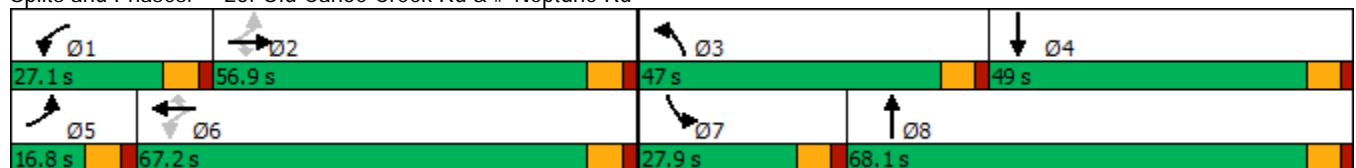


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	166	284	~1035	127	329	0	~1296	442		97	~1113	
Queue Length 95th (ft)	236	359	#1322	187	440	0	#1555	545		157	#1255	
Internal Link Dist (ft)		428			327			362			1141	
Turn Bay Length (ft)	260		260				275			250		
Base Capacity (vph)	323	1065	803	360	625	624	398	1326		210	823	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.51	1.23	0.47	0.55	0.10	1.83	0.66		0.40	1.55	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.83
Intersection Signal Delay:	177.5
Intersection LOS:	F
Intersection Capacity Utilization	120.3%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	195	444	12	111	78	388	1527	55	29	2332	36
Future Volume (vph)	91	195	444	12	111	78	388	1527	55	29	2332	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	225		75	300		280	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.995			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5060	0	1770	5075	0
Flt Permitted	0.435			0.594			0.066			0.066		
Satd. Flow (perm)	810	1863	1583	1106	1863	1583	123	5060	0	123	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			214		4			1	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		245			251			475			1508	
Travel Time (s)		4.8			5.7			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	212	483	13	121	85	422	1660	60	32	2535	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	212	483	13	121	85	422	1720	0	32	2574	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.0	48.8		12.0	48.8	48.8	13.1	34.1		13.1	34.1	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	52.0	96.0		21.0	65.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	28.9%	53.3%		11.7%	36.1%	
Maximum Green (s)	18.0	40.2		8.0	30.2	30.2	43.9	87.9		12.9	56.9	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.0	3.8		3.0	3.8	3.8	3.3	3.3		3.3	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.8		7.0	7.8	7.8	8.1	8.1		8.1	8.1	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		34.0			34.0	34.0		19.0			19.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effect Green (s)	39.8	33.1	82.0	25.6	18.2	18.2	112.2	112.2		73.1	73.1	
Actuated g/C Ratio	0.22	0.18	0.46	0.14	0.10	0.10	0.62	0.62		0.41	0.41	
v/c Ratio	0.39	0.62	0.61	0.07	0.64	0.24	0.88	0.55		0.27	1.25	
Control Delay	60.3	75.9	24.2	51.7	92.2	1.6	79.7	22.0		41.8	159.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.3	75.9	24.2	51.7	92.2	1.6	79.7	22.0		41.8	159.2	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) PM Peak Hour - No Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	C	D	F	A	E	C		D	F	
Approach Delay		42.5			54.7			33.4			157.8	
Approach LOS		D			D			C			F	
Queue Length 50th (ft)	99	226	282	12	141	0	426	419		23	~1372	
Queue Length 95th (ft)	144	325	335	31	207	0	#649	572		55	#1615	
Internal Link Dist (ft)		165			171			395			1428	
Turn Bay Length (ft)			50	225		75	300			250		
Base Capacity (vph)	275	416	853	195	312	443	478	3155		167	2062	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.51	0.57	0.07	0.39	0.19	0.88	0.55		0.19	1.25	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 149 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 91.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 99.1%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

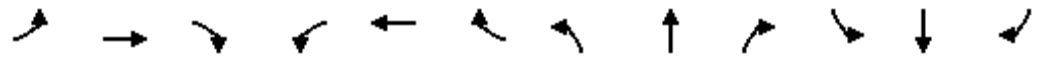
Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



Lanes, Volumes, Timings  
3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020

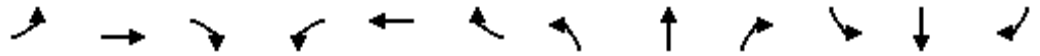


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	433	1055	3	7	1624	71	5	19	2	295	8	604
Future Volume (vph)	433	1055	3	7	1624	71	5	19	2	295	8	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994			0.987				0.850
Flt Protected	0.950			0.950			0.950				0.954	
Satd. Flow (prot)	1770	3539	0	1770	3518	0	1770	1839	0	0	1777	1583
Flt Permitted	0.051			0.247			0.950				0.954	
Satd. Flow (perm)	95	3539	0	460	3518	0	1770	1839	0	0	1777	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			2				178
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2901			453			328				283
Travel Time (s)		44.0			6.9			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	471	1147	3	8	1765	77	5	21	2	321	9	657
Shared Lane Traffic (%)												
Lane Group Flow (vph)	471	1150	0	8	1842	0	5	23	0	0	330	657
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	6.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	12.4
Total Split (s)	46.0	88.0		38.0	80.0		21.0	21.0		33.0	33.0	46.0
Total Split (%)	25.6%	48.9%		21.1%	44.4%		11.7%	11.7%		18.3%	18.3%	25.6%
Maximum Green (s)	39.6	80.8		31.6	72.8		15.3	15.3		27.3	27.3	39.6
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	120.0	113.4		82.4	73.2		15.3	15.3			27.3	66.2
Actuated g/C Ratio	0.67	0.63		0.46	0.41		0.08	0.08			0.15	0.37
v/c Ratio	1.08	0.52		0.03	1.29		0.03	0.15			1.23	0.95
Control Delay	120.2	20.0		17.9	182.3		76.4	73.6			189.5	54.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	120.2	20.0		17.9	182.3		76.4	73.6			189.5	54.2

Lanes, Volumes, Timings  
 3: # Neptune Rd & Partin Settlement Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020

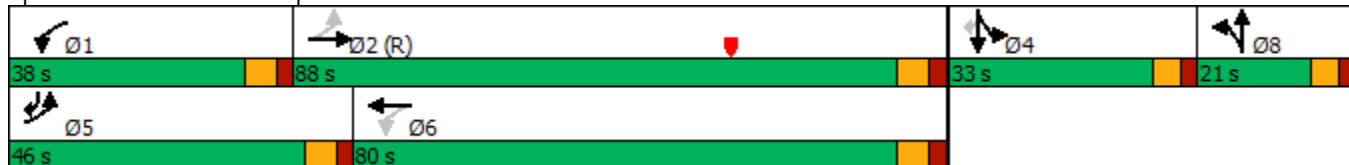


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		B	F		E	E			F	D
Approach Delay		49.1			181.5			74.1			99.5	
Approach LOS		D			F			E			F	
Queue Length 50th (ft)	~545	327		3	~1366		5	22			~458	427
Queue Length 95th (ft)	#775	474		m6	#1502		20	54			#665	#741
Internal Link Dist (ft)		2821			373			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	435	2230		503	1432		150	158			269	694
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	1.08	0.52		0.02	1.29		0.03	0.15			1.23	0.95

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of FDW or yellow  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.29  
 Intersection Signal Delay: 115.0  
 Intersection LOS: F  
 Intersection Capacity Utilization 110.0%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

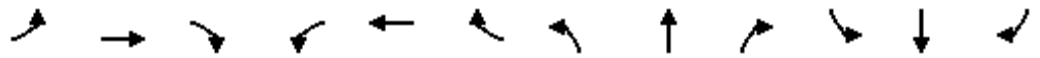
Splits and Phases: 3: # Neptune Rd & Partin Settlement Rd



Lanes, Volumes, Timings  
7: Cross Praire Pkwy & # Neptune Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020



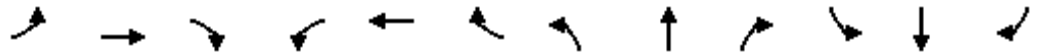
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑	
Traffic Volume (vph)	166	310	612	389	504	485	653	632	377	297	398	213
Future Volume (vph)	166	310	612	389	504	485	653	632	377	297	398	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	0		0
Storage Lanes	2		1	2		1	2		0	2		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.944				0.948
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3341	0	3433	3355	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3341	0	3433	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			306		81			50	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2201			3154			2229			422	
Travel Time (s)		33.3			47.8			50.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	337	665	423	548	527	710	687	410	323	433	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	337	665	423	548	527	710	1097	0	323	665	0
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	8.0	15.0	15.0	6.0	5.0		6.0	5.0	
Minimum Split (s)	13.7	23.3	14.2	15.9	42.9	42.9	14.2	21.5		14.0	43.7	
Total Split (s)	19.0	36.8	61.2	37.0	54.8	54.8	61.2	78.5		27.7	45.0	
Total Split (%)	10.6%	20.4%	34.0%	20.6%	30.4%	30.4%	34.0%	43.6%		15.4%	25.0%	
Maximum Green (s)	11.6	30.1	53.6	29.6	47.4	47.4	53.6	70.9		20.1	37.4	
Yellow Time (s)	5.1	4.4	4.4	5.1	5.1	5.1	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.3	2.3	3.2	2.3	2.3	2.3	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.3	7.2	7.0	7.0	7.0	7.6	7.6		7.6	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	None	None	Max	Max	None	C-Max		None	Max	
Walk Time (s)					7.0	7.0						7.0
Flash Dont Walk (s)					28.0	28.0						28.0
Pedestrian Calls (#/hr)					0	0						0
Act Effct Green (s)	11.9	33.6	85.6	26.9	47.9	47.9	45.3	70.9		20.1	45.7	
Actuated g/C Ratio	0.07	0.19	0.48	0.15	0.27	0.27	0.25	0.39		0.11	0.25	
v/c Ratio	0.80	0.51	0.79	0.82	0.58	0.82	0.82	0.80		0.84	0.75	
Control Delay	120.4	56.4	34.6	61.7	54.8	37.3	71.7	50.1		97.7	63.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	120.4	56.4	34.6	61.7	54.8	37.3	71.7	50.1		97.7	63.4	



Lanes, Volumes, Timings  
 7: Cross Praire Pkwy & # Neptune Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020

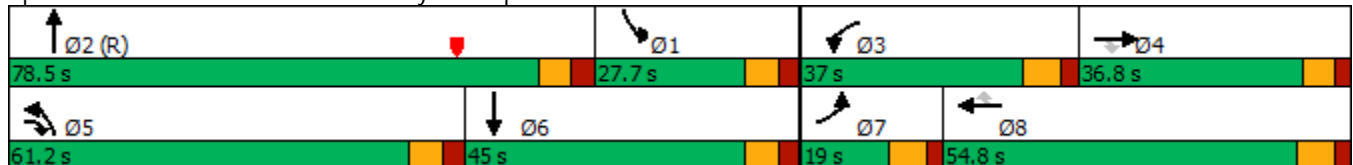


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C	E	D	D	E	D		F	E	
Approach Delay		53.9			50.6			58.6			74.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	102	191	566	218	337	385	396	544		188	343	
Queue Length 95th (ft)	m140	m191	m652	285	400	504	442	635		#264	#471	
Internal Link Dist (ft)		2121			3074			2149			342	
Turn Bay Length (ft)	200		150	200		150	150					
Base Capacity (vph)	228	659	903	572	941	646	1022	1365		383	888	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.79	0.51	0.74	0.74	0.58	0.82	0.69	0.80		0.84	0.75	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 88.8 (49%), Referenced to phase 2:NBT, Start of FDW or yellow  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 58.3  
 Intersection LOS: E  
 Intersection Capacity Utilization 85.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

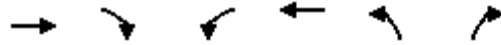
Splits and Phases: 7: Cross Praire Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	989	13	17	1361	23	18
Future Volume (vph)	989	13	17	1361	23	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3532	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3532	0	1770	3539	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	47.8			16.6	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1075	14	18	1479	25	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1089	0	18	1479	25	20
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.6% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	989	13	17	1361	23	18
Future Vol, veh/h	989	13	17	1361	23	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1075	14	18	1479	25	20

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1089	0	1858
Stage 1	-	-	-	-	1082
Stage 2	-	-	-	-	776
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	636	-	65
Stage 1	-	-	-	-	287
Stage 2	-	-	-	-	414
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	636	-	63
Mov Cap-2 Maneuver	-	-	-	-	63
Stage 1	-	-	-	-	287
Stage 2	-	-	-	-	402

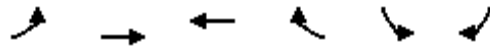
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	59.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	63	482	-	-	636	-
HCM Lane V/C Ratio	0.397	0.041	-	-	0.029	-
HCM Control Delay (s)	95.6	12.8	-	-	10.8	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	981	1344	44	39	56
Future Volume (vph)	28	981	1344	44	39	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			0	145	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	902	3343	3299	0	1280	1380
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	902	3343	3299	0	1280	1380
Link Speed (mph)		45	45		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		13.6	23.1		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	8%	8%	36%	41%	17%
Adj. Flow (vph)	30	1066	1461	48	42	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	1066	1509	0	42	61
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7% ICU Level of Service A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh	12.7					
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBL</b>	<b>SBR</b>
Lane Configurations	↘	↑↑	↑↑		↘	↘
Traffic Vol, veh/h	28	981	1344	44	39	56
Future Vol, veh/h	28	981	1344	44	39	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	205	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	8	8	36	41	17
Mvmt Flow	30	1066	1461	48	42	61

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>		<b>Minor2</b>	
Conflicting Flow All	1509	0	-	0	2078
Stage 1	-	-	-	-	1485
Stage 2	-	-	-	-	593
Critical Hdwy	6.1	-	-	-	7.62
Critical Hdwy Stg 1	-	-	-	-	6.62
Critical Hdwy Stg 2	-	-	-	-	6.62
Follow-up Hdwy	3.2	-	-	-	3.91
Pot Cap-1 Maneuver	158	-	-	-	~ 29
Stage 1	-	-	-	-	121
Stage 2	-	-	-	-	420
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	158	-	-	-	~ 23
Mov Cap-2 Maneuver	-	-	-	-	~ 23
Stage 1	-	-	-	-	98
Stage 2	-	-	-	-	420

<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>SB</b>
HCM Control Delay, s	0.9	0	\$ 322.5
HCM LOS			F

<b>Minor Lane/Major Mvmt</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBLn1</b>	<b>SBLn2</b>
Capacity (veh/h)	158	-	-	-	23	320
HCM Lane V/C Ratio	0.193	-	-	-	1.843	0.19
HCM Control Delay (s)	33.1	-	-	-	\$ 758.4	18.9
HCM Lane LOS	D	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	5.4	0.7

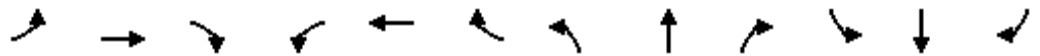
**Notes**  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

Design Year (2045) AM Peak Hour - Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	349	636	292	1069	56	412	104	740	4	68	30
Future Volume (vph)	34	349	636	292	1069	56	412	104	740	4	68	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850		0.954	
Flt Protected	0.950			0.950			0.950	0.971		0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3514	0	1681	1718	1583	1770	1777	0
Flt Permitted	0.950			0.950			0.950	0.971		0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3514	0	1681	1718	1583	1770	1777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			665		4				615		10	
Link Speed (mph)		45		45				35			35	
Link Distance (ft)		1523		1052				1786			575	
Travel Time (s)		23.1		15.9				34.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	379	691	317	1162	61	448	113	804	4	74	33
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	37	379	691	317	1223	0	278	283	804	4	107	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.6	40.6	40.6	11.5	41.3		39.6	39.6	39.6	39.2	39.2	
Total Split (s)	15.0	60.0	60.0	42.0	87.0		51.0	51.0	51.0	27.0	27.0	
Total Split (%)	8.3%	33.3%	33.3%	23.3%	48.3%		28.3%	28.3%	28.3%	15.0%	15.0%	
Maximum Green (s)	7.9	52.4	52.4	34.5	79.4		43.9	43.9	43.9	19.8	19.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1		4.4	4.4	4.4	3.7	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5		2.7	2.7	2.7	3.5	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5		7.1	7.1	7.1	7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	Max		Max	Max	Max	Max	Max	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		25.0	25.0		25.0		25.0	25.0	25.0	25.0	25.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effect Green (s)	8.5	66.1	66.1	23.0	83.5		43.9	43.9	43.9	19.8	19.8	
Actuated g/C Ratio	0.05	0.37	0.37	0.13	0.46		0.24	0.24	0.24	0.11	0.11	
v/c Ratio	0.45	0.29	0.69	0.72	0.75		0.68	0.68	0.94	0.02	0.52	
Control Delay	98.8	33.6	14.6	79.7	48.3		71.2	70.8	35.2	72.0	78.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	98.8	33.6	14.6	79.7	48.3		71.2	70.8	35.2	72.0	78.4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C	B	E	D		E	E	D	E	E	
Approach Delay		23.9			54.8			49.9			78.2	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	43	145	178	164	750		304	309	284	4	106	
Queue Length 95th (ft)	m63	m193	260	205	815		420	424	#585	18	175	
Internal Link Dist (ft)		1443			972			1706			495	
Turn Bay Length (ft)	200		150	250								
Base Capacity (vph)	88	1299	1002	678	1632		409	419	851	194	204	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.29	0.69	0.47	0.75		0.68	0.68	0.94	0.02	0.52	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green  
 Natural Cycle: 155  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 45.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 78.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

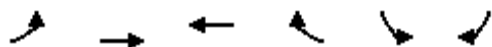
Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
20: # Neptune Rd & Commerce Center Dr

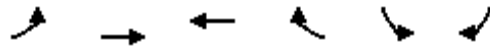
Design Year (2045) AM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷		↶	↷
Traffic Volume (vph)	74	928	1237	141	81	150
Future Volume (vph)	74	928	1237	141	81	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			350	0	175
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3486	0	1770	1583
Flt Permitted	0.138				0.950	
Satd. Flow (perm)	257	3539	3486	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			148
Link Speed (mph)		45	45		30	
Link Distance (ft)		1181	661		1251	
Travel Time (s)		17.9	10.0		28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	1009	1345	153	88	163
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	1009	1498	0	88	163
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		7	7
Permitted Phases	2					
Detector Phase	5	2	6		7	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	10.8	22.8	22.8		22.5	22.5
Total Split (s)	13.0	156.0	143.0		24.0	24.0
Total Split (%)	7.2%	86.7%	79.4%		13.3%	13.3%
Maximum Green (s)	6.2	149.2	136.2		18.0	18.0
Yellow Time (s)	4.8	4.8	4.8		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	-0.8	-0.8	-0.8		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)		5.0	5.0			
Flash Dont Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effect Green (s)	154.0	154.0	140.8		14.0	14.0
Actuated g/C Ratio	0.86	0.86	0.78		0.08	0.08
v/c Ratio	0.29	0.33	0.55		0.64	0.63
Control Delay	4.4	2.9	3.2		101.0	25.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.4	2.9	3.2		101.0	25.1





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	A		F	C
Approach Delay		3.1	3.2		51.7	
Approach LOS		A	A		D	
Queue Length 50th (ft)	13	98	90		99	16
Queue Length 95th (ft)	m16	m102	m93		159	94
Internal Link Dist (ft)		1101	581		1171	
Turn Bay Length (ft)	380					175
Base Capacity (vph)	281	3028	2731		177	291
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.28	0.33	0.55		0.50	0.56

**Intersection Summary**

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 161 (89%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 7.4  
 Intersection Capacity Utilization 62.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: # Neptune Rd & Commerce Center Dr



Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - Build

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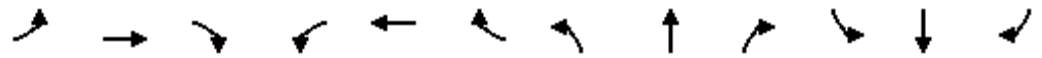


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	287	648	148	386	33	937	704	90	32	492	183
Future Volume (vph)	217	287	648	148	386	33	937	704	90	32	492	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	250		0	275		0	250		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.988			0.983			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	3433	3479	0	1770	3394	0
Flt Permitted	0.409			0.413			0.950			0.950		
Satd. Flow (perm)	762	3539	1583	769	3497	0	3433	3479	0	1770	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168		5			10			27	
Link Speed (mph)		45			35			30			30	
Link Distance (ft)		508			2578			442			1221	
Travel Time (s)		7.7			50.2			10.0			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	312	704	161	420	36	1018	765	98	35	535	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	312	704	161	456	0	1018	863	0	35	734	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0		10.0	15.0		10.0	15.0	
Minimum Split (s)	17.0	40.3	17.4	17.2	40.3		17.4	36.4		17.3	36.5	
Total Split (s)	18.0	44.0	61.0	31.0	57.0		61.0	82.6		22.4	44.0	
Total Split (%)	10.0%	24.4%	33.9%	17.2%	31.7%		33.9%	45.9%		12.4%	24.4%	
Maximum Green (s)	11.0	36.7	53.6	23.8	49.7		53.6	75.2		15.1	36.5	
Yellow Time (s)	4.4	4.4	4.8	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.6	3.2	3.3		2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0		-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	7.0	6.8	7.3		6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		26.0			26.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	55.8	44.1	105.0	66.1	49.7		54.4	84.0		11.4	37.3	
Actuated g/C Ratio	0.31	0.24	0.58	0.37	0.28		0.30	0.47		0.06	0.21	
v/c Ratio	0.79	0.36	0.71	0.43	0.47		0.98	0.53		0.32	1.01	
Control Delay	63.8	56.4	32.1	34.5	44.6		85.2	35.9		88.1	103.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.8	56.4	32.1	34.5	44.6		85.2	35.9		88.1	103.1	

Lanes, Volumes, Timings  
 25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) AM Peak Hour - Build

01/13/2020

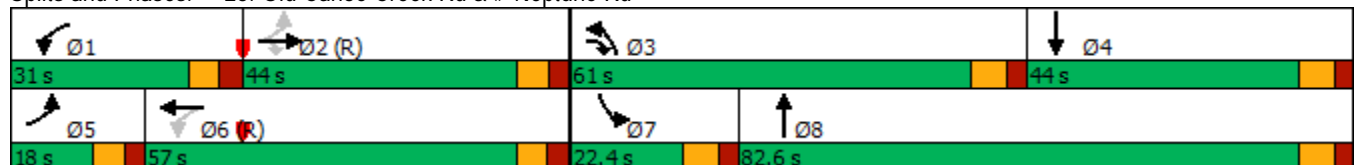


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	C	C	D		F	D		F	F	
Approach Delay		44.1			42.0			62.6			102.4	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	183	144	452	98	190		594	369		39	~445	
Queue Length 95th (ft)	#317	207	541	142	183		#737	445		79	#578	
Internal Link Dist (ft)		428			2498			362			1141	
Turn Bay Length (ft)	260		260	250			275			250		
Base Capacity (vph)	300	867	993	425	969		1037	1628		156	724	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.79	0.36	0.71	0.38	0.47		0.98	0.53		0.22	1.01	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 165 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 61.4  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

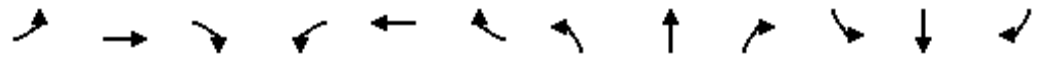
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Vrown Chapel Rd

Design Year (2045) AM Peak Hour - Build

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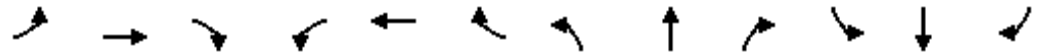


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘	↖	↕	↗	↖	↕↗↘		↖	↕↗↘	
Traffic Volume (vph)	35	74	304	57	92	66	335	1743	30	53	1167	136
Future Volume (vph)	35	74	304	57	92	66	335	1743	30	53	1167	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	225		75	300		280	250		900
Storage Lanes	0		2	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.997			0.984	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1833	2787	1770	1863	1583	1770	5070	0	1770	5004	0
Flt Permitted		0.854		0.404			0.103			0.098		
Satd. Flow (perm)	0	1591	2787	753	1863	1583	192	5070	0	183	5004	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			210		2			11	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		2578			251			475			1508	
Travel Time (s)		50.2			3.8			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	80	330	62	100	72	364	1895	33	58	1268	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	330	62	100	72	364	1928	0	58	1416	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	51.4	49.4		49.4	49.4	49.4	13.7	34.6		13.7	31.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	57.0	96.0		21.0	60.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	31.7%	53.3%		11.7%	33.3%	
Maximum Green (s)	17.1	40.1		7.1	30.1	30.1	49.7	88.7		13.7	52.7	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.9	3.9		3.9	3.9	3.9	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.9		7.9	7.9	7.9	7.3	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	36.0	34.0		34.0	34.0	34.0		19.0			16.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effect Green (s)		19.7	64.2	35.4	35.4	35.4	129.4	117.1		92.4	84.8	
Actuated g/C Ratio		0.11	0.36	0.20	0.20	0.20	0.72	0.65		0.51	0.47	
v/c Ratio		0.68	0.31	0.32	0.27	0.15	0.78	0.58		0.36	0.60	
Control Delay		76.5	26.5	63.0	62.0	0.7	48.9	20.0		23.0	38.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		76.5	26.5	63.0	62.0	0.7	48.9	20.0		23.0	38.1	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Vrown Chapel Rd

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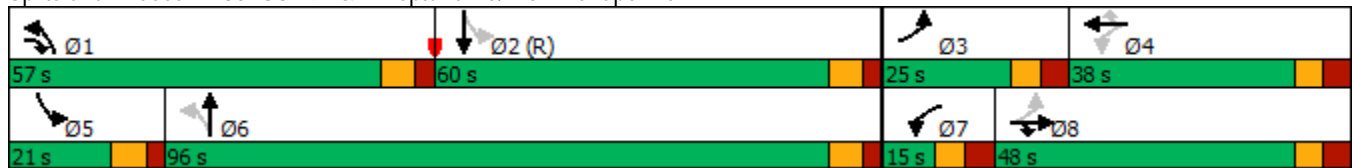
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	C	E	E	A	D	B		C	D	
Approach Delay		39.7			43.4			24.6			37.5	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)		140	139	59	98	0	270	449		18	424	
Queue Length 95th (ft)		209	202	101	150	0	384	573		38	572	
Internal Link Dist (ft)		2498			171			395			1428	
Turn Bay Length (ft)			50	225		75	300			250		
Base Capacity (vph)		354	1253	192	373	485	573	3299		221	2363	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.33	0.26	0.32	0.27	0.15	0.64	0.58		0.26	0.60	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 31.3  
 Intersection Capacity Utilization 75.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

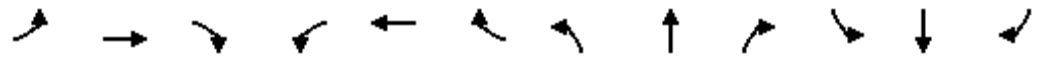
Splits and Phases: 30: US 192 & # Neptune Rd/Vrown Chapel Rd



Lanes, Volumes, Timings  
3: Partin Settlement Rd & # Neptune Rd

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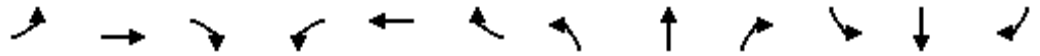


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	2268	20	11	1416	114	11	9	4	128	6	617
Future Volume (vph)	226	2268	20	11	1416	114	11	9	4	128	6	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.989			0.957				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1770	3536	0	1770	3500	0	1770	1783	0	0	1779	1583
Flt Permitted	0.049			0.052			0.950				0.955	
Satd. Flow (perm)	91	3536	0	97	3500	0	1770	1783	0	0	1779	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			6			4				84
Link Speed (mph)		45			45			30				30
Link Distance (ft)		2901			473			328				283
Travel Time (s)		44.0			7.2			7.5				6.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	2465	22	12	1539	124	12	10	4	139	7	671
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	2487	0	12	1663	0	12	14	0	0	146	671
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases	2			6								4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0		8.0	15.0		5.0	5.0		5.0	5.0	6.0
Minimum Split (s)	12.4	36.2		14.4	33.2		33.7	33.7		33.7	33.7	12.4
Total Split (s)	46.0	115.0		14.0	83.0		14.0	14.0		37.0	37.0	46.0
Total Split (%)	25.6%	63.9%		7.8%	46.1%		7.8%	7.8%		20.6%	20.6%	25.6%
Maximum Green (s)	39.6	107.8		7.6	75.8		8.3	8.3		31.3	31.3	39.6
Yellow Time (s)	4.4	4.4		4.4	4.4		3.7	3.7		3.7	3.7	4.4
All-Red Time (s)	2.0	2.8		2.0	2.8		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-0.4	-0.4		-0.4	-0.4		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.8		6.0	6.8		5.7	5.7		5.7	5.7	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	2.0	3.5		2.5	3.5		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	None		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		22.0			19.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	123.0	116.6		85.0	76.2		20.4	20.4			19.2	58.1
Actuated g/C Ratio	0.68	0.65		0.47	0.42		0.11	0.11			0.11	0.32
v/c Ratio	0.57	1.09		0.10	1.12		0.06	0.07			0.77	1.18
Control Delay	48.9	77.6		15.2	106.2		75.8	60.6			103.4	138.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	48.9	77.6		15.2	106.2		75.8	60.6			103.4	138.3

Lanes, Volumes, Timings  
 3: Partin Settlement Rd & # Neptune Rd

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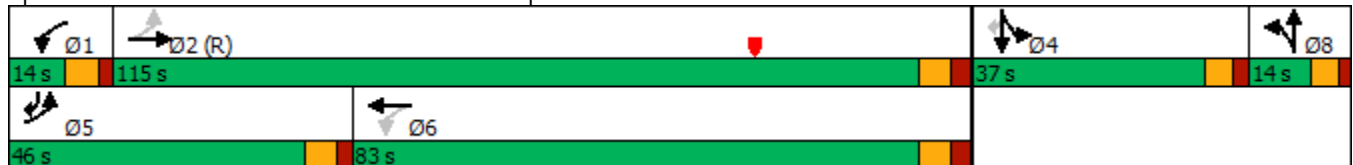


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E		B	F		E	E			F	F
Approach Delay		75.1			105.6			67.6			132.0	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	197	~1590		6	~1108		12	10			164	~776
Queue Length 95th (ft)	294	#1866		m11	m#1224		36	37			237	#1042
Internal Link Dist (ft)		2821			393			248			203	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	435	2290		120	1485		201	205			309	567
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.57	1.09		0.10	1.12		0.06	0.07			0.47	1.18

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 170 (94%), Referenced to phase 2:EBTL, Start of FDW or yellow  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 93.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 100.9%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Partin Settlement Rd & # Neptune Rd



Lanes, Volumes, Timings  
7: Cross Praire Pkwy & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

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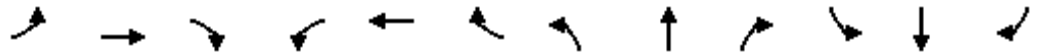
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↖↖	↗↗	↘	↖↖	↗↗		↖↖	↗↗	
Traffic Volume (vph)	274	1011	854	293	606	389	536	514	503	637	1025	75
Future Volume (vph)	274	1011	854	293	606	389	536	514	503	637	1025	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	150		0	200		0
Storage Lanes	2		1	2		1	2		0	2		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt			0.850			0.850		0.926				0.990
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3277	0	3433	3504	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3277	0	3433	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			240		138				4
Link Speed (mph)		45			45			40				30
Link Distance (ft)		2201			3154			2229				422
Travel Time (s)		33.3			47.8			38.0				9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	298	1099	928	318	659	423	583	559	547	692	1114	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	298	1099	928	318	659	423	583	1106	0	692	1196	0
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	6.0	8.0	15.0	15.0	6.0	5.0		6.0	5.0	
Minimum Split (s)	13.7	23.3	14.9	15.9	42.9	42.9	14.9	21.5		14.0	43.7	
Total Split (s)	25.8	59.0	40.0	21.0	54.2	54.2	40.0	59.0		41.0	60.0	
Total Split (%)	14.3%	32.8%	22.2%	11.7%	30.1%	30.1%	22.2%	32.8%		22.8%	33.3%	
Maximum Green (s)	18.4	51.6	32.4	13.6	46.8	46.8	32.4	51.4		33.4	52.4	
Yellow Time (s)	5.1	5.1	4.4	5.1	5.1	5.1	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.3	2.3	3.2	2.3	2.3	2.3	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.2	7.0	7.0	7.0	7.6	7.6		7.6	7.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	Max	Max	None	Max		None	Max	
Walk Time (s)					7.0	7.0						7.0
Flash Dont Walk (s)					28.0	28.0						28.0
Pedestrian Calls (#/hr)					0	0						0
Act Effect Green (s)	18.4	52.0	91.8	14.0	47.6	47.6	32.4	51.4		33.4	52.4	
Actuated g/C Ratio	0.10	0.29	0.51	0.08	0.26	0.26	0.18	0.29		0.19	0.29	
v/c Ratio	0.85	1.08	1.10	1.19	0.70	0.71	0.94	1.07		1.09	1.17	
Control Delay	94.3	103.0	77.4	170.0	69.5	37.0	96.9	100.4		127.1	141.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	94.3	103.0	77.4	170.0	69.5	37.0	96.9	100.4		127.1	141.0	



Lanes, Volumes, Timings  
 7: Cross Praire Pkwy & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

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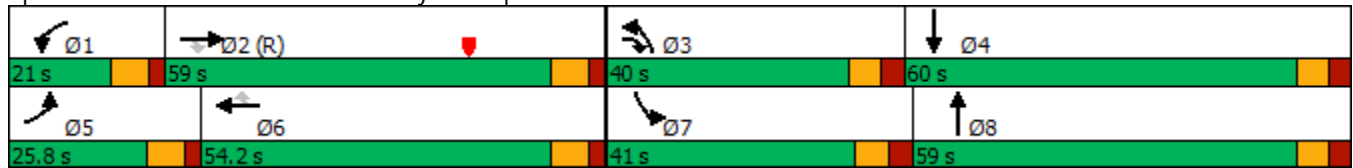


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	F	E	F	E	D	F	F		F	F	
Approach Delay		91.7			82.5			99.2			135.9	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	184	~721	~464	~219	394	264	341	~666		~452	~846	
Queue Length 95th (ft)	m173	m#587	m#401	m#271	m434	m344	#455	#803		#578	#982	
Internal Link Dist (ft)		2121			3074			2149			342	
Turn Bay Length (ft)	200		150	200		150	150			200		
Base Capacity (vph)	358	1022	843	267	937	595	617	1034		637	1022	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	1.08	1.10	1.19	0.70	0.71	0.94	1.07		1.09	1.17	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 161.8 (90%), Referenced to phase 2:EBT, Start of FDW or yellow  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.19  
 Intersection Signal Delay: 103.1  
 Intersection LOS: F  
 Intersection Capacity Utilization 110.1%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cross Praire Pkwy & # Neptune Rd



Lanes, Volumes, Timings  
 10: Henry Partin Rd & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (vph)	1744	28	24	1264	19	19
Future Volume (vph)	1744	28	24	1264	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	315		100	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3532	0	1770	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3532	0	1770	3539	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	3154			1094	1981	
Travel Time (s)	47.8			16.6	45.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1896	30	26	1374	21	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1926	0	26	1374	21	21
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.1%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1744	28	24	1264	19	19
Future Vol, veh/h	1744	28	24	1264	19	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1896	30	26	1374	21	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1926	0
Stage 1	-	-	-	1911
Stage 2	-	-	-	739
Critical Hdwy	-	-	4.14	6.84
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	3.52
Pot Cap-1 Maneuver	-	-	302	~ 19
Stage 1	-	-	-	102
Stage 2	-	-	-	433
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	302	~ 17
Mov Cap-2 Maneuver	-	-	-	~ 17
Stage 1	-	-	-	102
Stage 2	-	-	-	396

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	\$ 314.5
HCM LOS			F

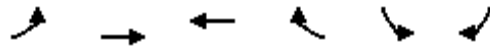
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	17	256	-	-	302	-
HCM Lane V/C Ratio	1.215	0.081	-	-	0.086	-
HCM Control Delay (s)	\$ 608.8	20.3	-	-	18	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	3	0.3	-	-	0.3	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
 13: # Neptune Rd & Ames Haven Rd

Design Year (2045) PM Peak Hour - Build

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	1738	1221	67	27	45
Future Volume (vph)	34	1738	1221	67	27	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			0	145	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.992			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3511	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3511	0	1770	1583
Link Speed (mph)		45	45		25	
Link Distance (ft)		897	1523		1720	
Travel Time (s)		13.6	23.1		46.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	1889	1327	73	29	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	1889	1400	0	29	49
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.0%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	↘
Traffic Vol, veh/h	34	1738	1221	67	27	45
Future Vol, veh/h	34	1738	1221	67	27	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	205	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1889	1327	73	29	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1400	0	-	0	2383 700
Stage 1	-	-	-	-	1364 -
Stage 2	-	-	-	-	1019 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	484	-	-	-	~ 29 382
Stage 1	-	-	-	-	203 -
Stage 2	-	-	-	-	309 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	484	-	-	-	~ 27 382
Mov Cap-2 Maneuver	-	-	-	-	~ 27 -
Stage 1	-	-	-	-	188 -
Stage 2	-	-	-	-	309 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	165.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	484	-	-	-	27	382
HCM Lane V/C Ratio	0.076	-	-	-	1.087	0.128
HCM Control Delay (s)	13.1	-	-	-	\$ 414	15.8
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.5	0.4

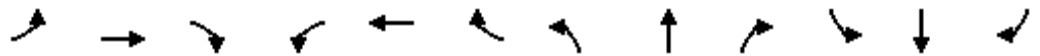
Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

Design Year (2045) PM Peak Hour - Build

17: Tohoqua/Neptune Middle School & # Neptune Rd

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1104	663	675	599	63	573	86	516	23	153	13
Future Volume (vph)	29	1104	663	675	599	63	573	86	516	23	153	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	250		600	0		0	0		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850		0.988	
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3490	0	1681	1706	1583	1770	1840	0
Flt Permitted	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (perm)	1770	3539	1583	3433	3490	0	1681	1706	1583	1770	1840	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		9				426		2	
Link Speed (mph)		45		45				35			35	
Link Distance (ft)		1523		1052				1786			575	
Travel Time (s)		23.1		15.9				34.8			11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	1200	721	734	651	68	623	93	561	25	166	14
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	32	1200	721	734	719	0	355	361	561	25	180	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.1	33.6	33.6	12.5	33.6		33.6	33.6	33.6	12.2	12.2	
Total Split (s)	14.8	69.0	69.0	45.5	99.7		42.5	42.5	42.5	23.0	23.0	
Total Split (%)	8.2%	38.3%	38.3%	25.3%	55.4%		23.6%	23.6%	23.6%	12.8%	12.8%	
Maximum Green (s)	7.7	61.4	61.4	38.0	92.1		35.4	35.4	35.4	15.8	15.8	
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1		4.4	4.4	4.4	3.7	3.7	
All-Red Time (s)	2.0	2.5	2.5	2.4	2.5		2.7	2.7	2.7	3.5	3.5	
Lost Time Adjust (s)	-1.1	-1.1	-1.1	-1.1	-1.1		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.4	6.5		7.1	7.1	7.1	7.2	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	None		Max	Max	Max	Max	Max	
Walk Time (s)		10.0	10.0		10.0		10.0	10.0	10.0			
Flash Dont Walk (s)		16.0	16.0		16.0		16.0	16.0	16.0			
Pedestrian Calls (#/hr)		0	0		0		0	0	0			
Act Effct Green (s)	8.3	62.5	62.5	39.1	96.2		35.4	35.4	35.4	15.8	15.8	
Actuated g/C Ratio	0.05	0.35	0.35	0.22	0.53		0.20	0.20	0.20	0.09	0.09	
v/c Ratio	0.40	0.98	1.01	0.99	0.38		1.08	1.08	0.86	0.16	1.10	
Control Delay	67.9	81.5	68.7	102.9	36.7		136.2	136.3	30.2	78.8	170.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.9	81.5	68.7	102.9	36.7		136.2	136.3	30.2	78.8	170.7	

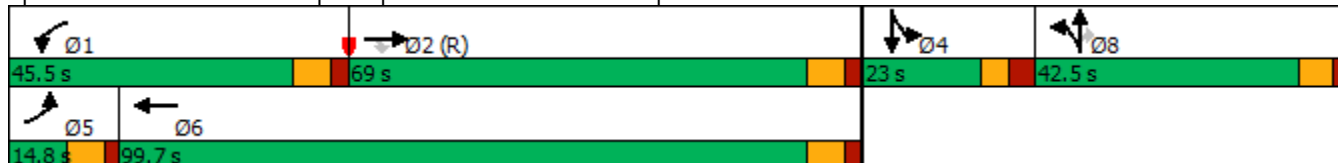


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	F	E	F	D		F	F	C	E	F	
Approach Delay		76.6			70.1			89.7			159.5	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	35	700	~609	451	261		-468	-477	167	27	~229	
Queue Length 95th (ft)	m33	m654	m550	#570	385		#691	#700	#376	61	#398	
Internal Link Dist (ft)		1443			972			1706			495	
Turn Bay Length (ft)	200		150	250								
Base Capacity (vph)	86	1228	714	745	1869		330	335	653	155	163	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.37	0.98	1.01	0.99	0.38		1.08	1.08	0.86	0.16	1.10	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green  
 Natural Cycle: 155  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 81.6 Intersection LOS: F  
 Intersection Capacity Utilization 99.4% ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Tohoqua/Neptune Middle School & # Neptune Rd



Lanes, Volumes, Timings  
20: Commerce Center Dr & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑					↘		↘
Traffic Volume (vph)	140	1632	0	0	1128	160	0	0	0	130	0	144
Future Volume (vph)	140	1632	0	0	1128	160	0	0	0	130	0	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	0		350	0		0	0		175
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	0	3472	0	0	0	0	1770	0	1583
Flt Permitted	0.145									0.950		
Satd. Flow (perm)	270	3539	0	0	3472	0	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15							157
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1181			661			398			1251	
Travel Time (s)		17.9			10.0			9.0			28.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	1774	0	0	1226	174	0	0	0	141	0	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1774	0	0	1400	0	0	0	0	141	0	157
Turn Type	pm+pt	NA			NA					Prot		Perm
Protected Phases	5	2			6					7		
Permitted Phases	2											4
Detector Phase	5	2			6					7		4
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0					4.0		4.0
Minimum Split (s)	10.8	22.8			22.8					11.0		11.0
Total Split (s)	28.0	142.0			114.0					38.0		38.0
Total Split (%)	15.6%	78.9%			63.3%					21.1%		21.1%
Maximum Green (s)	21.2	135.2			107.2					31.0		31.0
Yellow Time (s)	4.8	4.8			4.8					4.5		4.5
All-Red Time (s)	2.0	2.0			2.0					2.5		2.5
Lost Time Adjust (s)	-0.8	-0.8			-0.8					0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0					7.0		7.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0					3.0		3.0
Recall Mode	None	C-Max			C-Max					None		None
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	147.4	147.4			131.5					19.6		19.6
Actuated g/C Ratio	0.82	0.82			0.73					0.11		0.11
v/c Ratio	0.50	0.61			0.55					0.73		0.50
Control Delay	11.2	27.4			31.8					98.6		14.6
Queue Delay	0.0	0.0			0.0					0.0		0.0
Total Delay	11.2	27.4			31.8					98.6		14.6



Lanes, Volumes, Timings  
 20: Commerce Center Dr & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

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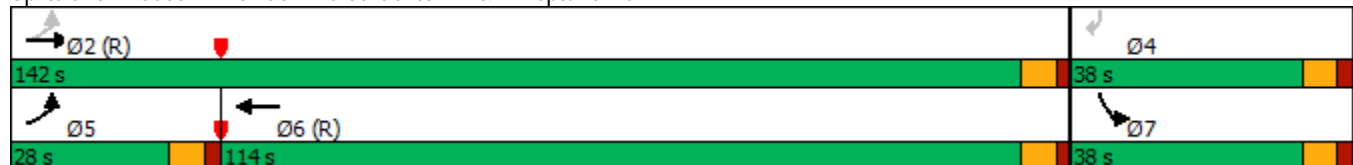


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C			C					F		B
Approach Delay		26.1			31.8						54.3	
Approach LOS		C			C						D	
Queue Length 50th (ft)	65	921			656					158		0
Queue Length 95th (ft)	m89	m994			m441					228		69
Internal Link Dist (ft)		1101			581			318			1171	
Turn Bay Length (ft)	380											175
Base Capacity (vph)	404	2897			2540					304		402
Starvation Cap Reductn	0	0			0					0		0
Spillback Cap Reductn	0	0			0					0		0
Storage Cap Reductn	0	0			0					0		0
Reduced v/c Ratio	0.38	0.61			0.55					0.46		0.39

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 153 (85%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 30.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 64.6%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Commerce Center Dr & # Neptune Rd



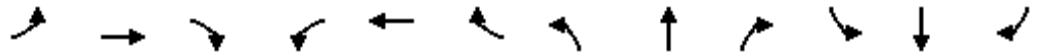
Lanes, Volumes, Timings  
25: Old Canoe Creek Rd & # Neptune Rd

Design Year (2045) PM Peak Hour - Build

01/13/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	540	989	134	339	57	727	621	130	73	937	241
Future Volume (vph)	243	540	989	134	339	57	727	621	130	73	937	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	250		0	275		0	250		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.978			0.974			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3461	0	3433	3447	0	1770	3429	0
Flt Permitted	0.427			0.305			0.950			0.950		
Satd. Flow (perm)	795	3539	1583	568	3461	0	3433	3447	0	1770	3429	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		12			15			18	
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		508			407			442			1221	
Travel Time (s)		7.7			7.9			6.7			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	264	587	1075	146	368	62	790	675	141	79	1018	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	587	1075	146	430	0	790	816	0	79	1280	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0		10.0	15.0		10.0	15.0	
Minimum Split (s)	17.0	40.3	17.4	17.2	40.3		17.4	36.4		17.3	36.5	
Total Split (s)	21.0	63.0	33.0	27.0	69.0		33.0	68.4		21.6	57.0	
Total Split (%)	11.7%	35.0%	18.3%	15.0%	38.3%		18.3%	38.0%		12.0%	31.7%	
Maximum Green (s)	14.0	55.7	25.6	19.8	61.7		25.6	61.0		14.3	49.5	
Yellow Time (s)	4.4	4.4	4.8	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.9	2.6	3.2	3.3		2.6	2.6		2.5	2.7	
Lost Time Adjust (s)	-0.4	-0.4	-0.4	-0.4	0.0		-0.8	-0.8		-0.8	-0.8	
Total Lost Time (s)	6.6	6.9	7.0	6.8	7.3		6.6	6.6		6.5	6.7	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		26.0			26.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	76.3	61.6	94.5	76.9	61.7		26.4	63.4		13.5	50.3	
Actuated g/C Ratio	0.42	0.34	0.52	0.43	0.34		0.15	0.35		0.08	0.28	
v/c Ratio	0.64	0.48	1.22	0.43	0.36		1.57	0.67		0.60	1.32	
Control Delay	20.6	30.3	146.0	46.7	65.6		311.3	51.8		99.2	198.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	30.3	146.0	46.7	65.6		311.3	51.8		99.2	198.1	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	F	D	E		F	D		F	F	
Approach Delay		93.6			60.8			179.4			192.4	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	140	287	~1450	157	247		~651	409		88	~977	
Queue Length 95th (ft)	141	296	#1811	m186	m281		#780	487		149	#1113	
Internal Link Dist (ft)		428			327			362			1141	
Turn Bay Length (ft)	260		260	250			275			250		
Base Capacity (vph)	415	1211	883	394	1194		503	1224		148	971	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.48	1.22	0.37	0.36		1.57	0.67		0.53	1.32	

Intersection Summary

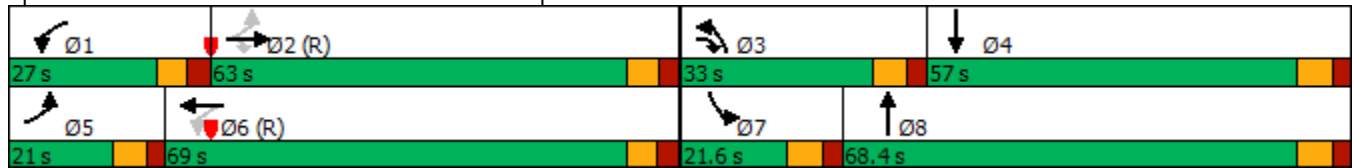
Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 6 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 165  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.57  
 Intersection Signal Delay: 139.9  
 Intersection LOS: F  
 Intersection Capacity Utilization 120.2%  
 ICU Level of Service H  
 Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

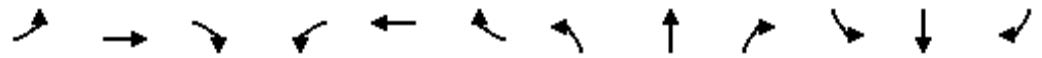
Splits and Phases: 25: Old Canoe Creek Rd & # Neptune Rd



Lanes, Volumes, Timings  
30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) PM Peak Hour - Build

01/13/2020

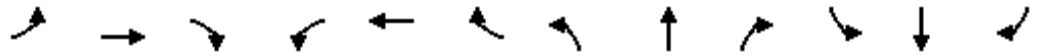


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘	↖	↕	↗	↖	↕↗↘		↖	↕↗↘	
Traffic Volume (vph)	91	195	444	12	111	78	388	1527	55	29	2332	36
Future Volume (vph)	91	195	444	12	111	78	388	1527	55	29	2332	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		75	300		280	250		900
Storage Lanes	0		2	1		1	1		0	1		0
Taper Length (ft)	25			50			50			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.995			0.998	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1833	2787	1770	1863	1583	1770	5060	0	1770	5075	0
Flt Permitted		0.848		0.263			0.076			0.076		
Satd. Flow (perm)	0	1580	2787	490	1863	1583	142	5060	0	142	5075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204			224		4			1	
Link Speed (mph)		35			45			30			30	
Link Distance (ft)		242			251			475			1508	
Travel Time (s)		4.7			3.8			10.8			34.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	212	483	13	121	85	422	1660	60	32	2535	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	483	13	121	85	422	1720	0	32	2574	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	8 1	7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phase	3	8	8 1	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	49.4	51.4		49.4	49.4	49.4	13.7	31.6		13.1	34.6	
Total Split (s)	25.0	48.0		15.0	38.0	38.0	52.0	96.0		21.0	65.0	
Total Split (%)	13.9%	26.7%		8.3%	21.1%	21.1%	28.9%	53.3%		11.7%	36.1%	
Maximum Green (s)	17.2	40.2		7.2	30.2	30.2	43.9	87.9		12.9	56.9	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.8	4.8		4.8	4.8	
All-Red Time (s)	3.8	3.8		3.8	3.8	3.8	3.3	3.3		3.3	3.3	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.8		7.8	7.8	7.8	8.1	8.1		8.1	8.1	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		36.0			34.0	34.0		16.0			19.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effect Green (s)		44.6	89.6	50.6	50.6	50.6	100.4	100.4		65.4	65.4	
Actuated g/C Ratio		0.25	0.50	0.28	0.28	0.28	0.56	0.56		0.36	0.36	
v/c Ratio		0.80	0.32	0.07	0.23	0.14	0.96	0.61		0.26	1.40	
Control Delay		69.8	3.3	44.9	49.7	0.5	95.9	29.4		47.6	222.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		69.8	3.3	44.9	49.7	0.5	95.9	29.4		47.6	222.3	

Lanes, Volumes, Timings  
 30: US 192 & # Neptune Rd/Brown Chapel Rd

Design Year (2045) PM Peak Hour - Build

01/13/2020

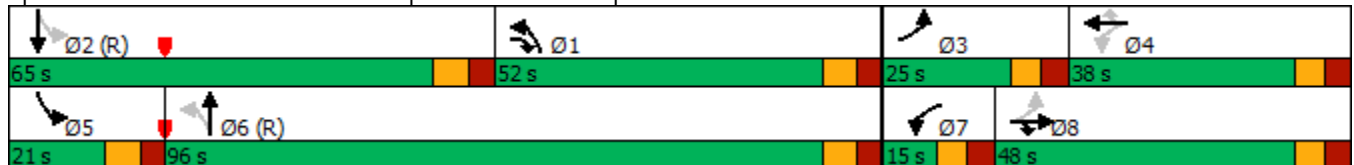


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	A	D	D	A	F	C		D	F	
Approach Delay		29.3			30.3			42.5			220.1	
Approach LOS		C			C			D			F	
Queue Length 50th (ft)		323	11	10	103	0	419	513		25	~1532	
Queue Length 95th (ft)		#523	32	29	160	0	#618	578		54	#1600	
Internal Link Dist (ft)		162			171			395			1428	
Turn Bay Length (ft)				225		75	300			250		
Base Capacity (vph)		393	1481	188	523	605	479	2822		168	1844	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.79	0.33	0.07	0.23	0.14	0.88	0.61		0.19	1.40	

Intersection Summary

Area Type: Other  
 Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 180  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.40  
 Intersection Signal Delay: 120.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 109.3%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 30: US 192 & # Neptune Rd/Brown Chapel Rd



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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	22.4	47.7	0.23	17.4	E
Tohoqua	I	50	153.4	17.0	170.4	2.13	45.0	A
Old Canoe Creek Rd	I	48	99.4	29.0	128.4	1.31	36.8	B
US 192	I	40	45.8	77.3	123.1	0.49	14.4	F
Total	I		323.9	145.7	469.6	4.17	31.9	C

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	40	45.8	33.5	79.3	0.49	22.3	D
Neptune Middle Schoo	I	48	99.4	37.2	136.6	1.31	34.6	B
Partin Settlement Rd	I	49	156.3	53.0	209.3	2.13	36.7	B
Total	I		301.5	123.7	425.2	3.94	33.3	C

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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	34.1	59.4	0.23	13.9	F
Tohoqua	I	49	156.3	32.0	188.3	2.13	40.7	B
Old Canoe Creek Rd	I	48	98.6	69.3	167.9	1.31	28.2	C
US 192	I	35	51.3	77.2	128.5	0.50	14.0	F
Total	I		331.5	212.6	544.1	4.17	27.6	C

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	36	51.3	69.5	120.8	0.50	14.8	F
Neptune Middle Schoo	I	48	99.4	17.4	116.8	1.31	40.5	B
Partin Settlement Rd	I	49	156.3	52.2	208.5	2.13	36.8	B
Total	I		307.0	139.1	446.1	3.94	31.8	C

**Arterial Level of Service: EB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	20.4	45.7	0.23	18.1	E
Cross Prairie Pkwy	I	50	41.8	57.7	99.5	0.58	21.0	D
Tohoqua	I	50	111.6	40.4	152.0	1.55	36.7	B
Old Canoe Creek Rd	I	48	99.4	51.4	150.8	1.31	31.4	C
US 192	I	40	45.8	73.4	119.2	0.49	14.9	F
Total	I		323.9	243.3	567.2	4.17	26.4	D

**Arterial Level of Service: WB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	40	45.8	54.5	100.3	0.49	17.7	E
Neptune Middle Schoo	I	48	99.4	90.4	189.8	1.31	24.9	D
Cross Prairie Pkwy	I	50	111.6	72.1	183.7	1.55	30.4	C
Partin Settlement Rd	I	47	44.7	64.0	108.7	0.58	19.2	E
Total	I		301.5	281.0	582.5	3.94	24.3	D



**Arterial Level of Service: EB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	23.7	49.0	0.23	16.9	E
Cross Prairie Pkwy	I	48	43.8	27.4	71.2	0.58	29.4	C
Tohoqua	I	50	111.6	56.3	167.9	1.55	33.2	C
Old Canoe Creek Rd	I	48	99.4	68.4	167.8	1.31	28.2	C
US 192	I	35	51.3	55.8	107.1	0.50	16.7	E
Total	I		331.4	231.6	563.0	4.17	26.7	D

**Arterial Level of Service: WB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	36	51.3	68.7	120.0	0.50	14.9	F
Neptune Middle Schoo	I	48	98.6	14.4	113.0	1.31	41.8	B
	I	50	111.6	22.4	134.0	1.55	41.6	B
Partin Settlement Rd	I	48	43.8	61.8	105.6	0.58	19.8	E
Total	I		305.3	167.3	472.6	3.94	30.0	C

Arterial Level of Service: EB # Neptune Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	45	44.0	16.5	60.5	0.55	32.7	B
Cross Praire Pkwy	II	45	46.5	49.4	95.9	0.58	21.8	D
Tohoqua	II	45	124.1	25.6	149.7	1.55	37.3	A
Old Canoe Creek Rd	II	45	105.0	41.9	146.9	1.31	32.2	B
US 192	II	35	50.6	99.3	149.9	0.49	11.8	F
Total	II		370.2	232.7	602.9	4.49	26.8	C

Arterial Level of Service: WB # Neptune Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	II	35	50.6	53.1	103.7	0.49	17.1	D
Neptune Middle Schoo	II	45	105.0	44.2	149.2	1.31	31.7	B
Cross Praire Pkwy	II	45	124.1	56.3	180.4	1.55	30.9	B
Partin Settlement Rd	II	45	46.5	54.8	101.3	0.58	20.6	D
Total	II		326.2	208.4	534.6	3.94	26.5	C

**Arterial Level of Service: EB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	45	44.0	15.9	59.9	0.55	33.0	B
Cross Praire Pkwy	II	45	46.5	53.6	100.1	0.58	20.9	D
Tohoqua	II	45	124.1	60.3	184.4	1.55	30.3	B
Old Canoe Creek Rd	II	45	105.0	92.2	197.2	1.31	24.0	C
US 192	II	45	43.8	58.2	102.0	0.50	17.6	D
Total	II		363.4	280.2	643.6	4.49	25.1	C

**Arterial Level of Service: WB # Neptune Rd**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	II	45	43.8	84.1	127.9	0.50	14.0	E
Neptune Middle Schoo	II	45	105.0	46.9	151.9	1.31	31.1	B
Cross Praire Pkwy	II	45	124.1	39.4	163.5	1.55	34.1	B
Partin Settlement Rd	II	45	46.5	21.2	67.7	0.58	30.9	B
Total	II		319.4	191.6	511.0	3.94	27.8	C

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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	24.7	50.0	0.23	16.6	E
Cross Prairie Pkwy	I	47	44.7	139.0	183.7	0.58	11.4	F
Tohoqua	I	50	111.6	36.1	147.7	1.55	37.8	B
Commerce Center Dr	I	50	75.2	3.8	79.0	1.05	47.6	A
Old Canoe Creek Rd	I	40	29.5	50.2	79.7	0.27	12.1	F
US 192	I	35	50.7	68.2	118.9	0.49	14.9	F
<b>Total</b>	<b>I</b>		<b>337.0</b>	<b>322.0</b>	<b>659.0</b>	<b>4.17</b>	<b>22.8</b>	<b>D</b>

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	35	50.7	52.1	102.8	0.49	17.2	E
Commerce Center Dr	I	40	29.5	11.1	40.6	0.27	23.8	D
Neptune Middle Schoo	I	50	75.2	59.4	134.6	1.05	28.0	C
Cross Prairie Pkwy	I	50	111.6	90.6	202.2	1.55	27.6	C
Partin Settlement Rd	I	47	44.7	127.7	172.4	0.58	12.1	F
<b>Total</b>	<b>I</b>		<b>311.7</b>	<b>340.9</b>	<b>652.6</b>	<b>3.94</b>	<b>21.7</b>	<b>D</b>

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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	I	40	25.3	34.1	59.4	0.23	13.9	F
Cross Prairie Pkwy	I	47	44.7	120.7	165.4	0.58	12.6	F
Tohoqua	I	50	111.6	222.8	334.4	1.55	16.7	E
	I	50	75.2	25.0	100.2	1.05	37.6	B
Old Canoe Creek Rd	I	40	29.5	54.6	84.1	0.27	11.5	F
US 192	I	35	51.3	75.9	127.2	0.50	14.1	F
Total	I		337.6	533.1	870.7	4.17	17.3	E

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	I	35	51.3	52.6	103.9	0.50	17.3	E
Commerce Center Dr	I	40	29.5	11.6	41.1	0.27	23.5	D
Neptune Middle Schoo	I	50	75.2	21.2	96.4	1.05	39.0	B
	I	50	111.6	276.7	388.3	1.55	14.4	F
Partin Settlement Rd	I	47	44.2	69.0	113.2	0.58	18.5	E
Total	I		311.8	431.1	742.9	3.94	19.1	E

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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	45	44.0	20.0	64.0	0.55	30.9	B
Cross Praire Pkwy	II	45	46.5	56.4	102.9	0.58	20.3	D
Tohoqua	II	45	124.1	33.6	157.7	1.55	35.4	A
Commerce Center Dr	II	45	83.6	2.9	86.5	1.05	43.5	A
Old Canoe Creek Rd	II	45	27.9	56.4	84.3	0.27	11.4	F
US 192	II	35	50.3	76.5	126.8	0.49	13.9	E
<b>Total</b>	<b>II</b>		<b>376.4</b>	<b>245.8</b>	<b>622.2</b>	<b>4.48</b>	<b>25.9</b>	<b>C</b>

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	II	35	50.3	44.6	94.9	0.49	18.5	D
Commerce Center Dr	II	45	27.9	3.2	31.1	0.27	31.0	B
Neptune Middle Schoo	II	45	83.6	48.3	131.9	1.05	28.5	B
Cross Praire Pkwy	II	45	124.1	54.8	178.9	1.55	31.2	B
Partin Settlement Rd	II	45	46.5	182.3	228.8	0.58	9.1	F
<b>Total</b>	<b>II</b>		<b>332.4</b>	<b>333.2</b>	<b>665.6</b>	<b>3.93</b>	<b>21.3</b>	<b>D</b>

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**Arterial Level of Service: EB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Partin Settlement Rd	II	45	44.0	77.6	121.6	0.55	16.3	E
Cross Praire Pkwy	II	45	46.8	103.0	149.8	0.58	14.1	E
Tohoqua	II	45	124.1	81.5	205.6	1.55	27.1	C
Commerce Center Dr	II	45	83.6	27.4	111.0	1.05	33.9	B
Old Canoe Creek Rd	II	45	27.9	30.3	58.2	0.27	16.6	E
US 192	II	35	51.2	69.8	121.0	0.50	14.8	E
<b>Total</b>	<b>II</b>		<b>377.6</b>	<b>389.6</b>	<b>767.2</b>	<b>4.49</b>	<b>21.1</b>	<b>D</b>

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**Arterial Level of Service: WB # Neptune Rd**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Canoe Creek Rd	II	37	51.2	65.6	116.8	0.50	15.3	E
Commerce Center Dr	II	45	27.9	31.8	59.7	0.27	16.2	E
Neptune Middle Schoo	II	45	83.6	36.7	120.3	1.05	31.3	B
Cross Praire Pkwy	II	45	124.1	69.5	193.6	1.55	28.8	B
Partin Settlement Rd	II	45	46.8	106.2	153.0	0.58	13.8	E
<b>Total</b>	<b>II</b>		<b>333.6</b>	<b>309.8</b>	<b>643.4</b>	<b>3.95</b>	<b>22.1</b>	<b>C</b>

## **APPENDIX G**

Crash Data Tables



## Statewide Crash Averages

District	Crash Rate Category	Average Crash Rate
Statewide	Interstate Urban	0.99172
Statewide	Interstate Rural	0.49852
Statewide	Toll Road Urban	0.77991
Statewide	Toll Road Rural	0.45424
Statewide	Urban Other Limited Access	2.0897
Statewide	Rural Other Limited Access	1.22441
Statewide	Ramp Urban	0
Statewide	Ramp Rural	0
Statewide	Urban 2-3Ln 2Wy Divd Rasd	7.53599
Statewide	Urban 2-3Ln 2Wy Divd Pavd	6.23872
Statewide	Urban 2-3Ln 2Wy Undivd	3.45233
Statewide	Suburban 2-3Ln 2Wy Divd Rasd	3.64241
Statewide	Suburban 2-3Ln 2Wy Divd Pavd	2.72294
Statewide	Suburban 2-3Ln 2Wy Undivd	1.23603
Statewide	Rural 2-3Ln 2Wy Divd Rasd	0.90109
Statewide	Rural 2-3Ln 2Wy Divd Pavd	1.88532
Statewide	Rural 2-3Ln 2Wy Undivd	0.77749
Statewide	Urban 4-5Ln 2Wy Divd Rasd	3.75355
Statewide	Urban 4-5Ln 2Wy Divd Pavd	6.16258
Statewide	Urban 4-5Ln 2Wy Undivd	6.99289
Statewide	Suburban 4-5Ln 2Wy Divd Rasd	1.7697
Statewide	Suburban 4-5Ln 2Wy Divd Pavd	2.60601
Statewide	Suburban 4-5Ln 2Wy Undivd	1.62278
Statewide	Rural 4-5Ln 2Wy Divd Rasd	0.71713
Statewide	Rural 4-5Ln 2Wy Divd Pavd	0.49901
Statewide	Rural 4-5Ln 2Wy Undivd	0
Statewide	Urban 6+Ln 2Wy Divd Rasd	4.8672
Statewide	Urban 6+Ln 2Wy Divd Pavd	5.49304
Statewide	Urban 6+Ln 2Wy Undivd	68.03939
Statewide	Suburban 6+Ln 2Wy Divd Rasd	2.9058
Statewide	Suburban 6+Ln 2Wy Divd Pavd	0.84297
Statewide	Suburban 6+Ln 2Wy Undivd	0
Statewide	Rural 6+Ln 2Wy Divd Rasd	0.79322
Statewide	Rural 6+Ln 2Wy Divd Pavd	0
Statewide	Rural 6+Ln 2Wy Undivd	0
Statewide	Urban One Way	10.75703
Statewide	Suburban One Way	2.4642
Statewide	Rural One Way	3.62401
Statewide	Undefined	0
Statewide	Not Coded	2.01883

### Crash Analysis Reporting Disclaimer

The information contained in this system (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.

Year	2013	2014	2015	2016	2017	Grand Total
Rear End	18	10	16	25	24	93
Left Turn	2	3	9	9	5	28
Angle		2		6	4	12
Other	1	2	1	3	1	8
Sideswipe, Same Direction	1		1	3	1	6
Hit Ditch	1		1	2	2	6
Hit Tree			1	3	1	5
Head On		1		1	2	4
Sideswipe, Opposite Direction	1			1	2	4
Other Single Vehicle			1		3	4
Ran Into Water/Canal	1			1	1	3
Pedestrian			1		2	3
Hit Sign Post	1			1	1	3
Hit Parked Vehicle		3				3
Overturned	1	1			1	3
Hit Curb				1	1	2
Right Turn					2	2
Bicycle			1		1	2
Hit Utility/Light Post				1		1
Hit Other Fixed Object					1	1
Hit Guardrail			1			1
Hit Fence	1					1
<b>Grand Total</b>	<b>28</b>	<b>22</b>	<b>33</b>	<b>57</b>	<b>55</b>	<b>195</b>

Year	2013	2014	2015	2016	2017	Grand Total
Dark - Lighted	5	3	2	4	7	21
Dark - Not Lighted	3		4	2	8	17
Dawn		2		1		3
Dusk	1		1	1		3
<b>Grand Total</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>15</b>	<b>44</b>

Year	2013	2014	2015	2016	2017	Grand Total
Dry	25	17	31	51	51	175
Wet	3	5	2	6	4	20
<b>Grand Total</b>	<b>28</b>	<b>22</b>	<b>33</b>	<b>57</b>	<b>55</b>	<b>195</b>

Year	2013	2014	2015	2016	2017	Grand Total
Sunday		2	4	4	6	16
Monday	5	5	3	8	6	27
Tuesday	4	3	3	11	4	25
Wednesday	4	3	5	6	8	26
Thursday	4	3	5	9	12	33
Friday	6	6	8	11	10	41
Saturday	5		5	8	9	27
<b>Grand Total</b>	<b>28</b>	<b>22</b>	<b>33</b>	<b>57</b>	<b>55</b>	<b>195</b>

Year	2013	2014	2015	2016	2017	Grand Total
<b>Rear End</b>						
E	4	3	6	7	8	28
N	2	2	1	3	2	10
S	2	1	1	2	3	9
W	10	4	8	13	11	46
<b>Rear End Total</b>						
<b>Grand Total</b>	<b>18</b>	<b>10</b>	<b>16</b>	<b>25</b>	<b>24</b>	<b>93</b>

Year	2013	2014	2015	2016	2017	Grand Total
<b>Left Turn</b>						
E	2		2	1	1	6
N		2	3	3		8
S			3	4	2	9
W		1	1	1	2	5
<b>Left Turn Total</b>						
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>28</b>

Year	2013	2014	2015	2016	2017	Grand Total
Commerce Center Dr			1		1	2
Neptune Rd	25	16	30	53	54	178
Old Canoe Creek Rd	1	3	2	3		9
Partin Settlement Rd	1					1
SR 500		3		1		4
Stroupe Rd	1					1
<b>Grand Total</b>	<b>28</b>	<b>22</b>	<b>33</b>	<b>57</b>	<b>55</b>	<b>195</b>

Year	2013	2014	2015	2016	2017	Grand Total
<b>Rear End</b>						
E	4	3	6	7	8	28
N	2	2	1	3	2	10
S	2	1	1	2	3	9
W	10	4	8	13	11	46
<b>Rear End Total</b>						
<b>Grand Total</b>	<b>18</b>	<b>10</b>	<b>16</b>	<b>25</b>	<b>24</b>	<b>93</b>

Year	2013	2014	2015	2016	2017	Grand Total
<b>Left Turn</b>						
81996743	1					1
83315349	1					1
83756865		1				1
84240770		1				1
84241037		1				1
84241360			1			1
84241386			1			1
84241530			1			1
84241574			1			1
84241713			1			1
84241957				1		1
84871799			1			1
85110780			1			1
85230285			1			1
85235050			1			1
85278803				1		1
85382860				1		1
85385156				1		1
85421117				1		1
85421118				1		1
85499415					1	1
86532684				1		1
86776276				1		1
86776307				1		1
86813906					1	1
87105116					1	1
87130347					1	1
87132668					1	1
<b>Left Turn Total</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>28</b>
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>28</b>

## **APPENDIX H**

FDOT ICE Forms  
FDOT SPICE Forms

# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Partin Settlement Road
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	1	1	/	0	1	1	/	1	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	1	/	/	/	1	1	/	1	/	1	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	1	1	/	1	1	/	/	/	/	/	/	2	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Displaced Left Turn	<u>FULL</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	1	/	1	1	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Partin Settlement Road
Date:	2045 AM
Number of Intersection Legs:	
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	436	1082	3	2.00%	0.00%
Westbound	0	7	1665	71	2.00%	0.00%
Southbound	0	5	19	3	2.00%	0.00%
Northbound	0	296	8	603	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	1.16	1	4.8	Fair	Fair	Good
Two-Way Stop Control E-W	1.28	2	3.7	Poor	Fair	Good
All-Way Stop Control	2.38	3	6.7	Good	Good	Good
Two-Way Stop Control N-S	12.78	4	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Cross Prairie Parkway
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	1	/	2	2	1
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R





# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Henry Partin Road
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
	<u>E-W</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	1	/	1	/	1	2	/	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	1	/	1	
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Henry Partin Road
Date:	2045 AM
Number of Intersection Legs:	
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	0	901	13	2.60%	0.00%
Westbound	0	18	1238	0	2.60%	0.00%
Southbound	0	0	0	0	2.00%	0.00%
Northbound	0	23	0	18	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.38	1	4.8	Fair	Fair	Good
1 X 2	0.51	2	5.6	Fair	Good	Good
2 X 2	0.51	2	5.6	Fair	Good	Good
Two-Way Stop Control E-W	0.67	4	3.7	Poor	Fair	Good
2 X 1	0.97	5	5.6	Fair	Good	Good
All-Way Stop Control	1.51	6	6.7	Good	Good	Good
Two-Way Stop Control N-S	1.55	7	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Ames Haven Road
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
	<u>E-W</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Ames Haven Road
Date:	2045 AM
Number of Intersection Legs:	
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	20	894	0	2.60%	0.00%
Westbound	0	0	1220	36	2.60%	0.00%
Southbound	0	29	0	48	2.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal		<b>Suggested = 1800</b>		<b>1800</b>	
	3-phase signal		<b>Suggested = 1750</b>		<b>1750</b>	
	4-phase signal		<b>Suggested = 1700</b>		<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.41	1	4.8	Fair	Fair	Good
1 X 2	0.50	2	5.6	Fair	Good	Good
2 X 2	0.50	2	5.6	Fair	Good	Good
2 X 1	0.97	4	5.6	Fair	Good	Good
Two-Way Stop Control E-W	1.22	5	3.7	Poor	Fair	Good
All-Way Stop Control	1.54	6	6.7	Good	Good	Good
Two-Way Stop Control N-S	1.61	7	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Tohoqua
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	1	/	2	2	1
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	1	/	1	
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Commerce Center Drive
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
Two-Way Stop Control	<u>N-S</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
	<u>E-W</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
All-Way Stop Control	<u>FULL</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1





For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Commerce Center Drive
Date:	2045 AM
Number of Intersection Legs:	
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	74	840	0	2.60%	0.00%
Westbound	0	0	1115	141	2.60%	0.00%
Southbound	0	81	0	150	2.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.51	1	4.8	Fair	Fair	Good
2 X 2	0.58	2	5.6	Fair	Good	Good
2 X 1	1.12	3	5.6	Fair	Good	Good
75 ICD	1.48	4	6.7	Good	Good	Good
All-Way Stop Control	1.79	5	6.7	Good	Good	Good
Two-Way Stop Control N-S	2.51	6	3.7	Poor	Fair	Good
Two-Way Stop Control E-W	4.36	7	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Old Canoe Creek Road
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	1	2	0	/	1	2	1	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
	<u>E-W</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	1	/	1	
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	US 192
Date:	2045 AM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Two-Way Stop Control	<u>N-S</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
	<u>E-W</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
All-Way Stop Control	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Continuous Green T	<u>W</u>	/	1	1	/	/	1	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	1	/	/	1	1	
	<u>E</u>	/	/	1	1	/	1	1	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	1	1	/	1	1	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
	<u>E-W</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Displaced Left Turn	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	3	1	1	1	3	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	1	/	1	1	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	US 192
Date:	2045 AM
Number of Intersection Legs:	
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	37	969	409	2.00%	0.00%
Westbound	0	507	1630	11	2.00%	0.00%
Southbound	0	23	136	60	2.00%	0.00%
Northbound	0	91	160	545	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3C-Suburban Commercial</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.85	1	4.8	Fair	Fair	Good
Two-Way Stop Control E-W	2.08	2	3.7	Poor	Fair	Good
All-Way Stop Control	2.59	3	6.7	Good	Good	Good
Two-Way Stop Control N-S	6.19	4	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Partin Settlement Road
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	1	1	/	0	1	1	/	1	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	1	/	/	/	1	1	/	1	/	1	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	1	1	/	1	1	/	/	/	/	/	/	2	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Displaced Left Turn	<u>FULL</u>	/	1	1	0	/	0	1	1	/	1	2	0	/	1	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	1	/	1	1	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Cross Prairie Parkway
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	1	/	2	2	1
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	1	/	1	
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R





# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Henry Partin Road
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
	<u>E-W</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Henry Partin Road
Date:	2045 PM
Number of Intersection Legs:	
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	0	1753	19	2.60%	0.00%
Westbound	0	32	1256	0	2.60%	0.00%
Southbound	0	0	0	0	2.00%	0.00%
Northbound	0	27	0	11	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.56	1	4.8	Fair	Fair	Good
1 X 2	0.72	2	5.6	Fair	Good	Good
2 X 2	0.72	2	5.6	Fair	Good	Good
2 X 1	1.39	4	5.6	Fair	Good	Good
All-Way Stop Control	2.12	5	6.7	Good	Good	Good
Two-Way Stop Control N-S	2.26	6	3.7	Poor	Fair	Good
Two-Way Stop Control E-W	3.94	7	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Ames Haven Road
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections





TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
	<u>E-W</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	0	1	/	0	0	0	/	0	2	0	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R

# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Ames Haven Road
Date:	2045 PM
Number of Intersection Legs:	
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	28	1744	0	2.60%	0.00%
Westbound	0	0	1217	71	2.60%	0.00%
Southbound	0	25	0	47	2.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.56	1	4.8	Fair	Fair	Good
1 X 2	0.72	2	5.6	Fair	Good	Good
2 X 2	0.72	2	5.6	Fair	Good	Good
2 X 1	1.38	4	5.6	Fair	Good	Good
All-Way Stop Control	2.14	5	6.7	Good	Good	Good
Two-Way Stop Control N-S	2.25	6	3.7	Poor	Fair	Good
Two-Way Stop Control E-W	3.77	7	3.7	Poor	Fair	Good
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# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Tohoqua
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	1	/	2	2	1
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Commerce Center Drive
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
Two-Way Stop Control	<u>N-S</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
	<u>E-W</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
All-Way Stop Control	<u>FULL</u>	/	0	0	0	/	1	0	1	/	1	2	0	/	0	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	2	1	/	1	2	/	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Displaced Left Turn	<u>FULL</u>	/	1	2	1	/	1	2	1	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1





For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Commerce Center Drive
Date:	2045 PM
Number of Intersection Legs:	
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	140	1632	0	2.60%	0.00%
Westbound	0	0	1128	160	2.60%	0.00%
Southbound	0	130	0	144	2.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	<b>0.80</b>	<b>0.95</b>		<b>0.85</b>		
Truck to PCE Factor				<b>Suggested = 2.00</b>	2.00	
FDOT Context Zone		<b>C3R-Suburban Residential</b>				
Critical Lane Volume Threshold	2-phase signal			<b>Suggested = 1800</b>	<b>1800</b>	
	3-phase signal			<b>Suggested = 1750</b>	<b>1750</b>	
	4-phase signal			<b>Suggested = 1700</b>	<b>1700</b>	

# Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Traffic Signal	0.56	1	4.8	Fair	Fair	Good
1 X 2	0.78	2	5.6	Fair	Good	Good
2 X 2	0.78	2	5.6	Fair	Good	Good
2 X 1	1.51	4	5.6	Fair	Good	Good
All-Way Stop Control	2.28	5	6.7	Good	Good	Good
Two-Way Stop Control N-S	3.16	6	3.7	Poor	Fair	Good
Two-Way Stop Control E-W	28.33	7	3.7	Poor	Fair	Good
--	--	--	--	--	--	--
--	--	--	--	--	--	--
--	--	--	--	--	--	--

# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	10000
Location:	Old Canoe Creek Road
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	2	2	0	/	1	2	0	/	1	2	1	/	1	2	0
Two-Way Stop Control	<u>N-S</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
	<u>E-W</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
All-Way Stop Control	<u>FULL</u>	/	1	2	1	/	1	2	0	/	1	2	1	/	1	2	0
Continuous Green T	<u>W</u>	/	1	2	/	/	2	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	2	/	/	2	1	
	<u>E</u>	/	/	2	1	/	1	2	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	2	1	/	1	2	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
	<u>E-W</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Displaced Left Turn	<u>FULL</u>	/	2	2	0	/	2	2	0	/	2	2	0	/	2	2	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	2	1	1	1	2	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	2	1	/	/	2	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	2	1	1	/	2	1	/	1	2	1	/	1	2	1
	<u>E-W</u>	/	1	2	1	/	1	2	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



# Capacity Analysis for Planning of Junctions

## Input Worksheet 2

Project Name:	Neptune Road PD&E
Project Number:	0
Location:	US 192
Date:	2045 PM
Analysis Type:	At-Grade Intersections and Interchanges

### Number of Lanes for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Two-Way Stop Control	<u>N-S</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
	<u>E-W</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
All-Way Stop Control	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Continuous Green T	<u>W</u>	/	1	1	/	/	1	1	/	1	/	1	/	/	/	/	/
	<u>N</u>	/	/	/	/	/	1	/	1	/	1	1	/	/	1	1	
	<u>E</u>	/	/	1	1	/	1	1	/	/	/	/	/	/	1	/	1
	<u>S</u>	/	1	/	1	/	/	/	/	/	/	1	1	/	1	1	/
Quadrant Roadway	<u>S-W</u>	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	<u>N-E</u>																
	<u>S-E</u>																
	<u>N-W</u>																
Partial Displaced Left Turn	<u>N-S</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
	<u>E-W</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Displaced Left Turn	<u>FULL</u>	/	0	1	2	/	1	1	1	/	1	3	0	/	1	3	0
Signalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	3	1	1	1	3	1
Unsignalized Restricted Crossing U-Turn	<u>N-S</u>	1	1	1	1	1	1	1	1	/	/	/	1	/	/	/	1
	<u>E-W</u>	/	/	/	1	/	/	/	1	1	1	2	1	1	1	2	1
Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	/	2	1	/	/	2	1
	<u>E-W</u>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Partial Median U-Turn	<u>N-S</u>	1	/	1	1	1	/	1	1	/	1	2	0	/	1	2	0
	<u>E-W</u>	/	1	1	1	/	1	1	1	1	/	2	1	1	/	2	1

For shared lanes, enter "0" in L or R



Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & Partin Settlement Rd	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	12.50	19.93	339.22	5	Yes	Calibrated SPF
	Fatal & Injury	4.47	7.26	122.59			
Displaced Left Turn (DLT)	Total	11.00	17.54	298.51	4	N/A	CMF
	Fatal & Injury	3.94	6.39	107.88			
Median U-Turn (MUT)	Total	10.62	16.94	288.34	2	N/A	CMF
	Fatal & Injury	3.13	5.08	85.81			
Signalized RCU	Total	10.62	16.94	288.34	3	N/A	CMF
	Fatal & Injury	3.49	5.66	95.62			
Unsignalized RCU	Total	5.55	8.15	143.76	1	N/A	CMF
	Fatal & Injury	1.75	2.69	46.54			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			

Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & Cross Prairie Pkwy	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	11.31	19.27	320.03	5	No	Calibrated SPF
	Fatal & Injury	4.07	7.03	116.08			
Displaced Left Turn (DLT)	Total	9.95	16.96	281.63	4	N/A	CMF
	Fatal & Injury	3.58	6.19	102.15			
Median U-Turn (MUT)	Total	9.61	16.38	272.03	2	N/A	CMF
	Fatal & Injury	2.85	4.92	81.26			
Signalized RCU	Total	9.61	16.38	272.03	3	N/A	CMF
	Fatal & Injury	3.17	5.49	90.54			
Unsignalized RCU	Total	5.89	9.29	159.49	1	N/A	CMF
	Fatal & Injury	1.87	3.10	52.21			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			

Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & Tohoqua	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	10.34	15.31	269.41	5	Yes	Calibrated SPF
	Fatal & Injury	3.70	5.52	96.69			
Displaced Left Turn (DLT)	Total	9.10	13.47	237.08	4	N/A	CMF
	Fatal & Injury	3.25	4.85	85.08			
Median U-Turn (MUT)	Total	8.79	13.02	228.99	2	N/A	CMF
	Fatal & Injury	2.59	3.86	67.68			
Signalized RCU	Total	8.79	13.02	228.99	3	N/A	CMF
	Fatal & Injury	2.88	4.30	75.42			
Unsignalized RCU	Total	5.11	7.20	129.46	1	N/A	CMF
	Fatal & Injury	1.60	2.34	41.40			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			



Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & Commerce Center / Srg Graham	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	3-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	7.07	9.49	173.65	6	Yes	Calibrated SPF
	Fatal & Injury	2.46	3.19	59.24			
Displaced Left Turn (DLT)	Total	6.23	8.35	152.82	5	N/A	CMF
	Fatal & Injury	2.17	2.80	52.13			
Median U-Turn (MUT)	Total	6.01	8.07	147.61	2	N/A	CMF
	Fatal & Injury	1.72	2.23	41.47			
Signalized RCUT	Total	6.01	8.07	147.61	3	N/A	CMF
	Fatal & Injury	1.92	2.48	46.21			
Unsignalized RCUT	Total	1.95	2.68	48.51	1	N/A	CMF
	Fatal & Injury	0.45	0.60	11.01			
Continuous Green-T Intersection	Total	6.79	9.11	166.71	4	N/A	CMF
	Fatal & Injury	2.09	2.71	50.35			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			

Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

**Results**

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & Old Canoe Creek	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	6 or more
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	7.28	7.94	159.87	5	Yes	Uncalibrated SPF
	Fatal & Injury	3.85	4.22	84.75			
2-lane Roundabout	Total	19.19	22.78	440.53	4	N/A	Uncalibrated SPF
	Fatal & Injury	3.65	4.40	84.45			
Displaced Left Turn (DLT)	Total	6.41	6.98	140.68	3	N/A	CMF
	Fatal & Injury	3.39	3.71	74.58			
Median U-Turn (MUT)	Total	6.19	6.75	135.89	1	N/A	CMF
	Fatal & Injury	2.69	2.95	59.33			
Signalized RCUT	Total	6.19	6.75	135.89	2	N/A	CMF
	Fatal & Injury	3.00	3.29	66.11			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			

Federal Highway Administration (FHWA)  
 Safety Performance for Intersection Control Evaluation Tool

**Results**

Summary of crash prediction results for each alternative

Project Information

Project Name:	Neptune Road PD&E	Intersection Type	At-Grade Intersections
Intersection:	Neptune Road & US 192	Opening Year	2025
Agency:	Osceola County	Design Year	2045
Project Reference:		Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	9/19/2019	# of Major Street Lanes (both directions)	6 or more
Analyst:	MRW	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	8.87	9.81	196.17	3	Yes	Uncalibrated SPF
	Fatal & Injury	4.78	5.32	106.15			
Displaced Left Turn (DLT)	Total	7.80	8.63	172.63	2	N/A	CMF
	Fatal & Injury	4.21	4.68	93.41			
Signalized RCUT	Total	7.54	8.33	166.74	1	N/A	CMF
	Fatal & Injury	3.73	4.15	82.80			
Other 1	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			
Other 2	Total	No SPF	No SPF	No SPF	--	N/A	CMF
	Fatal & Injury	No SPF	No SPF	No SPF			

# **APPENDIX I**

ESAL Calculations

**18 kip ESAL ANALYSIS - LOCATION Partin St/mt Rd to Cr. Pr. Pkwy**

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2018 to 2045

SECTION #: 0

COUNTY: Osceola County

FIN #: 0

FLEXIBLE PAVEMENT URBAN HIGHWAY 0.890  
 SN=5/THICK Neptune Road PD&E

C

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2018	26000	169	0	0.5	5.10%	0.785	0.890
2019	26500	172	0	0.5	5.10%	0.783	0.890
2020	27100	176	0	0.5	5.10%	0.781	0.890
2021	27700	179	0	0.5	5.10%	0.779	0.890
2022	28200	182	0	0.5	5.10%	0.778	0.890
2023	28800	186	0	0.5	5.10%	0.776	0.890
2024	29400	189	0	0.5	5.10%	0.774	0.890
2025	30000	193	193	0.5	5.10%	0.773	0.890
2026	30600	196	389	0.5	5.10%	0.771	0.890
2027	31300	200	589	0.5	5.10%	0.769	0.890
2028	31900	203	792	0.5	5.10%	0.768	0.890
2029	32600	207	999	0.5	5.10%	0.766	0.890
2030	33200	211	1210	0.5	5.10%	0.764	0.890
2031	33900	215	1425	0.5	5.10%	0.763	0.890
2032	34500	218	1643	0.5	5.10%	0.761	0.890
2033	35200	222	1865	0.5	5.10%	0.760	0.890
2034	35800	225	2090	0.5	5.10%	0.758	0.890
2035	36500	229	2319	0.5	5.10%	0.757	0.890
2036	37100	233	2552	0.5	5.10%	0.755	0.890
2037	37800	236	2788	0.5	5.10%	0.754	0.890
2038	38400	240	3028	0.5	5.10%	0.752	0.890
2039	39100	244	3272	0.5	5.10%	0.751	0.890
2040	39700	247	3519	0.5	5.10%	0.750	0.890
2041	40400	251	3770	0.5	5.10%	0.748	0.890
2042	41000	254	4024	0.5	5.10%	0.747	0.890
2043	41700	258	4282	0.5	5.10%	0.746	0.890
2044	42300	261	4543	0.5	5.10%	0.744	0.890
2045	43000	265	4808	0.5	5.10%	0.743	0.890

Opening to Mid-Design Year ESAL Accumulation (1000s): 1017

Opening to Design Year ESAL Accumulation (1000s): 4615

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Kimley-Horn and Associates, Inc.  
 189 South Orange Ave, Suite 1000, Orlando, FL - 32801  
 Org. Unit or Firm  
Michael R. Woodward, P.E. # 70009  
 Name

\_\_\_\_\_  
 Signature Date 8/8/2019

Reviewed by: Joshua DeVries, AICP  
 Name  
Project Manager - Osceola County  
 Title Org. Unit or Firm

\_\_\_\_\_  
 Signature Date

**18 kip ESAL ANALYSIS - LOCATION Cross Prairie Pkwy to Old Canoe Creek Rd**

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2018 to 2045

SECTION #: 0

COUNTY: Osceola County

FIN #: 0

FLEXIBLE PAVEMENT URBAN HIGHWAY 0.890  
 SN=5/THICK Neptune Road PD&E

C

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2018	24000	158	0	0.5	5.10%	0.791	0.890
2019	24400	160	0	0.5	5.10%	0.790	0.890
2020	24800	162	0	0.5	5.10%	0.788	0.890
2021	25200	165	0	0.5	5.10%	0.787	0.890
2022	25700	168	0	0.5	5.10%	0.786	0.890
2023	26100	170	0	0.5	5.10%	0.784	0.890
2024	26500	172	0	0.5	5.10%	0.783	0.890
2025	27000	175	175	0.5	5.10%	0.781	0.890
2026	27300	177	352	0.5	5.10%	0.781	0.890
2027	27700	179	531	0.5	5.10%	0.779	0.890
2028	28000	181	712	0.5	5.10%	0.778	0.890
2029	28400	183	895	0.5	5.10%	0.777	0.890
2030	28700	185	1080	0.5	5.10%	0.776	0.890
2031	29100	187	1267	0.5	5.10%	0.775	0.890
2032	29400	189	1456	0.5	5.10%	0.774	0.890
2033	29800	191	1647	0.5	5.10%	0.773	0.890
2034	30100	193	1840	0.5	5.10%	0.772	0.890
2035	30500	195	2035	0.5	5.10%	0.771	0.890
2036	30800	197	2232	0.5	5.10%	0.771	0.890
2037	31200	199	2431	0.5	5.10%	0.769	0.890
2038	31500	201	2632	0.5	5.10%	0.769	0.890
2039	31900	203	2835	0.5	5.10%	0.768	0.890
2040	32200	205	3040	0.5	5.10%	0.767	0.890
2041	32600	207	3247	0.5	5.10%	0.766	0.890
2042	32900	209	3456	0.5	5.10%	0.765	0.890
2043	33300	211	3667	0.5	5.10%	0.764	0.890
2044	33600	213	3880	0.5	5.10%	0.763	0.890
2045	34000	215	4095	0.5	5.10%	0.762	0.890

Opening to Mid-Design Year ESAL Accumulation (1000s): 905  
 Opening to Design Year ESAL Accumulation (1000s): 3920

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Kimley-Horn and Associates, Inc.  
 189 South Orange Ave, Suite 1000, Orlando, FL - 32801  
 Org. Unit or Firm  
 Michael R. Woodward, P.E. # 70009  
 Name

8/8/2019

Signature Date

Reviewed by: Joshua DeVries, AICP  
 Name  
 Project Manager - Osceola County  
 Title Org. Unit or Firm

Signature Date

**18 kip ESAL ANALYSIS - LOCATION Old Canoe Creek Rd to US 192**

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2018 to 2045

SECTION #: 0

COUNTY: Osceola County

FIN #: 0

FLEXIBLE PAVEMENT URBAN HIGHWAY 0.890  
 SN=5/THICK Neptune Road PD&E

C

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2018	11000	78	0	0.5	5.10%	0.856	0.890
2019	11100	79	0	0.5	5.10%	0.855	0.890
2020	11200	80	0	0.5	5.10%	0.854	0.890
2021	11400	81	0	0.5	5.10%	0.853	0.890
2022	11500	82	0	0.5	5.10%	0.852	0.890
2023	11700	83	0	0.5	5.10%	0.851	0.890
2024	11800	84	0	0.5	5.10%	0.850	0.890
2025	12000	85	85	0.5	5.10%	0.848	0.890
2026	12200	86	171	0.5	5.10%	0.847	0.890
2027	12400	87	258	0.5	5.10%	0.846	0.890
2028	12600	89	347	0.5	5.10%	0.844	0.890
2029	12800	90	437	0.5	5.10%	0.843	0.890
2030	13000	91	528	0.5	5.10%	0.842	0.890
2031	13000	91	619	0.5	5.10%	0.842	0.890
2032	13100	92	711	0.5	5.10%	0.841	0.890
2033	13200	92	803	0.5	5.10%	0.841	0.890
2034	13200	92	895	0.5	5.10%	0.841	0.890
2035	13300	93	988	0.5	5.10%	0.840	0.890
2036	13400	94	1082	0.5	5.10%	0.839	0.890
2037	13400	94	1176	0.5	5.10%	0.839	0.890
2038	13500	94	1270	0.5	5.10%	0.839	0.890
2039	13600	95	1365	0.5	5.10%	0.838	0.890
2040	13600	95	1460	0.5	5.10%	0.838	0.890
2041	13700	96	1556	0.5	5.10%	0.837	0.890
2042	13800	96	1652	0.5	5.10%	0.837	0.890
2043	13800	96	1748	0.5	5.10%	0.837	0.890
2044	13900	97	1845	0.5	5.10%	0.836	0.890
2045	14000	97	1942	0.5	5.10%	0.836	0.890

Opening to Mid-Design Year ESAL Accumulation (1000s): 443  
 Opening to Design Year ESAL Accumulation (1000s): 1857

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Kimley-Horn and Associates, Inc.  
 189 South Orange Ave, Suite 1000, Orlando, FL - 32801  
 Org. Unit or Firm  
Michael R. Woodward, P.E. # 70009  
 Name  
 \_\_\_\_\_  
 Signature Date 1/15/2020

Reviewed by: Joshua DeVries, AICP  
 Name  
Project Manager - Osceola County  
 Title Org. Unit or Firm  
 \_\_\_\_\_  
 Signature Date