

# **CORRIDOR SAFETY STUDY**

**For**  
**Buena Ventura Boulevard**  
**from Florida Parkway to Osceola Parkway**  
Buena Ventura Lakes, Osceola County

Prepared for:

## **FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS**

719 South Woodland Boulevard, MS 3-562  
DeLand, Florida 32720



Districtwide Community Traffic Safety Program  
Financial Project ID: 237995-1-32-16  
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Consultant No.: 11128  
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Prepared by:  
**Traffic Engineering Data Solutions, Inc.**  
80 Spring Vista Drive  
DeBary, Florida 32713

April 2020

This item has been digitally signed and sealed by

On the date adjacent to the seal

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## **EXECUTIVE SUMMARY**

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct a Corridor Safety Study on Buenaventura Boulevard from Florida Parkway to Osceola Parkway in Buena Ventura Lakes (Osceola County), Florida.

Over an 84-month period there were a total of 270 crashes. The crashes resulted in five (5) fatalities, 180 injuries, and \$1,372,358 in estimated property damage. Based on engineering judgement, a review of crash history, the location of pedestrian generators and attractors, the proximity to bus stops, adjacent signals, and field observations, the following improvements are recommended:

Short-term improvements to be performed by Osceola County:

- Install sidewalk safety railings where drop-off conditions are present.
- Refresh crosswalks at Florida Parkway (south) intersection to be high-emphasis.
- Refresh sidestreet crosswalks and the Pine Island Circle stop bar.
- Reduce the speed limit throughout the corridor to 35 mph.
- Install electronic speed feedback signs.
- Clear overgrown grass from pavement and edge lines.
- Provide sidewalk connectivity from all Lynx bus stops to the existing sidewalk network.

Long-term improvements:

### *Signal Reconstruction:*

- Reconstruct the traffic signal at Florida Parkway to include one signal head per lane, retroreflective backplates, 4-section flashing yellow arrow signal heads for northbound and southbound Buenaventura Boulevard protected/permissive left-turn movements and with YIELD TO PEDS blank out sign on all approaches. Additionally, pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and countdown pedestrian signals.
- Reconstruct the traffic signal at Buttonwood Drive to include one signal head per lane, retroreflective backplates, 4-section flashing yellow arrow signal heads for northbound and southbound Buenaventura Boulevard protected/permissive left-turn movements and with YIELD TO PEDS blank out sign on all approaches. Additionally, pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and countdown pedestrian signals.
- Reconstruct the northbound/southbound traffic signals at Osceola Parkway to include one signal head per lane and retroreflective backplates; refresh the intersection skip striping and stop bars; pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and new countdown pedestrian signals.

### *Access Management Improvements:*

- Convert Trotters Circle/Florida Parkway to a northbound/southbound directional median and extend the left-turn lanes.
- Close the median opening at Briarwood Drive.
- Close the median opening at Competition Drive/Pine Island Circle and provide a southbound left-turn lane for Buttonwood Drive.

- Convert the Ventura Downs /Buenaventura Center entrance to a northbound directional median and extend the northbound left-turn lanes approaching Osceola Parkway.

*Corridor Improvements:*

- Install sidewalk along the east side of the roadway from north of Wagon Circle to Briarwood Drive and from Buttonwood Drive to Competition Drive; Install a crosswalk across Florida Parkway (North) and Pine Island Circle and remove the mainline crosswalk at Briarwood Drive once this is complete.
- Modify the superelevation and/or curve radii throughout the corridor to comply with FDM Chapter 210.
- During a future resurfacing project, reduce lane widths by 1 foot to encourage compliance with the speed limit. Additionally, do not replace the SCHOOL pavement messages

The short-term improvements would be implemented by Osceola County at an estimated cost of \$274,053. For the long-term improvements, the total cost is estimated to be \$1,779,896.

The cost estimate to modify the superelevation and/or curve radii throughout the corridor only includes the areas within the curves and does not include the cost for roadway resurfacing (this would be implemented by Osceola County). The curve project should be closely coordinated with a future Osceola County resurfacing effort along Buenaventura Boulevard.

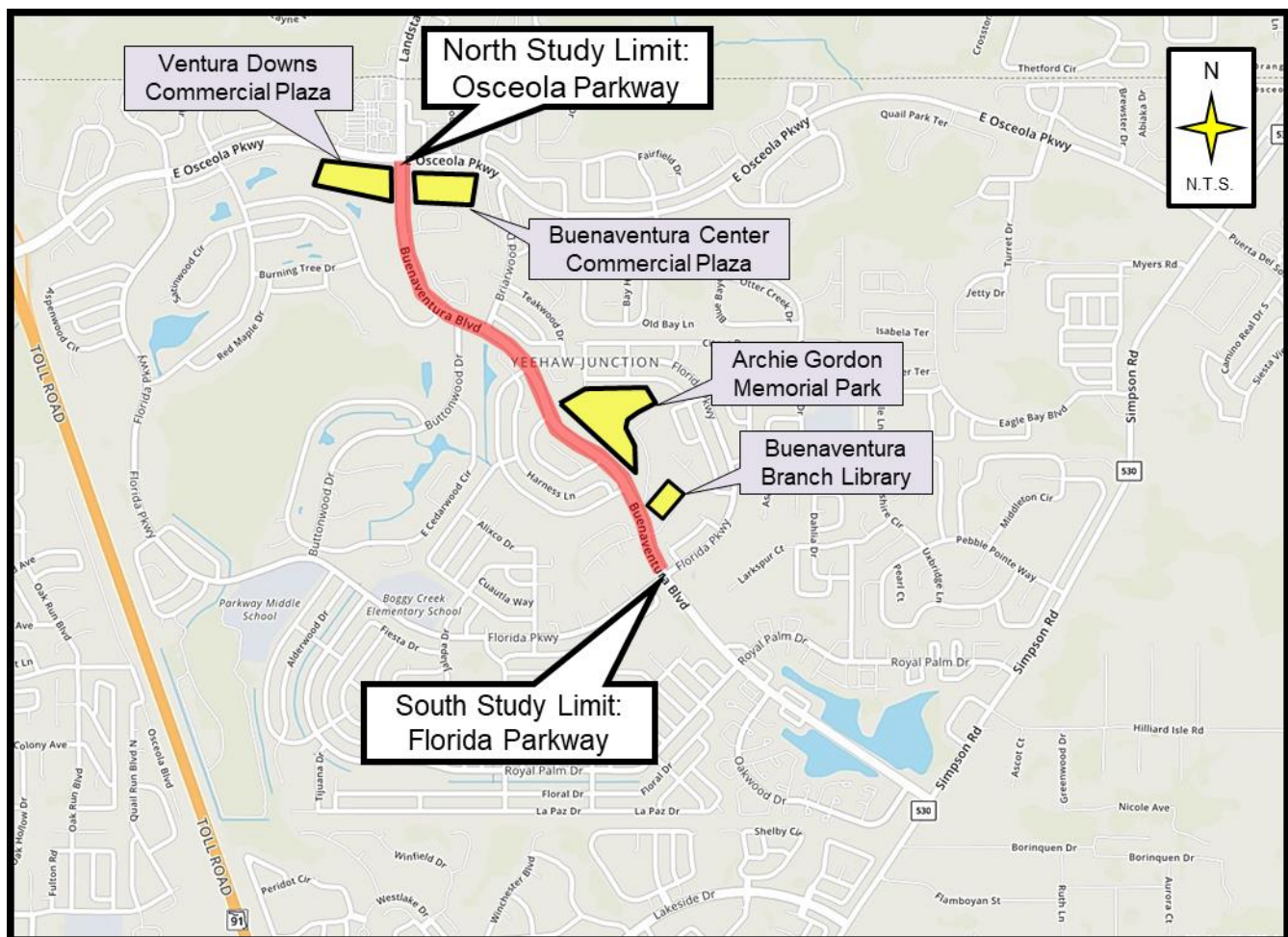
- The Benefit/Cost ratio of the proposed improvements is 1.79. The improvements are therefore justified as candidate projects for federal safety funding.
- The total Net Present Value of the improvements is \$1,555,935 across a 20-year project lifespan.

## INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct a Corridor Safety Study on Buenaventura Boulevard from Florida Parkway to Osceola Parkway in Buena Ventura Lakes (Osceola County), Florida. The purpose of this study is to provide recommendations related to lane departure crashes, crashes within curves, and other trends identified. A location map of the study corridor is shown below as **Figure 1**. Ventura Downs commercial plaza, Archie Gordon Memorial Park and the Buenaventura Branch Library are major pedestrian attractors alongside the corridor.

The analysis methods used in completing this study are consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD 2009), the American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual, 2010, the FDOT Design Manual, FDOT Traffic Engineering Manual (TEM), Speed Zoning Manual, and engineering judgment. This document contains existing conditions, collision analysis, speed zone study, qualitative assessment, improvement alternatives and final recommendations.

**Figure 1**  
**General Location Map**  
**Buenaventura Boulevard from Florida Parkway to Osceola Parkway**



Source: MapQuest

## **EXISTING CONDITIONS**

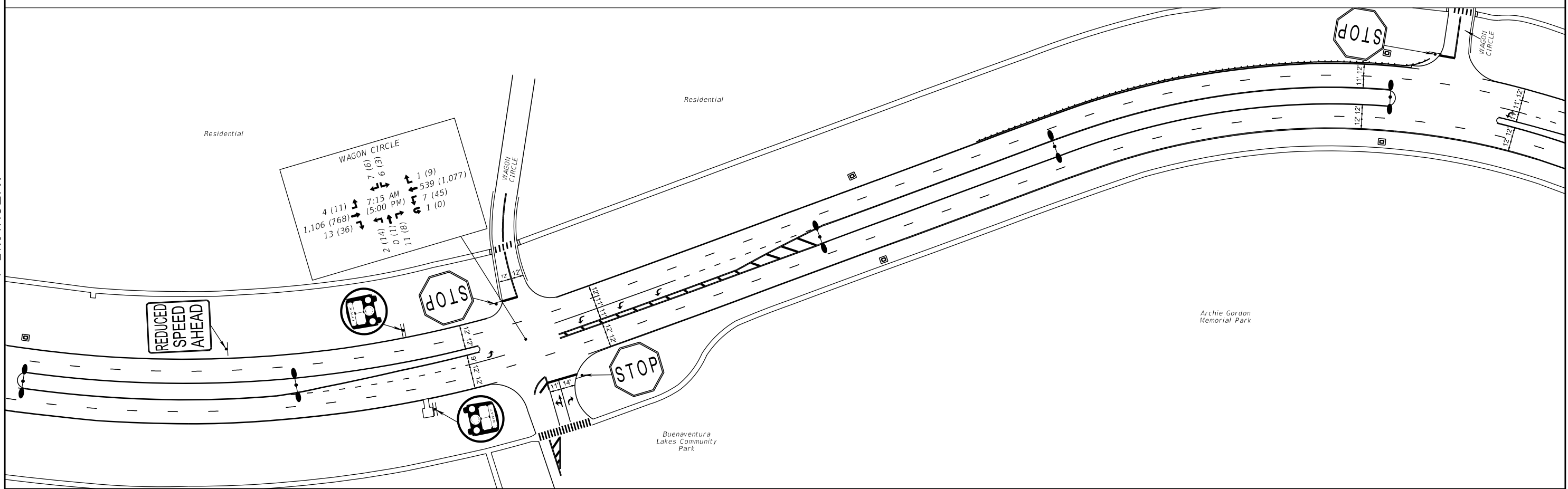
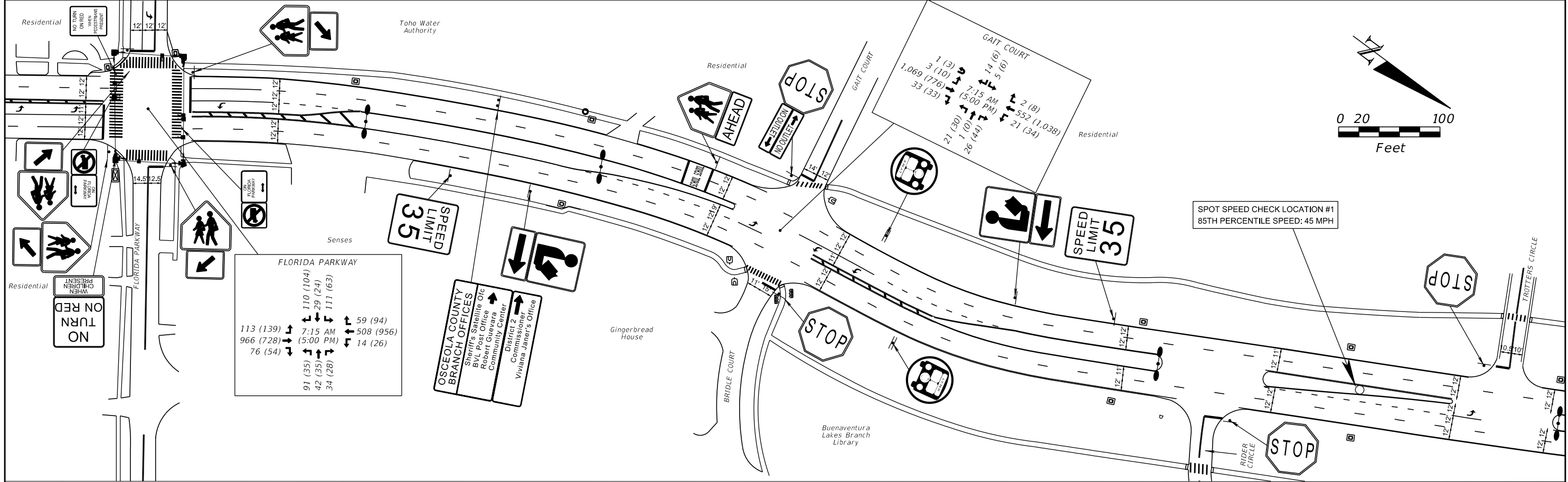
Buenaventura Boulevard is a north/south collector roadway that extends from County Road (C.R.) 530, through the study corridor, to the Osceola/Orange County line. From Florida Parkway (South) to the south side of the Ventura Downs commercial plaza (1.31 miles), Buenaventura Boulevard is a four-lane divided roadway with no curb and gutter with adjacent land uses predominantly comprised of residential neighborhoods and parks. From the south side of the Ventura Downs commercial plaza to Osceola Parkway (0.10 miles), Buenaventura Boulevard is a four-lane divided roadway with curb and gutter with commercial properties adjacent. The context classification for Buenaventura Boulevard is determined as C3R Suburban Residential.

Existing conditions for Buenaventura Boulevard are shown in **Table 1** on the following page. An aerial photograph showing the existing conditions of the study corridor and the surrounding area is depicted in **Figure 2**. The AM and PM peak hour turning movement counts and spot speed data are also included in **Figure 2**.

While much of the length of Buenaventura Boulevard is curved between Florida Parkway (South) and Osceola Parkway, there are six (6) significant curves throughout the corridor: from Florida Parkway (South) to Gait Court/Bridle Court; from Gait Court/Bridle Court to Rider Circle; at Wagon Circle (South); at Wagon Circle (North); at Trotters Circle (North)/Florida Parkway (North); and, at Competition Drive.

**Table 1**  
**Summary of Existing Conditions**  
**Buenaventura Boulevard from Florida Parkway to Osceola Parkway**

Feature	Description
<b>Main Line</b>	<ul style="list-style-type: none"> <li>• Buenaventura Boulevard</li> </ul>
<b>Area Location</b>	<ul style="list-style-type: none"> <li>• Buena Ventura Lakes (Osceola County), Florida</li> </ul>
<b>Existing Cross Section</b>	<ul style="list-style-type: none"> <li>• <u>From Florida Parkway (South) to 300 feet north of Lakepointe Circle:</u> - Four (4) lane divided roadway with an inside grass median and no curb and gutter</li> <li>• <u>From 300 feet north of Lakepointe Circle to Osceola Parkway:</u> - Four (4) lane divided roadway with a raised median and outside curb and gutter.</li> </ul>
<b>AADT (2018)</b>	<ul style="list-style-type: none"> <li>• 25,000 vehicles per day (vpd)</li> </ul>
<b>Posted &amp; Regulatory Speed Limits</b>	<ul style="list-style-type: none"> <li>• <u>Northbound:</u> <ul style="list-style-type: none"> <li>○ From Florida Parkway (South) to approximately 150 feet north of Wagon Circle (North) – 35 mph</li> <li>○ From approximately 150 feet north of Wagon Circle (North) to Osceola Parkway – 40 mph</li> </ul> </li> <li>• <u>Southbound:</u> <ul style="list-style-type: none"> <li>○ From Osceola Parkway to approximately 100 feet south of Rider Circle – 40 mph</li> <li>○ From approximately 100 feet south of Rider Circle to Florida Parkway (South) – 35 mph</li> </ul> </li> </ul>
<b>Adjacent Land Uses</b>	<ul style="list-style-type: none"> <li>• Primarily residential and recreational (parks) from Florida Parkway (South) to Competition Drive</li> <li>• Mixed residential and commercial from Competition Drive to Lakepointe Circle.</li> <li>• Commercial from Lakepointe Circle to Osceola Parkway</li> </ul>
<b>Signalized Intersections</b>	<ul style="list-style-type: none"> <li>• Florida Parkway (South)</li> <li>• Buttonwood Drive</li> <li>• Osceola Parkway</li> </ul>
<b>Buenaventura Boulevard</b>	<ul style="list-style-type: none"> <li>• <u>Sidewalks:</u> <ul style="list-style-type: none"> <li>○ <u>East Side:</u> Five (5) foot sidewalk along the east side of the roadway from Florida Parkway (south) to the northern side of Archie Gordon Memorial Park. No sidewalks from the north side of Archie Gordon Memorial Park to Briarwood Drive. Five (5) foot sidewalks from Briarwood Drive to Osceola Parkway.</li> <li>○ <u>West Side:</u> Five (5) foot sidewalk along the west side of the roadway throughout the entire study corridor.</li> </ul> </li> <li>• <u>Street Lighting:</u> Median lighting from Florida Parkway (South) to Competition Drive. Intermittent median / shoulder lighting from Competition Drive to Osceola Parkway.</li> <li>• <u>Utilities:</u> None</li> <li>• <u>Bus stops:</u> Along both sides of the road throughout (LNYX 18 and 155)</li> </ul>
<b>Horizontal Curves</b>	<ul style="list-style-type: none"> <li>• <u>From Florida Parkway (South) to Gait Court/Bridle Court:</u> 1,030 ft. radius</li> <li>• <u>From Gait Court/Bridle Court to Rider Circle:</u> 500 ft. radius</li> <li>• <u>Wagon Circle (South):</u> 1,170 ft. radius</li> <li>• <u>Wagon Circle (North):</u> 850 ft. radius</li> <li>• <u>Trotters Circle (North)/Florida Parkway (North):</u> 1,785 ft. radius</li> <li>• <u>Competition Drive:</u> 700 ft. radius</li> </ul>



MATCHLINE A

MATCHLINE A

MATCHLINE B

- |                |                              |                          |
|----------------|------------------------------|--------------------------|
| ◆ Utility Pole | Symbols:                     | ⊙ Signal Pole            |
| • Traffic Sign | ⊠ Traffic Controller Cabinet | ⬮ Pedestrian Signal Pole |
| ● Luminaire    | □ Ditch Bottom Inlet         | ▸ Flexible Delineator    |

*Traffic Engineering Data Solutions, Inc.*  
 80 Spring Vista Drive Phone: 386.753.0558  
 DeBary, FL 32713 Fax: 386.753.0778  
 CERTIFICATION OF AUTHORIZATION # 27392

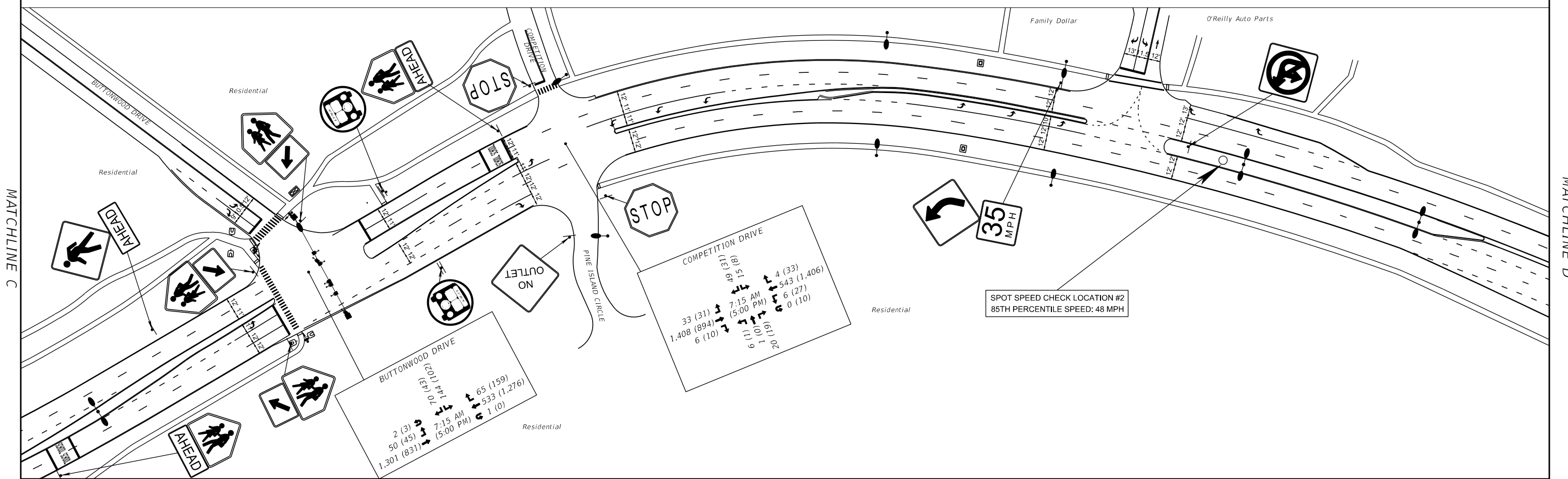
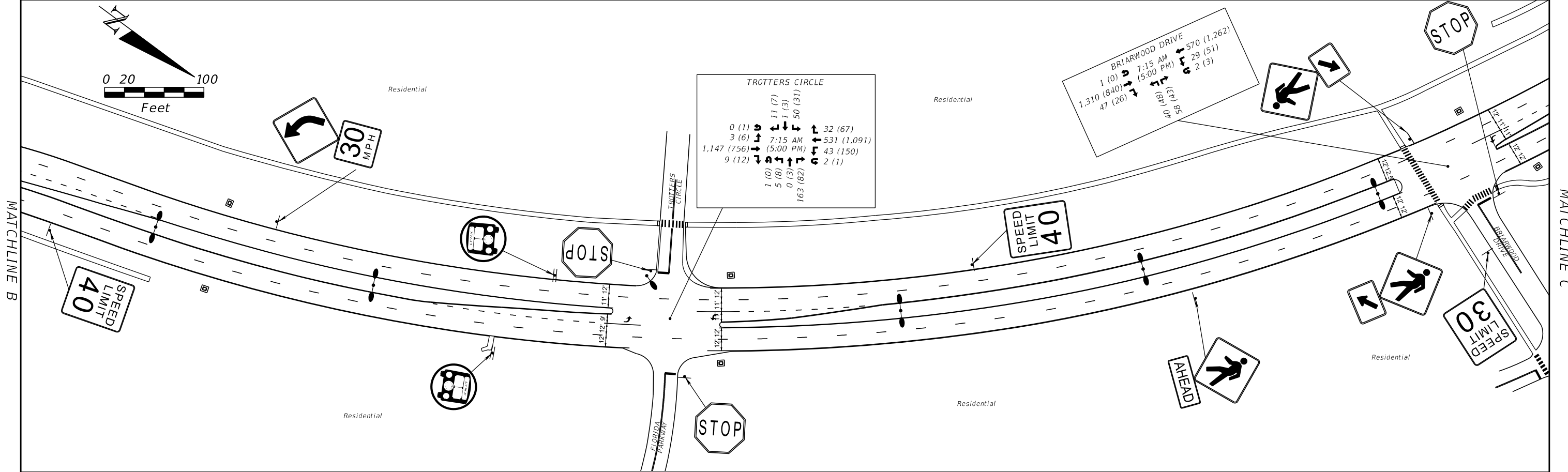
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FIGURE 2  
 EXISTING CONDITION DIAGRAM

PAGE NO.

6





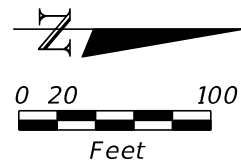
**Symbols:**

- ◆ Utility Pole
- Traffic Sign
- Luminaire
- ⊗ Signal Pole
- ⊠ Traffic Controller Cabinet
- ⊞ Ditch Bottom Inlet
- ⊠ Pedestrian Signal Pole
- ⊠ Flexible Delineator

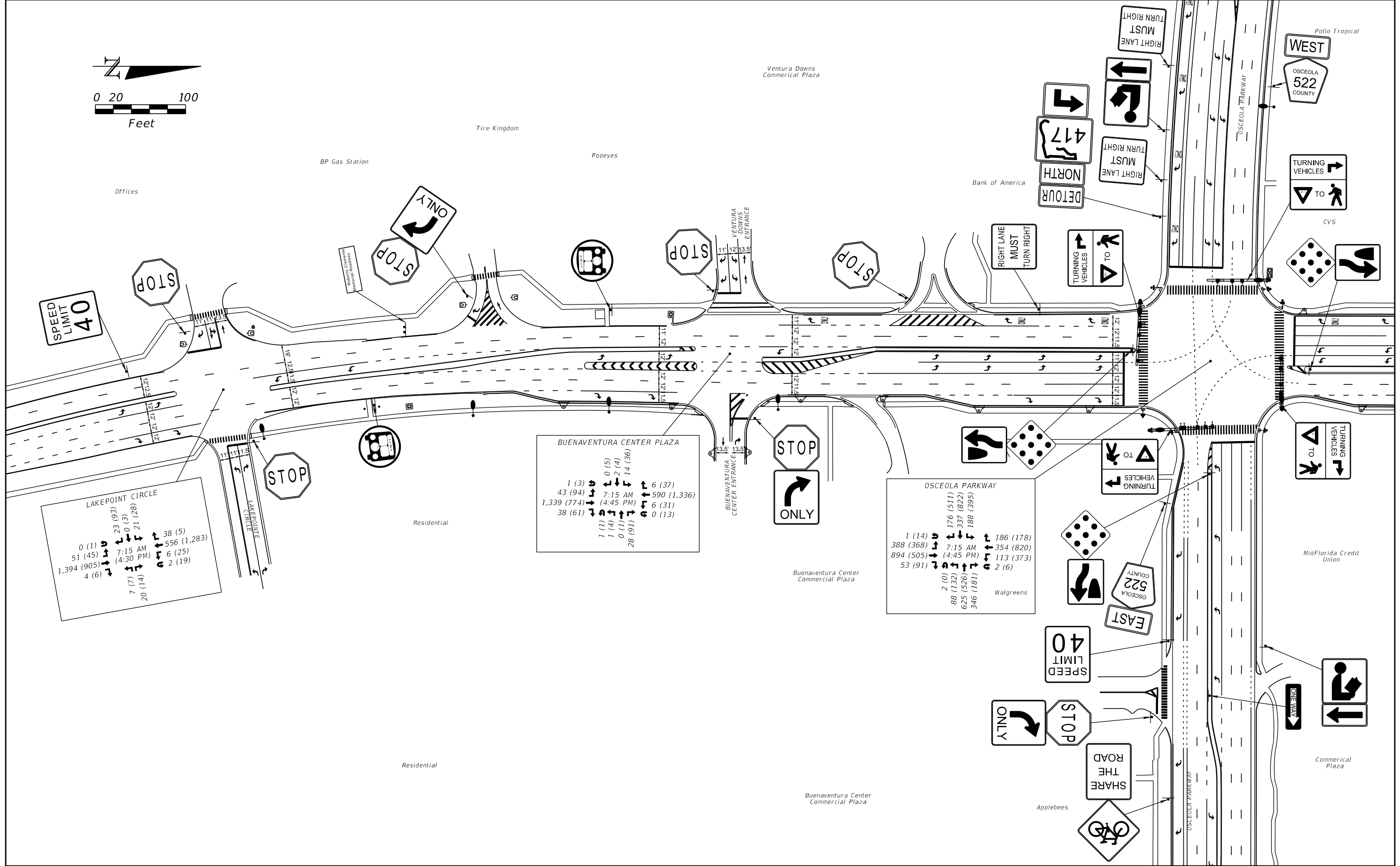
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FIGURE 2  
 EXISTING CONDITION DIAGRAM



MATCHLINE D



**LAKEPOINT CIRCLE**

0 (1)	23 (93)	38 (5)
51 (45)	0 (3)	556 (1,283)
1,394 (905)	7:15 AM (4:30 PM)	6 (25)
4 (6)	7 (7)	2 (19)
	20 (14)	

**BUENAVENTURA CENTER PLAZA**

1 (3)	0 (5)	6 (37)
43 (94)	7:15 AM	590 (1,336)
1,339 (774)	(4:45 PM)	6 (31)
38 (61)	0 (1)	14 (36)
	1 (1)	
	1 (4)	
	0 (1)	
	28 (91)	

**OSCEOLA PARKWAY**

1 (14)	176 (511)	186 (178)
388 (368)	337 (822)	354 (820)
894 (505)	7:15 AM (4:45 PM)	113 (373)
53 (91)	53 (91)	2 (6)
	2 (0)	
	88 (152)	
	625 (526)	
	346 (181)	

- Symbols:**
- ◆ Utility Pole
  - ⊕ Traffic Sign
  - Luminaire
  - ⊗ Signal Pole
  - ⊠ Traffic Controller Cabinet
  - ⊞ Ditch Bottom Inlet
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FIGURE 2  
 EXISTING CONDITION DIAGRAM

## **TRAFFIC VOLUMES**

Four (4) eight-hour turning movement counts (TMC) were conducted on a weekday from 7:00 to 9:00 a.m. and to 4:00 to 6:00 p.m. at the following intersections along the study corridor. Florida Parkway (South)

- Bridle Court
- Wagon Circle (South)
- Florida Parkway (North)/Trotters Circle (North)
- Briarwood Drive
- Buttonwood Drive
- Competition Drive
- Osceola Parkway

The peak-hour volumes at the intersections listed above are shown on the Existing Conditions Diagrams in **Figure 2**. Based on the four-hour TMCs, the AM peak hour occurred from 7:15 to 8:15 a.m. The PM peak hour varied throughout the corridor with the majority having a PM peak-hour between 5:00 and 6:00 p.m., with the Osceola Parkway location having a PM peak hour from 4:45 to 5:45 p.m.

Four-hour bicycle and pedestrian counts were obtained for each of the intersections during the weekday count and are summarized in **Appendix B**. Throughout the corridor, pedestrian and bicycle activity was low with the majority of the activity occurring at Florida Parkway (south), Buttonwood Drive, and Osceola Parkway, all of which are signalized intersections. Additional details of pedestrian activities are summarized in the Qualitative Assessment section.

## **COLLISION DATA**

Crash data for Buenaventura Boulevard within the study limits was obtained from the University of Florida's *Signal Four Analytics* for the period of time from January 1, 2012 to December 31, 2018. Based on a review of the data, there were 270 crashes reported within the study limits (67 short form and 203 long form reports) consisting of the following crash types:

- 81 rear-end;
  - 53 angle;
  - 37 fixed-object;
  - 32 side-swipe;
  - 19 left-turn;
  - 15 right-turn;
  - 10 rollover;
  - Seven (7) bicycle;
  - Seven (7) head-on;
  - Five (5) pedestrian;
  - Two (2) off-road;
  - One (1) backed-into; and,
  - One (1) object-in-road
- The crashes resulted in five (5) fatalities, 180 injuries, and \$1,372,358 in estimated property damage.
  - 171 of the crashes occurred during the day while 99 crashes occurred at night.
  - 227 crashes occurred under dry pavement conditions while 43 crashes occurred under wet pavement conditions.
  - Four (4) crashes resulted in five (5) fatalities as summarized below:
    - One (1) fixed-object crash occurred at night on wet pavement when a southbound driver south of Wagon Circle (North) lost control and struck a tree beyond the right shoulder.
    - One (1) fixed object crash occurred at night when a southbound motorcycle driver struck the right shoulder guardrail south of Wagon Circle (North).
    - One (1) head-on crash occurred when a southbound driver lost control exiting the curve at Competition Drive and struck oncoming traffic at Buttonwood Drive. The crash occurred during the day on dry pavement and resulted in two (2) fatalities; according to the crash report, narcotics were found to be a contributing factor to the crash.
    - One (1) pedestrian crash occurred at night when a pedestrian was struck by a southbound vehicle while crossing west toward the LYNX bus stop at the Ventura Downs commercial plaza (south of Osceola Parkway).
  - Speed was reported as a contributing factor in six (6) crashes as summarized below. All speed crashes were lane departure crashes:
    - One (1) rollover crash occurred at night when a southbound driver approaching Florida Parkway (South) lost control on wet pavement (travelling approximately 60 mph) and departed the roadway to the right prior to overturning.
    - Two (2) fixed-object crashes occurred at night when northbound drivers approaching Rider Circle lost control (travelling approximately 55 and 50 mph) and struck a median light pole and fire hydrant. The former occurred on wet pavement.

- Two (2) fixed-object crashes occurred at night when southbound drivers approaching Buttonwood Drive lost control (travelling approximately 60 and 75 mph) and struck the LYNX bus stop. One crash involved a police pursuit.
- One (1) rollover crash occurred at night when a southbound vehicle approaching Buttonwood Drive lost control (travelling approximately 50 mph) and departed the roadway to the right prior to overturning.

The following trends regarding access management related crashes, crashes within curves, lane departure crashes and pedestrian/bicycles crashes were found:

### **Access Management Crashes**

There was a total of 45 access management related crashes that occurred throughout the corridor. Access management crashes include collisions resulting from controlled movement through median openings, particularly with regard to sidestreet traffic movements.

#### *Trotters Circle (North)/Florida Parkway (North):*

- Four (4) angle crashes occurred when westbound drivers struck northbound vehicles and one (1) angle crash occurred when a westbound driver struck a southbound vehicle; two (2) of these crashes occurred at night.
- One (1) angle crash occurred on wet pavement when an eastbound driver struck a southbound vehicle.
- One (1) left-turn crash occurred when a westbound left-turning driver struck an eastbound vehicle.
- One (1) side-swipe crash occurred when an eastbound left-turning driver struck a northbound vehicle in the left through lane. This crash is also considered a curve-related lane departure crash.

#### *Competition Drive/Pine Island Circle:*

- Three (3) angle crashes occurred when eastbound drivers struck two (2) northbound and one (1) southbound vehicle.
- One (1) angle crash occurred at night when a westbound driver struck a southbound vehicle
- One (1) side-swipe crash occurred when a westbound left-turning driver from Pine Island Drive failed to yield to a southbound vehicle in the left through lane.

#### *Lakepointe Circle:*

- Three (3) angle crashes occurred when eastbound drivers exiting the BP gas station across from Lakepointe Circle struck southbound through vehicles. Two (2) of these crashes occurred at night.
- One (1) angle crash occurred at night when a westbound driver from Lakepointe Circle struck a southbound vehicle.

#### *Ventura Downs/Buenaventura Center commercial plazas:*

- Eight (8) angle crashes occurred when eastbound drivers from Ventura Downs struck southbound vehicles; three (3) of these crashes occurred at night.
- Two (2) angle crashes occurred (one (1) at night and one (1) on wet pavement) when eastbound vehicles from Ventura Downs made through movements across Buenaventura Boulevard toward Buenaventura Center and were struck by northbound vehicles; only left and right turns are permitted from this Ventura Downs exit.

- One (1) angle crash occurred on wet pavement when a westbound driver making an improper left-turn from Buenaventura Center struck a southbound vehicle.
- One (1) side-swipe crash occurred when an eastbound left-turning driver from Ventura Downs struck a northbound through vehicle in the outside lane.
- Two (2) rear-end crashes occurred at night when an eastbound left-turning driver from Ventura Downs struck a northbound through vehicle.
- One (1) rear-end crash occurred on wet pavement when southbound traffic stopped for an eastbound emergency vehicle from Ventura Downs.

#### *Other Locations:*

- One (1) rear-end crash occurred at the intersection of Gait Court/Bridle Court when a westbound left-turning driver struck a westbound left-turning vehicle staged in the median.
- One (1) fixed-object and one (1) angle crash occurred at Trotters Circle (South) when eastbound left-turning drivers struck southbound vehicles. The fixed-object crash is also considered a lane departure crash.
- One (1) angle crash occurred at the intersection of Wagon Circle (South) when a westbound left-turning driver struck a southbound vehicle.
- Four (4) angle crashes occurred at the Briarwood Drive intersection when westbound left-turning drivers struck three (3) northbound and one (1) southbound vehicle; one (1) crash occurred at night and two (2) occurred on wet pavement.
- One (1) angle crash occurred when an eastbound left-turning driver exiting the Family Dollar/O'Reilly Auto Parts parking lot struck a southbound vehicle.

### **Curve Related Crashes**

Curve related crashes include those crashes where vehicles failed to safely negotiate the curves along Buenaventura Boulevard, particularly within the six (6) primary curves mentioned in **Table 1**. There was a total of 52 curve-related crashes throughout the study corridor:

#### *Between Florida Parkway (South) and Gait Court/Bridle Court:*

- Two (2) head-on crashes occurred at the Gait Court/Bridle Court intersection when southbound drivers lost control and traveled into the northbound lanes. One (1) of these crashes occurred at night and on wet pavement.
- One (1) fixed-object crash occurred when a southbound driver fell asleep and traveled onto the right shoulder, striking a road sign at the Gait Court/Bridle Court intersection.
- One (1) previously mentioned speed-related rollover crash approaching Florida Parkway (South).

#### *Curve through Rider Circle:*

- Two (2) fixed-object crashes occurred, one (1) on wet pavement and one (1) at night, when a northbound driver was cut off by a phantom vehicle and struck a fire hydrant and median light pole respectively.
- One (1) rollover crash occurred at night when a northbound driver lost control and departed the roadway to the right.
- One (1) fixed-object crash occurred at night on wet pavement when a southbound driver was cut off by a phantom vehicle and struck a median light pole.
- Two (2) previously-mentioned speed-related fixed-object crashes.

*Curve through Wagon Circle (South):*

- One (1) rear-end crash occurred after a southbound driver in the inside lane lost control.
- One (1) off-road crash occurred at night on wet pavement when a northbound driver lost control and traveled into a drainage ditch north of the intersection.
- One (1) fixed-object crash occurred at night on wet pavement when a southbound driver exiting the curve lost control and struck a median light pole.

*Curve Through Wagon Circle (North):*

- Four (4) fixed-object crashes and one (1) rollover crash occurred when southbound drivers lost control and departed the roadway, striking trees, utility boxes, guardrail, and property fences. These crashes include two (2) previously-mentioned fatalities. Four (4) of the crashes occurred at night and two (2) of those occurred on wet pavement.
- One (1) side-swipe crash occurred when a southbound driver in the outside lane lost control after striking a bump in the road.
- Six (6) fixed-object crashes occurred when southbound drivers lost control and struck trees and light poles in the median. Two (2) crash occurred at night on wet pavement, two (2) occurred at night, and one (1) occurred on wet pavement.
- One (1) fixed-object crash occurred when a southbound driver approaching the intersection lost control and struck a light pole.

*Curve Through Trotters Circle (North)/Florida Parkway (North):*

- One (1) side-swipe crash occurred when a northbound driver failed to remain in the inside lane and struck a southbound left-turning vehicle waiting for traffic to clear.
- One (1) fixed-object crash occurred at night on wet pavement when a northbound driver lost control and struck a median light pole north of the intersection.
- One (1) fixed-object crash occurred when a southbound driver lost control and struck an electrical box in the median north of the intersection.

*Curve Through Competition Drive/Pine Island Circle:*

- Eleven (11) crashes occurred approaching Buttonwood Drive:
  - Eight (8) fixed-object crashes, including two (2) previously mentioned, occurred when seven (7) southbound drivers lost control and one (1) southbound driver fell asleep. One (1) of the crashes occurred at night on wet roads, four (4) occurred at night, and one (1) (fell asleep) occurred on wet roads during the day.
  - One (1) head-on crash occurred on wet pavement when a southbound driver lost control and struck a northbound vehicle.
  - One (1) previously-mentioned fatal head-on crash.
  - One (1) previously-mentioned speed-related rollover crash.
- Eight (8) crashes occurred approaching Competition Drive:
  - Three (3) side-swipe crashes occurred when a southbound driver in the inside lane lost control and struck the outside vehicle. One (1) crash occurred on wet pavement.
  - One (1) head-on crash occurred on wet pavement when a southbound driver lost control and struck a northbound vehicle.
  - One (1) fixed-object crash occurred on wet pavement when a southbound driver lost control while attempting to avoid a side-swipe crash with another vehicle appearing to lose control.
  - Three (3) rollover crashes occurred when southbound drivers lost control and departed the roadway to the right. Two (2) of the crashes occurred at night.

*Other Locations:*

- Two (2) fixed-object crashes and one (1) rollover crash occurred when northbound drivers lost control and struck median light poles or overturned in the median north of the Family Dollar/O'Reilly Auto Parts entrance. All three (3) crashes occurred at night, one (1) occurred on wet pavement.

### **Lane Departure Crashes**

There was a total of 84 lane-departure crashes throughout the study corridor. Lane departure crashes include those occurring when vehicles either depart the roadway or depart their travel lane. In addition to the crashes below, 51 curve-related crashes (including the six (6) speed-related crashes) and two (2) access-management crashes are also counted as lane departure crashes.

- Twenty-two (22) side-swipe crashes occurred, including: 18 attributed to improper lane changes; one (1) to careless driving; one (1) to failure to use the designated lane; one (1) to failure to yield the right of way; and one (1) to mechanical failure.
- Four (4) fixed-object crashes occurred, including: two (2) attributed to mechanical failure, one (1) to a loss of control, and one (1) to reckless driving (driving the wrong way).
- Two (2) head-on crashes were attributed to a loss of control and a DUI.
- One (1) off-road crash is attributed to improper lane change.
- One (1) rear-end crash is attributed to improper lane change.
- One (1) rollover crash is attributed to careless driving.
- In total, 44 lane departure crashes occurred at night and 24 occurred on wet pavement.

### **Pedestrian/Bicycle Crashes**

Pedestrians and/or bicyclists were involved in 13 crashes, including one (1) fatal pedestrian crash previously mentioned.

#### *Florida Parkway (South):*

- Two (2) pedestrian crashes occurred when eastbound and southbound drivers struck pedestrians. One (1) crossing against the steady red hand indication and one (1) with the flashing hand indication across the west and south crosswalks respectively.
- One (1) bicycle crash occurred when an eastbound right-turning driver failed to yield to a bicycle in the west crosswalk. The driver was completing a right-turn on red.

#### *Trotters Circle (North)/Florida Parkway (North):*

- One (1) bicycle crash occurred when a southbound right-turning vehicle struck a northbound left-turning bicyclist approaching from the northbound outside travel lane.
- One (1) pedestrian crash occurred when a southbound left-turning vehicle struck a southbound pedestrian on the east leg of the intersection; there is no marked crosswalk across this leg of the intersection.

#### *Osceola Parkway:*

- One (1) pedestrian crash occurred when an eastbound right-turn-on-red vehicle failed to yield to a pedestrian in the south crosswalk.
- One (1) bicycle crash occurred when southbound vehicle struck a bicyclist in the south crosswalk crossing against the steady hand indication



*Other Locations:*

- One (1) rear-end crash occurred when a driver approaching Gait Court, yielding to a pedestrian departing from the LYNX bus to cross Buenaventura Boulevard, was struck by a vehicle attempting to pass the stopped bus. There is no marked crosswalk across Buenaventura Boulevard at this intersection.
- One (1) bicycle crash occurred north of Rider Circle when a northbound driver lost control and struck a northbound bicyclist to the right of the roadway.
- One (1) bicycle crash occurred at night, north of Wagon Circle (South) when a southbound vehicle struck a southbound bicyclist in the outside travel lane.
- One (1) bicycle crash occurred south of Wagon Circle (North) when a northbound driver struck a southbound bicyclist in the outside travel lane.
- One (1) bicycle crash occurred at Competition Drive when a northbound left-turning driver struck a northbound bicycle in the marked crosswalk.
- One (1) previously mentioned fatal pedestrian crash occurred at night when a pedestrian was struck by a southbound driver while crossing west toward the LYNX bus stop at the Ventura Downs commercial plaza (south of Osceola Parkway).

A detailed collision summary is provided in **Table 2** on the following pages and graphically depicted as **Figure 3**.

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																		
COLLISION SUMMARY																		
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>						
Intersecting route:		From Florida Parkway (South) to Osceola Parkway							Milepost:		Data by: <b>CAR</b>							
Study period:		1/1/2012 to 12/31/2018										Date: <b>6/17/2019</b>						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE
1	01/01/12	Sunday	5:40	0	0	1-None	\$5,000	Rollover	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
2	01/03/12	Tuesday	15:53	0	0	1-None	\$750	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Improper Lane Change
3	01/13/12	Friday	21:32	0	0	1-None	\$650	Rear-End	No	Night	Dry	Short	No	No	No	No	No	Careless Driving
4	01/27/12	Friday	16:35	0	2	2-Possible	\$1,000	Side-Swipe	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW
5	02/18/12	Saturday	1:37	0	0	1-None	\$3,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
6	02/27/12	Monday	17:53	0	0	1-None	\$700	Rear-End	No	Night	Wet	Short	No	No	No	No	No	Careless Driving
7	02/27/12	Monday	23:10	0	0	1-None	\$2,000	Side-Swipe	No	Night	Dry	Short	No	No	No	Yes	No	Improper Lane Change
8	03/07/12	Wednesday	20:30	0	1	4-Incapacitating	\$6,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	FTYROW
9	03/13/12	Tuesday	20:55	0	2	3-Non-Incapacitating	\$9,000	Right-Turn	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
10	03/25/12	Sunday	15:14	0	0	1-None	\$4,700	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
11	04/14/12	Saturday	2:50	0	0	1-None	\$2,310	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
12	05/31/12	Thursday	16:55	0	1	3-Non-Incapacitating	\$10,000	Rollover	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control
13	06/10/12	Sunday	22:45	1	2	5-Fatal	\$8,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
14	06/12/12	Tuesday	11:32	0	0	1-None	\$75	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
15	06/18/12	Monday	17:53	0	0	1-None	\$6,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
16	06/20/12	Wednesday	1:58	0	0	1-None	\$13,000	Angle	Yes	Night	Dry	Long	No	No	No	No	No	DUI
17	06/21/12	Thursday	14:20	0	0	1-None	\$400	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
18	06/23/12	Saturday	13:00	0	0	1-None	\$3,500	Side-Swipe	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW
19	07/04/12	Wednesday	15:30	0	6	3-Non-Incapacitating	\$8,000	Head-On	No	Day	Wet	Long	No	No	Yes	Yes	No	Lost Control
20	07/13/12	Friday	16:40	0	0	1-None	\$500	Fixed-Object	No	Day	Dry	Long	No	No	No	Yes	No	Reckless Driving
21	07/21/12	Saturday	18:20	0	3	2-Possible	\$10,000	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control
22	07/24/12	Tuesday	11:05	0	0	1-None	\$4,300	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Improper Lane Change
23	07/27/12	Friday	15:37	0	0	1-None	\$0	Angle	No	Day	Dry	Short	No	No	No	No	No	Reckless Driving
24	08/03/12	Friday	13:00	0	1	3-Non-Incapacitating	\$9,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
25	08/07/12	Tuesday	14:30	0	0	1-None	\$4,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
26	08/19/12	Sunday	2:32	0	0	1-None	\$6,500	Fixed-Object	No	Night	Dry	Short	No	No	No	No	No	Careless Driving
27	09/01/12	Saturday	0:52	0	1	2-Possible	\$11,000	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
28	09/03/12	Monday	18:50	0	0	1-None	\$1,100	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
29	09/12/12	Wednesday	18:23	0	1	3-Non-Incapacitating	\$7,000	Fixed-Object	No	Day	Wet	Long	No	No	Yes	Yes	No	Lost Control
30	09/29/12	Saturday	6:00	0	0	1-None	\$2,325	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
31	10/05/12	Friday	11:36	0	1	2-Possible	\$8,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
32	10/09/12	Tuesday	17:19	0	1	3-Non-Incapacitating	\$9,000	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
33	11/21/12	Wednesday	3:00	0	1	3-Non-Incapacitating	\$3,450	Angle	Yes	Night	Dry	Long	No	No	No	No	No	DUI
34	12/30/12	Sunday	18:07	0	0	1-None	\$3,500	Left-Turn	No	Night	Dry	Short	No	No	No	No	No	Disregarded Traffic Control
35	01/16/13	Wednesday	14:23	0	1	3-Non-Incapacitating	\$2,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																				
COLLISION SUMMARY																				
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>								
Intersecting route:		<b>From Florida Parkway (South) to Osceola Parkway</b>								Milepost:									Data by: <b>CAR</b>	
Study period:		<b>1/1/2012 to 12/31/2018</b>										Date: <b>6/17/2019</b>								
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE		
36	02/03/13	Sunday	15:17	0	0	1-None	\$600	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving		
37	03/10/13	Sunday	15:16	0	1	3-Non-Incapacitating	\$750	Rollover	No	Day	Dry	Long	No	No	No	Yes	No	Careless Driving		
38	03/30/13	Saturday	2:54	0	0	1-None	\$10,700	Fixed-Object	No	Night	Dry	Long	Yes	No	Yes	Yes	No	Reckless Driving		
39	04/02/13	Tuesday	22:24	0	3	2-Possible	\$6,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control		
40	04/15/13	Monday	14:37	0	0	1-None	\$0	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Following Too Closely		
41	04/25/13	Thursday	10:03	0	2	3-Non-Incapacitating	\$7,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
42	05/03/13	Friday	21:37	0	1	3-Non-Incapacitating	\$6,000	Right-Turn	No	Night	Wet	Long	No	No	No	No	No	FTYROW		
43	05/12/13	Sunday	18:00	0	0	1-None	\$3,000	Left-Turn	No	Day	Dry	Short	No	No	No	No	No	FTYROW		
44	05/20/13	Monday	19:30	0	0	1-None	\$13,500	Fixed-Object	No	Day	Wet	Long	No	No	Yes	Yes	No	Lost Control		
45	06/03/13	Monday	15:23	0	2	4-Incapacitating	\$11,700	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control		
46	06/05/13	Wednesday	18:00	0	0	1-None	\$1,500	Angle	No	Day	Wet	Long	No	Yes	No	No	No	FTYROW		
47	06/09/13	Sunday	17:31	0	0	1-None	\$3,300	Rear-End	No	Day	Wet	Long	No	Yes	No	No	No	Careless Driving		
48	06/11/13	Tuesday	21:50	0	0	1-None	\$3,000	Side-Swipe	No	Night	Dry	Short	No	No	No	Yes	No	Improper Lane Change		
49	06/17/13	Monday	19:15	0	1	4-Incapacitating	\$25	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
50	06/18/13	Tuesday	18:09	0	1	4-Incapacitating	\$4,300	Rear-End	Yes	Day	Dry	Long	No	No	No	No	No	DUI		
51	07/11/13	Thursday	18:37	0	1	2-Possible	\$2,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
52	07/12/13	Friday	14:53	0	0	1-None	\$1,000	Rear-End	No	Day	Wet	Short	No	No	No	No	No	Careless Driving		
53	07/20/13	Saturday	13:58	0	0	1-None	\$16,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
54	09/03/13	Tuesday	16:18	0	0	1-None	\$425	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
55	09/29/13	Sunday	21:05	0	2	2-Possible	\$2,500	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control		
56	09/30/13	Monday	16:25	0	0	1-None	\$4,500	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
57	10/03/13	Thursday	22:14	0	0	1-None	\$8,000	Left-Turn	No	Night	Dry	Long	No	No	No	No	No	FTYROW		
58	10/04/13	Friday	17:16	0	0	1-None	\$2,000	Rear-End	Yes	Day	Dry	Long	No	No	No	No	No	DUI		
59	10/29/13	Tuesday	8:20	0	0	1-None	\$10	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
60	10/31/13	Thursday	23:59	0	1	2-Possible	\$11,638	Fixed-Object	No	Night	Dry	Long	Yes	No	Yes	Yes	No	Reckless Driving		
61	11/20/13	Wednesday	15:22	0	0	1-None	\$8,000	Side-Swipe	No	Day	Dry	Short	No	Side-Yes	No	No	No	Improper Turn		
62	12/02/13	Monday	9:40	0	1	3-Non-Incapacitating	\$4,500	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW		
63	12/05/13	Thursday	18:12	0	0	1-None	\$3,500	Angle	No	Night	Dry	Short	No	No	No	No	No	Careless Driving		
64	12/14/13	Saturday	20:33	0	1	3-Non-Incapacitating	\$6,000	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving		
65	12/21/13	Saturday	13:32	0	0	1-None	\$1,500	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
66	12/23/13	Monday	21:02	0	0	1-None	\$6,000	Side-Swipe	No	Night	Dry	Short	No	No	No	Yes	No	Improper Turn		
67	12/24/13	Tuesday	16:30	0	1	4-Incapacitating	\$1,000	Bicycle	No	Day	Dry	Long	No	No	No	No	Yes	Lost Control		
68	12/25/13	Wednesday	14:15	0	1	2-Possible	\$0	Pedestrian	No	Day	Dry	Long	No	No	No	No	Yes	Disregarded Traffic Control		
69	01/02/14	Thursday	10:32	0	1	2-Possible	\$0	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving		
70	01/06/14	Monday	15:52	0	1	2-Possible	\$6,000	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Careless Driving		

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																		
COLLISION SUMMARY																		
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>						
Intersecting route:		From Florida Parkway (South) to Osceola Parkway							Milepost:		Data by: <b>CAR</b>							
Study period:		1/1/2012 to 12/31/2018										Date: <b>6/17/2019</b>						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE
71	01/14/14	Tuesday	19:07	0	1	2-Possible	\$11,500	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control
72	01/21/14	Tuesday	15:38	0	3	2-Possible	\$9,000	Angle	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW
73	01/30/14	Thursday	11:15	0	0	1-None	\$3,250	Rear-End	No	Day	Wet	Long	No	No	No	No	No	Careless Driving
74	02/02/14	Sunday	11:25	0	0	1-None	\$400	Fixed-Object	No	Day	Dry	Short	No	Yes	No	Yes	No	Careless Driving
75	02/05/14	Wednesday	14:46	0	0	1-None	\$0	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change
76	02/23/14	Sunday	5:37	0	0	1-None	\$13,000	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
77	02/23/14	Sunday	17:15	2	2	5-Fatal	\$11,000	Head-On	Yes	Day	Dry	Long	No	No	Yes	Yes	No	DUI
78	02/26/14	Wednesday	17:10	0	0	1-None	\$100	Rear-End	No	Day	Wet	Long	No	No	No	No	No	Careless Driving
79	03/07/14	Friday	19:25	0	1	2-Possible	\$0	Pedestrian	No	Day	Dry	Long	No	Yes	No	No	Yes	Improper Crossing
80	03/31/14	Monday	20:49	0	0	1-None	\$1,500	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
81	04/02/14	Wednesday	16:54	0	0	1-None	\$0	Angle	No	Day	Dry	Short	No	Yes	No	No	No	FTYROW
82	04/11/14	Friday	2:00	0	0	1-None	\$20,200	Rollover	No	Night	Dry	Long	Yes	No	Yes	Yes	No	Lost Control
83	04/14/14	Monday	20:25	0	0	1-None	\$4,000	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Improper Lane Change
84	04/23/14	Wednesday	8:00	0	0	1-None	\$300	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
85	05/03/14	Saturday	1:36	0	0	1-None	\$4,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
86	05/03/14	Saturday	14:31	0	0	1-None	\$1,000	Rear-End	No	Day	Wet	Long	No	No	No	No	No	Careless Driving
87	05/08/14	Thursday	23:56	0	1	4-Incapacitating	\$0	Bicycle	No	Night	Dry	Long	No	No	No	No	Yes	Careless Driving
88	05/17/14	Saturday	10:42	0	0	1-None	\$4,500	Side-Swipe	No	Day	Dry	Short	No	No	Yes	Yes	No	Careless Driving
89	06/15/14	Sunday	11:45	0	1	3-Non-Incapacitating	\$4,000	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
90	06/19/14	Thursday	15:30	0	2	3-Non-Incapacitating	\$3,300	Rear-End	No	Day	Wet	Long	No	No	No	No	Yes	Careless Driving
91	09/09/14	Tuesday	18:33	0	1	2-Possible	\$3,000	Side-Swipe	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control
92	10/08/14	Wednesday	15:10	0	0	1-None	\$3,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Fell Asleep
93	10/29/14	Wednesday	15:08	0	0	1-None	\$0	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Following Too Closely
94	10/29/14	Wednesday	19:25	0	0	1-None	\$700	Rear-End	No	Night	Dry	Short	No	No	No	No	No	Careless Driving
95	11/22/14	Saturday	1:55	0	1	4-Incapacitating	\$3,000	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
96	12/05/14	Friday	21:32	0	1	3-Non-Incapacitating	\$5,000	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
97	12/07/14	Sunday	22:46	0	1	4-Incapacitating	\$10,500	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Fell Asleep
98	12/14/14	Sunday	19:31	0	2	2-Possible	\$4,000	Rear-End	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control
99	12/19/14	Friday	17:46	0	6	4-Incapacitating	\$6,500	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
100	12/26/14	Friday	5:15	0	1	4-Incapacitating	\$6,250	Fixed-Object	Yes	Night	Dry	Long	Yes	No	Yes	Yes	No	DUI
101	01/01/15	Thursday	5:42	0	1	2-Possible	\$12,000	Rollover	No	Night	Wet	Long	Yes	No	Yes	Yes	No	Too Fast For Conditions
102	01/08/15	Thursday	19:08	0	0	1-None	\$2,500	Side-Swipe	No	Night	Dry	Long	No	No	No	Yes	No	Improper Lane Change
103	01/09/15	Friday	18:02	0	1	4-Incapacitating	\$8,000	Pedestrian	No	Day	Dry	Long	No	No	No	No	Yes	Disregarded Traffic Control
104	01/22/15	Thursday	17:48	0	1	3-Non-Incapacitating	\$100	Bicycle	No	Day	Dry	Long	No	No	No	No	Yes	FTYROW
105	01/29/15	Thursday	14:29	0	1	3-Non-Incapacitating	\$1,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																		
COLLISION SUMMARY																		
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>						
Intersecting route:		From Florida Parkway (South) to Osceola Parkway							Milepost:		Data by: <b>CAR</b>							
Study period:		1/1/2012 to 12/31/2018										Date: <b>6/17/2019</b>						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE
106	02/09/15	Monday	7:19	0	0	1-None	\$0	Angle	No	Day	Dry	Short	No	No	No	No	No	Disregarded Traffic Control
107	03/12/15	Thursday	21:12	0	0	1-None	\$20,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	FTYROW
108	04/10/15	Friday	11:21	0	0	1-None	\$4,000	Angle	No	Day	Dry	Short	No	No	No	No	No	Disregarded Traffic Control
109	04/11/15	Saturday	14:32	0	1	2-Possible	\$100	Bicycle	No	Day	Dry	Long	No	No	No	No	Yes	FTYROW
110	04/12/15	Sunday	19:20	0	0	1-None	\$10,000	Fixed-Object	No	Day	Dry	Short	No	No	Yes	Yes	No	Lost Control
111	04/25/15	Saturday	0:00	0	0	1-None	\$5,000	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
112	05/06/15	Wednesday	6:47	0	5	4-Incapacitating	\$14,000	Angle	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
113	05/09/15	Saturday	14:57	0	0	1-None	\$2,000	Left-Turn	No	Day	Dry	Short	No	No	No	No	No	FTYROW
114	05/11/15	Monday	10:30	0	0	1-None	\$2,500	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
115	05/17/15	Sunday	8:20	0	0	1-None	\$400	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
116	05/20/15	Wednesday	2:05	0	4	4-Incapacitating	\$13,700	Angle	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
117	06/26/15	Friday	10:50	0	0	1-None	\$0	Fixed-Object	No	Day	Dry	Short	No	No	No	Yes	No	Mechanical
118	06/27/15	Saturday	19:21	0	0	1-None	\$2,600	Angle	No	Day	Wet	Short	No	Yes	No	No	No	Failed to Use Designated Lane
119	06/28/15	Sunday	1:21	0	5	2-Possible	\$18,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	FTYROW
120	07/01/15	Wednesday	9:45	0	1	3-Non-Incapacitating	\$3,200	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
121	07/04/15	Saturday	19:05	0	0	1-None	\$1,050	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change
122	07/26/15	Sunday	22:50	0	1	3-Non-Incapacitating	\$10,000	Head-On	Yes	Night	Dry	Long	No	No	No	Yes	No	DUI
123	08/07/15	Friday	14:00	0	1	3-Non-Incapacitating	\$20,000	Head-On	No	Day	Wet	Long	No	No	Yes	Yes	No	Lost Control
124	08/25/15	Tuesday	17:00	0	0	1-None	\$2,500	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
125	08/28/15	Friday	18:00	0	1	3-Non-Incapacitating	\$7,000	Fixed-Object	No	Day	Wet	Long	No	No	Yes	Yes	No	Careless Driving
126	09/01/15	Tuesday	7:25	0	0	1-None	\$0	Left-Turn	No	Day	Dry	Short	No	No	No	No	No	FTYROW
127	09/03/15	Thursday	15:26	0	0	1-None	\$0	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Following Too Closely
128	09/08/15	Tuesday	8:06	0	0	1-None	\$25	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
129	09/15/15	Tuesday	15:19	0	0	1-None	\$0	Rear-End	No	Day	Wet	Short	No	No	No	No	No	Careless Driving
130	09/16/15	Wednesday	22:20	0	0	1-None	\$10,000	Rear-End	Yes	Night	Dry	Long	No	No	No	No	No	DUI
131	10/30/15	Friday	3:50	0	0	1-None	\$1,100	Side-Swipe	No	Night	Dry	Short	No	No	No	Yes	No	Mechanical
132	11/20/15	Friday	0:26	0	0	1-None	\$1,000	Side-Swipe	No	Night	Wet	Long	No	No	No	Yes	No	FTYROW
133	11/24/15	Tuesday	16:46	0	2	2-Possible	\$5,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
134	11/27/15	Friday	15:32	0	1	3-Non-Incapacitating	\$500	Off-Road	No	Day	Dry	Long	No	No	No	Yes	No	Improper Lane Change
135	11/29/15	Sunday	18:38	0	0	1-None	\$1,500	Side-Swipe	No	Night	Dry	Long	No	No	No	Yes	No	Improper Lane Change
136	12/04/15	Friday	2:00	0	0	1-None	\$3,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
137	12/06/15	Sunday	0:20	0	0	1-None	\$2,400	Left-Turn	No	Night	Dry	Short	No	No	No	No	No	Disregarded Traffic Control
138	12/09/15	Wednesday	6:11	0	0	1-None	\$5,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control
139	12/11/15	Friday	18:44	0	3	2-Possible	\$14,000	Left-Turn	No	Night	Dry	Long	No	No	No	No	No	FTYROW
140	12/19/15	Saturday	19:36	0	1	3-Non-Incapacitating	\$6,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	FTYROW

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																			
COLLISION SUMMARY																			
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>							
Intersecting route:		From Florida Parkway (South) to Osceola Parkway								Milepost:			Data by: <b>CAR</b>						
Study period:		1/1/2012 to 12/31/2018										Date: <b>6/17/2019</b>							
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE	
141	12/20/15	Sunday	21:30	0	1	3-Non-Incapacitating	\$16,500	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
142	01/04/16	Monday	18:12	0	2	2-Possible	\$10,000	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
143	01/09/16	Saturday	3:56	0	0	1-None	\$8,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
144	01/28/16	Thursday	6:55	0	1	3-Non-Incapacitating	\$14,000	Head-On	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control	
145	04/15/16	Friday	6:03	0	0	1-None	\$3,500	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving	
146	04/21/16	Thursday	18:54	0	0	1-None	\$1,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving	
147	04/24/16	Sunday	21:00	0	0	1-None	\$3,300	Angle	No	Night	Dry	Short	No	Yes	No	No	No	FTYROW	
148	05/06/16	Friday	20:28	0	0	1-None	\$5,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
149	05/15/16	Sunday	13:54	0	0	1-None	\$500	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW	
150	05/19/16	Thursday	9:15	0	2	2-Possible	\$18,000	Angle	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW	
151	05/21/16	Saturday	14:22	0	2	2-Possible	\$8,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control	
152	05/22/16	Sunday	15:15	0	1	3-Non-Incapacitating	\$4,900	Head-On	No	Day	Dry	Long	No	No	No	Yes	No	Lost Control	
153	05/26/16	Thursday	7:42	0	0	1-None	\$1,000	Fixed-Object	No	Day	Dry	Long	No	No	No	Yes	No	Lost Control	
154	06/01/16	Wednesday	6:23	0	0	1-None	\$7,000	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW	
155	06/07/16	Tuesday	15:59	0	0	1-None	\$6,000	Angle	No	Day	Wet	Short	No	Yes	No	No	No	Disregarded Traffic Control	
156	06/14/16	Tuesday	15:00	0	2	3-Non-Incapacitating	\$8,500	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control	
157	06/23/16	Thursday	22:45	0	1	2-Possible	\$4,500	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving	
158	07/02/16	Saturday	2:43	0	0	1-None	\$10,200	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control	
159	07/05/16	Tuesday	19:38	0	0	1-None	\$7,000	Object-In-Road	No	Day	Dry	Long	No	No	No	Yes	No	Mechanical	
160	07/27/16	Wednesday	12:15	0	1	2-Possible	\$100	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Following Too Closely	
161	08/24/16	Wednesday	15:57	0	0	1-None	\$1,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving	
162	08/30/16	Tuesday	21:33	0	1	2-Possible	\$11,000	Left-Turn	No	Night	Wet	Long	No	Yes	No	No	No	FTYROW	
163	09/08/16	Thursday	14:41	0	1	3-Non-Incapacitating	\$4,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving	
164	09/29/16	Thursday	5:40	0	1	3-Non-Incapacitating	\$675	Bicycle	No	Night	Dry	Long	No	No	No	No	Yes	Biking On The Wrong Side	
165	10/12/16	Wednesday	17:05	0	1	2-Possible	\$8,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Following Too Closely	
166	10/17/16	Monday	18:45	0	1	2-Possible	\$100	Rollover	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control	
167	11/01/16	Tuesday	16:39	0	1	3-Non-Incapacitating	\$12,000	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
168	11/04/16	Friday	7:40	0	3	4-Incapacitating	\$25,000	Left-Turn	No	Night	Dry	Long	No	No	No	No	No	FTYROW	
169	11/06/16	Sunday	16:42	0	2	3-Non-Incapacitating	\$6,500	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control	
170	11/10/16	Thursday	11:35	0	0	1-None	\$0	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Improper Turn	
171	11/20/16	Sunday	19:02	0	1	4-Incapacitating	\$1,700	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving	
172	11/21/16	Monday	22:08	0	2	3-Non-Incapacitating	\$9,000	Rear-End	No	Night	Dry	Long	No	Yes	No	No	No	Careless Driving	
173	11/23/16	Wednesday	18:45	0	0	1-None	\$8,000	Right-Turn	No	Night	Dry	Short	No	No	No	No	No	FTYROW	
174	11/28/16	Monday	18:51	0	0	1-None	\$6,000	Fixed-Object	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control	
175	12/13/16	Tuesday	14:35	0	0	1-None	\$0	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change	

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																		
COLLISION SUMMARY																		
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>						
Intersecting route:		From Florida Parkway (South) to Osceola Parkway							Milepost:		Data by: <b>CAR</b>							
Study period:		1/1/2012 to 12/31/2018										Date: <b>6/17/2019</b>						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE
176	12/31/16	Saturday	18:02	0	0	1-None	\$2,500	Rear-End	No	Day	Dry	Short	No	No	Yes	No	No	Careless Driving
177	01/06/17	Friday	12:25	0	1	3-Non-Incapacitating	\$450	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
178	01/13/17	Friday	17:33	0	6	3-Non-Incapacitating	\$21,000	Angle	No	Day	Wet	Long	No	Yes	No	No	No	Disregarded Traffic Control
179	01/13/17	Friday	18:59	0	0	1-None	\$9,500	Rear-End	No	Night	Wet	Long	No	No	No	No	No	Careless Driving
180	01/25/17	Wednesday	13:40	0	0	1-None	\$1,250	Fixed-Object	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control
181	01/26/17	Thursday	8:11	0	0	1-None	\$6,000	Right-Turn	No	Day	Dry	Short	No	No	No	Yes	No	Disregarded Traffic Control
182	01/30/17	Monday	18:27	0	0	1-None	\$1,300	Bicycle	No	Day	Dry	Short	No	No	No	No	Yes	Biking On The Wrong Side
183	02/03/17	Friday	18:07	0	1	3-Non-Incapacitating	\$1,050	Bicycle	No	Day	Dry	Long	No	No	No	No	Yes	Disregarded Traffic Control
184	02/04/17	Saturday	19:30	0	1	2-Possible	\$10,400	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
185	02/11/17	Saturday	23:40	0	0	1-None	\$10,000	Angle	No	Night	Dry	Long	No	Yes	No	No	No	FTYROW
186	02/14/17	Tuesday	20:32	1	0	5-Fatal	\$7,000	Pedestrian	No	Night	Dry	Long	No	No	No	No	No	Improper Crossing
187	02/23/17	Thursday	2:00	0	0	1-None	\$2,200	Side-Swipe	No	Night	Wet	Long	No	No	No	Yes	No	Improper Lane Change
188	02/25/17	Saturday	21:25	0	0	1-None	\$0	Right-Turn	No	Night	Dry	Short	No	No	No	No	No	FTYROW
189	03/06/17	Monday	17:35	0	0	1-None	\$1,300	Rear-End	No	Day	Dry	Long	No	Yes	No	No	No	Careless Driving
190	03/28/17	Tuesday	23:15	0	0	1-None	\$3,000	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
191	04/07/17	Friday	17:30	0	1	2-Possible	\$8,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
192	04/08/17	Saturday	18:25	0	0	1-None	\$1,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
193	04/19/17	Wednesday	20:50	0	0	1-None	\$0	Side-Swipe	No	Night	Dry	Short	No	No	No	Yes	No	Improper Lane Change
194	05/06/17	Saturday	19:10	0	1	2-Possible	\$11,000	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
195	05/14/17	Sunday	12:20	0	0	1-None	\$7,500	Fixed-Object	No	Day	Dry	Long	No	No	No	Yes	No	Mechanical
196	05/20/17	Saturday	23:50	0	0	1-None	\$25,750	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
197	05/31/17	Wednesday	9:00	0	0	1-None	\$6,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Following Too Closely
198	06/13/17	Tuesday	19:20	0	0	1-None	\$3,100	Backed-Into	No	Day	Wet	Long	No	No	No	No	No	Improper Backing
199	06/30/17	Friday	23:49	0	0	1-None	\$250	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
200	07/05/17	Wednesday	6:45	0	1	2-Possible	\$600	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
201	07/10/17	Monday	3:11	0	1	2-Possible	\$5,000	Off-Road	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
202	07/13/17	Thursday	0:39	0	0	1-None	\$3,500	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Too Fast For Conditions
203	07/15/17	Saturday	14:22	0	5	2-Possible	\$3,500	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
204	07/28/17	Friday	7:55	0	0	1-None	\$1,250	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
205	08/19/17	Saturday	17:03	0	0	1-None	\$600	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Following Too Closely
206	08/26/17	Saturday	10:45	0	0	1-None	\$13,500	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
207	08/28/17	Monday	15:28	0	0	1-None	\$7,500	Angle	No	Day	Wet	Long	No	Yes	No	No	No	FTYROW
208	09/02/17	Saturday	21:01	0	2	3-Non-Incapacitating	\$5,500	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control
209	09/12/17	Tuesday	17:50	0	1	3-Non-Incapacitating	\$9,500	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
210	09/12/17	Tuesday	20:30	0	1	3-Non-Incapacitating	\$11,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																		
COLLISION SUMMARY																		
Section:			State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>					
Intersecting route: <b>From Florida Parkway (South) to Osceola Parkway</b>			Milepost:							Data by: <b>CAR</b>								
Study period: <b>1/1/2012 to 12/31/2018</b>			Date: <b>6/17/2019</b>															
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PEDESTRIAN / BIKE	CONTRIBUTING CAUSE
211	09/13/17	Wednesday	18:04	0	0	1-None	\$3,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
212	10/01/17	Sunday	16:40	0	0	1-None	\$1,900	Side-Swipe	No	Day	Dry	Short	No	Yes	No	No	No	Disregarded Traffic Control
213	10/14/17	Saturday	9:04	0	1	4-Incapacitating	\$4,500	Head-On	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control
214	10/18/17	Wednesday	22:50	0	1	2-Possible	\$7,300	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
215	10/19/17	Thursday	0:00	0	3	2-Possible	\$16,000	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving
216	10/30/17	Monday	12:33	0	0	1-None	\$7,000	Rear-End	No	Day	Dry	Long	No	Rear-End	No	Yes	No	Improper Lane Change
217	11/06/17	Monday	12:10	0	0	1-None	\$500	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Improper Lane Change
218	11/06/17	Monday	19:30	0	0	1-None	\$2,500	Angle	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW
219	11/07/17	Tuesday	10:54	0	0	1-None	\$300	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change
220	11/07/17	Tuesday	14:45	0	0	1-None	\$3,200	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	Careless Driving
221	11/15/17	Wednesday	15:10	0	0	1-None	\$2,250	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
222	11/18/17	Saturday	13:40	0	1	4-Incapacitating	\$10,000	Angle	No	Day	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
223	11/21/17	Tuesday	10:29	0	2	2-Possible	\$1,400	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
224	11/24/17	Friday	21:30	0	0	1-None	\$17,000	Side-Swipe	No	Night	Dry	Long	No	No	No	Yes	No	Improper Lane Change
225	11/28/17	Tuesday	16:50	0	1	3-Non-Incapacitating	\$5,000	Right-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
226	12/02/17	Saturday	22:45	0	0	1-None	\$500	Left-Turn	No	Night	Dry	Short	No	No	No	No	No	FTYROW
227	12/08/17	Friday	19:00	0	0	1-None	\$7,000	Rear-End	No	Night	Dry	Short	No	No	No	No	No	Careless Driving
228	12/09/17	Saturday	3:45	0	0	1-None	\$10,000	Fixed-Object	No	Night	Wet	Long	Yes	No	Yes	Yes	No	Too Fast For Conditions
229	12/09/17	Saturday	8:47	0	1	3-Non-Incapacitating	\$100	Fixed-Object	No	Day	Wet	Long	No	No	Yes	Yes	No	Careless Driving
230	12/10/17	Sunday	18:15	0	2	3-Non-Incapacitating	\$6,000	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
231	12/28/17	Thursday	8:03	0	0	1-None	\$3,000	Rear-End	No	Day	Dry	Short	No	Rear-End	No	No	No	Careless Driving
232	01/01/18	Monday	13:30	0	0	1-None	\$1,700	Fixed-Object	No	Day	Wet	Long	No	No	Yes	Yes	No	Fell Asleep
233	01/08/18	Monday	10:54	0	0	1-None	\$2,000	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change
234	01/08/18	Monday	16:50	0	1	3-Non-Incapacitating	\$2,000	Left-Turn	No	Day	Dry	Long	No	No	No	No	No	FTYROW
235	01/09/18	Tuesday	15:00	0	0	1-None	\$4,000	Side-Swipe	No	Day	Dry	Short	No	No	No	Yes	No	Improper Lane Change
236	01/17/18	Wednesday	14:25	0	0	1-None	\$6,000	Angle	No	Day	Dry	Short	No	No	No	No	No	Disregarded Traffic Control
237	01/27/18	Saturday	8:08	0	0	1-None	\$2,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving
238	02/07/18	Wednesday	13:25	0	0	1-None	\$1,500	Side-Swipe	No	Day	Dry	Long	No	No	No	Yes	No	Failed to Use Designated Lane
239	02/15/18	Thursday	19:54	0	1	4-Incapacitating	\$10,100	Rollover	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control
240	02/21/18	Wednesday	10:50	0	0	1-None	\$2,000	Angle	No	Day	Dry	Short	No	Yes	No	No	No	Disregarded Traffic Control
241	02/24/18	Saturday	18:42	0	0	1-None	\$5,000	Angle	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control
242	02/27/18	Tuesday	16:28	0	0	1-None	\$3,500	Angle	No	Day	Dry	Long	No	Yes	No	No	No	FTYROW
243	02/28/18	Wednesday	1:38	0	1	4-Incapacitating	\$1,000	Rollover	No	Night	Dry	Long	No	No	Yes	Yes	No	Careless Driving
244	03/22/18	Thursday	22:33	0	1	2-Possible	\$5,000	Rollover	No	Night	Dry	Long	No	No	Yes	Yes	No	Careless Driving
245	04/04/18	Wednesday	13:16	0	3	4-Incapacitating	\$12,500	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving

(continued)

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics

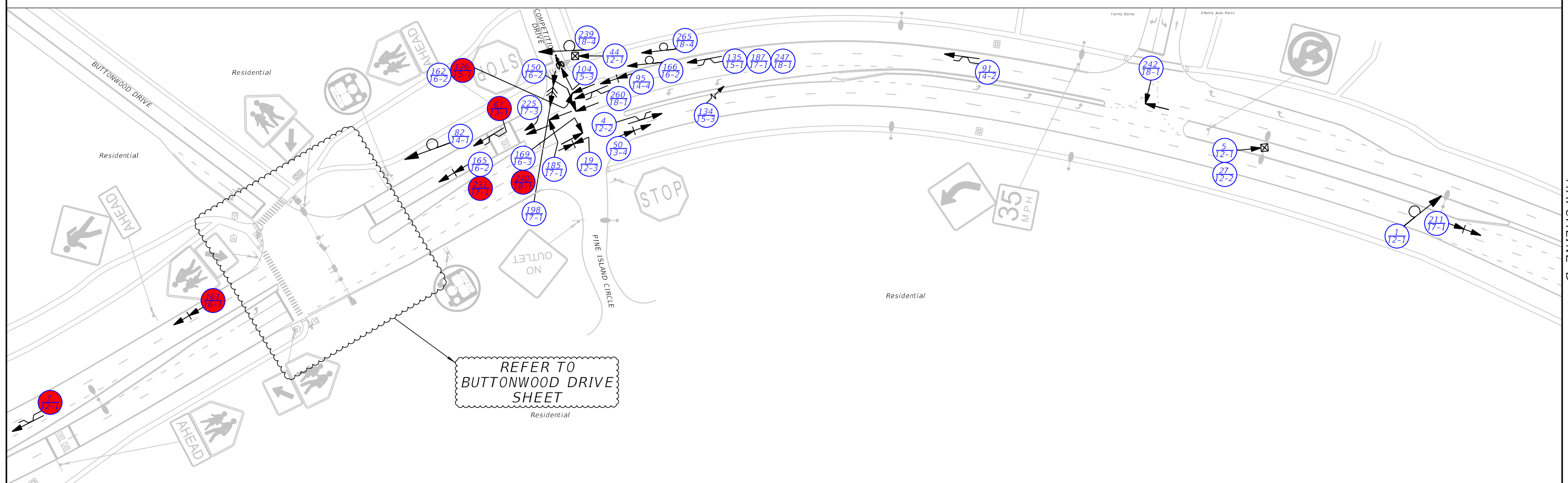
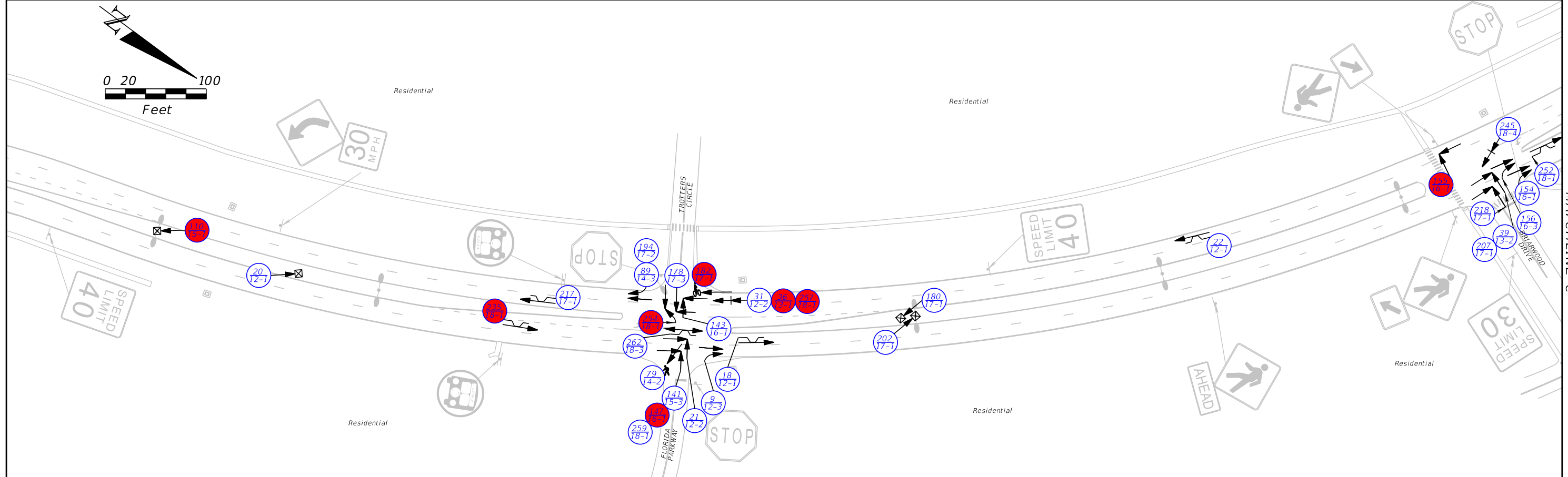


**Table 2  
Collision Data  
Buenaventura Boulevard: From Florida Parkway to Osceola Parkway**

FLORIDA DEPARTMENT OF TRANSPORTATION																					
COLLISION SUMMARY																					
Section:		State Road: <b>Buenaventura Boulevard</b>										County: <b>Osceola</b>									
Intersecting route:		<b>From Florida Parkway (South) to Osceola Parkway</b>										Milepost:								Data by: <b>CAR</b>	
Study period:		<b>1/1/2012 to 12/31/2018</b>										Date: <b>6/17/2019</b>									
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	FORM	SPEED-RELATED	ACCESS-MANAGEMENT	CURVE-RELATED	LANE DEPARTURE	PED/BIKE	CONTRIBUTING CAUSE			
246	05/04/18	Friday	16:25	0	0	1-None	\$700	Right-Turn	No	Day	Dry	Short	No	No	No	No	No	No	FTYROW		
247	05/16/18	Wednesday	16:18	0	0	1-None	\$8,000	Side-Swipe	No	Day	Wet	Long	No	No	Yes	Yes	No	Lost Control			
248	05/30/18	Wednesday	7:13	0	2	2-Possible	\$2,500	Rear-End	No	Day	Wet	Long	No	No	No	No	No	Careless Driving			
249	05/31/18	Thursday	3:25	0	0	1-None	\$23,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control			
250	06/12/18	Tuesday	15:43	0	0	1-None	\$1,500	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Following Too Closely			
251	06/13/18	Wednesday	12:10	0	1	4-Incapacitating	\$0	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving			
252	07/18/18	Wednesday	20:15	0	0	1-None	\$5,000	Side-Swipe	No	Night	Dry	Long	No	No	No	Yes	No	Improper Lane Change			
253	08/09/18	Thursday	15:30	0	0	1-None	\$1,700	Angle	No	Day	Dry	Long	No	No	No	No	No	FTYROW			
254	08/23/18	Thursday	7:50	0	0	1-None	\$2,000	Left-Turn	No	Day	Dry	Short	No	Yes	No	No	No	Careless Driving			
255	09/07/18	Friday	22:05	0	2	2-Possible	\$8,500	Angle	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control			
256	09/11/18	Tuesday	22:30	0	0	1-None	\$6,300	Rear-End	No	Night	Dry	Long	No	No	No	No	No	Careless Driving			
257	09/13/18	Thursday	16:43	0	0	1-None	\$1,000	Rear-End	No	Day	Wet	Short	No	No	No	No	No	Careless Driving			
258	09/29/18	Saturday	2:30	0	0	1-None	\$5,500	Angle	No	Night	Dry	Long	No	No	No	No	No	Disregarded Traffic Control			
259	09/29/18	Saturday	15:22	0	0	1-None	\$1,500	Angle	No	Day	Dry	Long	No	Yes	No	No	No	Disregarded Traffic Control			
260	09/30/18	Sunday	10:33	0	0	1-None	\$2,500	Side-Swipe	No	Day	Dry	Long	No	No	Yes	Yes	No	Lost Control			
261	10/01/18	Monday	20:22	0	3	3-Non-Incapacitating	\$10,000	Left-Turn	No	Night	Dry	Long	No	No	No	No	No	FTYROW			
262	11/10/18	Saturday	8:50	0	1	3-Non-Incapacitating	\$950	Side-Swipe	No	Day	Dry	Long	No	Yes	Yes	Yes	No	Improper Lane Change			
263	11/14/18	Wednesday	14:50	0	0	1-None	\$1,000	Rear-End	No	Day	Dry	Short	No	No	No	No	No	Careless Driving			
264	11/20/18	Tuesday	10:40	0	1	3-Non-Incapacitating	\$0	Pedestrian	No	Day	Dry	Long	No	No	No	No	Yes	FTYROW			
265	11/21/18	Wednesday	3:35	0	1	4-Incapacitating	\$5,000	Rollover	No	Night	Dry	Long	No	No	Yes	Yes	No	Lost Control			
266	11/25/18	Sunday	17:16	0	0	1-None	\$2,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving			
267	11/26/18	Monday	23:20	0	1	4-Incapacitating	\$13,000	Fixed-Object	No	Night	Wet	Long	No	No	Yes	Yes	No	Lost Control			
268	11/30/18	Friday	18:37	0	0	1-None	\$2,000	Angle	No	Day	Dry	Short	No	Yes	No	No	No	Disregarded Traffic Control			
269	12/30/18	Sunday	0:00	1	0	5-Fatal	\$6,100	Fixed-Object	No	Night	Dry	Long	No	No	Yes	Yes	No	Failed to Use Designated Lane			
270	12/31/18	Monday	9:00	0	1	3-Non-Incapacitating	\$1,000	Rear-End	No	Day	Dry	Long	No	No	No	No	No	Careless Driving			
<b>TOTAL</b>				<b>5</b>	<b>180</b>		<b>\$1,372,358</b>														
TOTAL NO.	Fatal	Injury	Property Damage Only			Rollover	Left-Turn	Fixed-Object	Right-Turn	Head-On	Angle	Off-Road	Object-In-Road	Pedestrian	Side-Swipe	Bicycle	Backed-Into	Rear-End			
270	4	111	155			10	19	37	15	7	53	2	1	5	32	7	1	81			
Percent	1%	41%	57%			4%	7%	14%	6%	3%	20%	0.7%	0.4%	2%	12%	3%	0.4%	30%			
CONTRIB-CAUSE	Day	Night	Pavement Condition			Careless Driving	FTYROW	Improper Turn	Biking on the Wrong Side	Improper Lane Change	Failed to Use Designated Lane	Reckless Driving	DUI	Improper Crossing	Lost Control	Mechanical	Too Fast For Conditions	Fell Asleep	Disregarded Traffic Control	Improper Backing	Following Too Closely
Total	171	99	0	227	0	79	46	3	2	21	3	4	8	2	38	4	3	3	45	1	8
Percent	63%	37%	0%	84%	0%	29%	17%	1.1%	0.7%	8%	1.1%	1.5%	3%	0.7%	14%	1.5%	1.1%	17%	0.4%	3%	

Source: Florida Department of Transportation's CAR Database and University of Florida's Signal Four Analytics





**Symbols:**

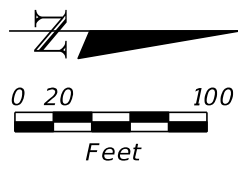
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	INJURY SEVERITY		SHORT FORM CRASHES		LEFT TURN COLLISION		SIDE SWIPE COLLISION
1=NO INJURY					BICYCLE COLLISION		FIXED OBJECT COLLISION
2=POSSIBLE INJURY					ANGLE COLLISION		
3=NON-INCAPACITATING							
4=INCAPACITATING							
5=FATALITY							

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 80 Spring Vista Drive Phone: 386.753.0538  
 DeBary, FL 32713 Fax: 386.753.0778  
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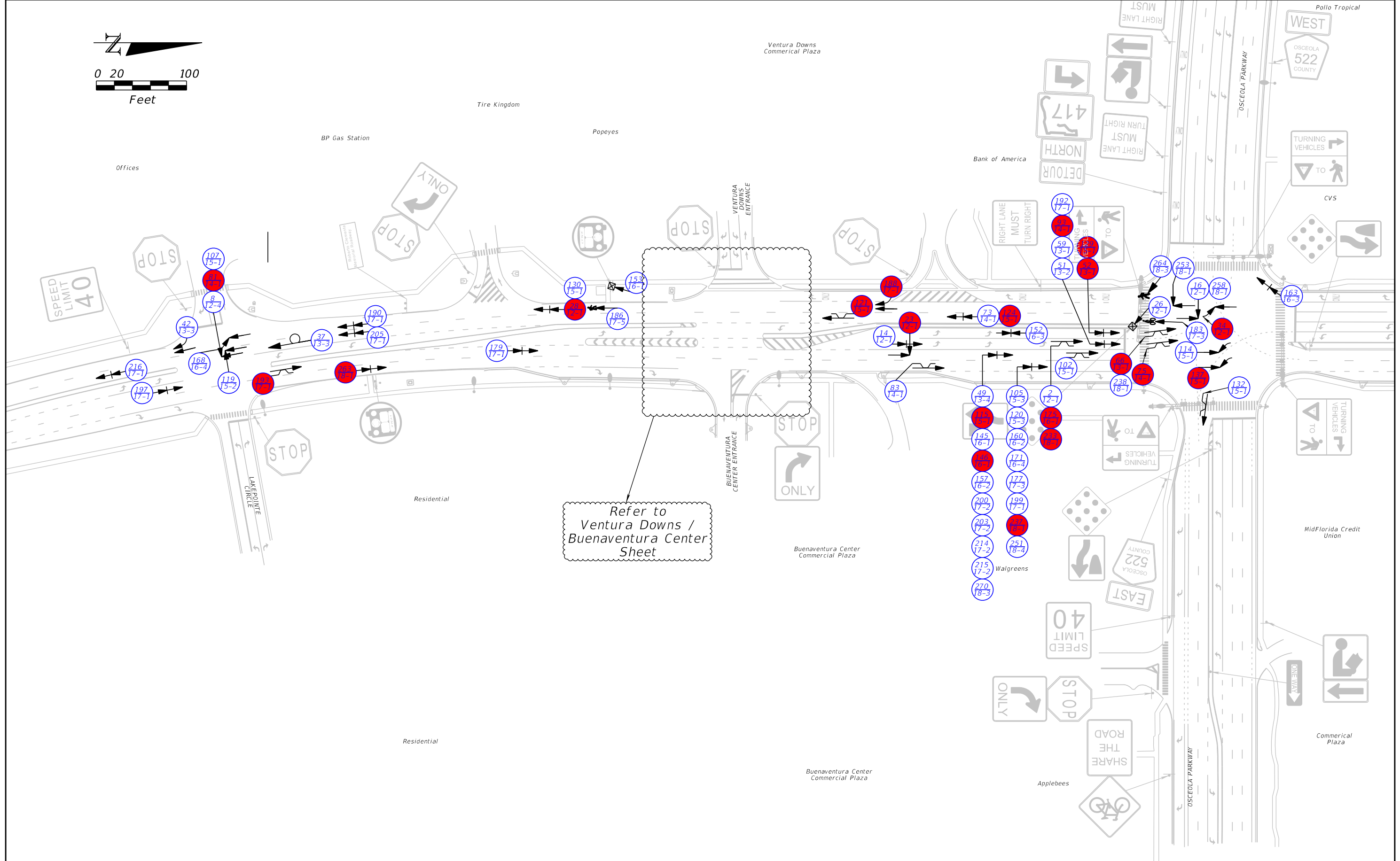
STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

FIGURE 3  
 COLLISION SUMMARY  
 BUENAVENTURA BOULEVARD FROM  
 FLORIDA PARKWAY TO OSCEOLA PARKWAY  
 PAGE 2 OF 3 (1/1/2012 TO 12/31/2018)

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MATCHLINE D



Symbols:		CRASH NUMBER		INJURY SEVERITY		INJURY SEVERITY	
	100		35	1	NO INJURY		10-1
	10-1		10-1	2	POSSIBLE INJURY		10-1
	10-1		10-1	3	NON-INCAPACITATING		10-1
	10-1		10-1	4	INCAPACITATING		10-1
	10-1		10-1	5	FATALITY		10-1

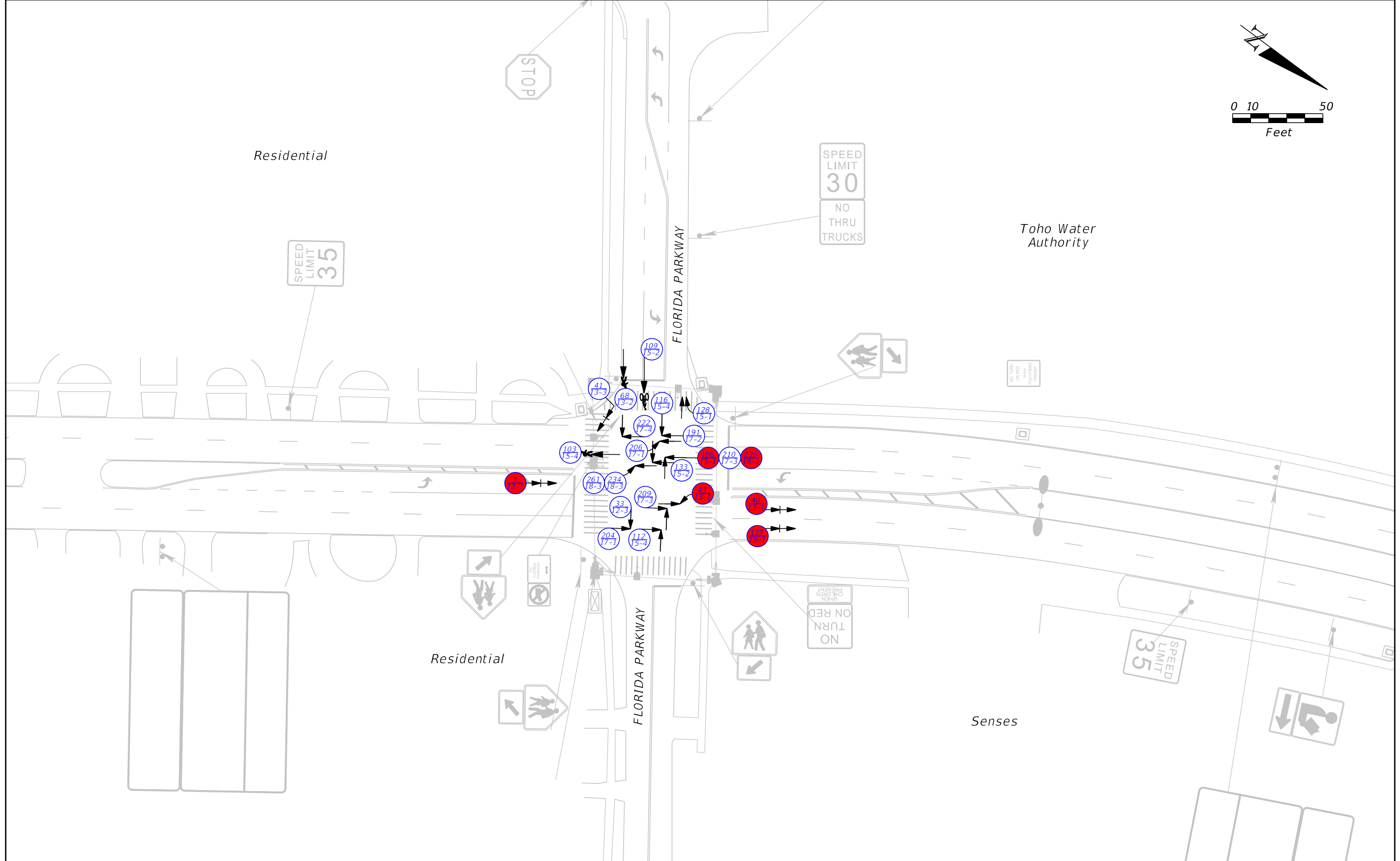
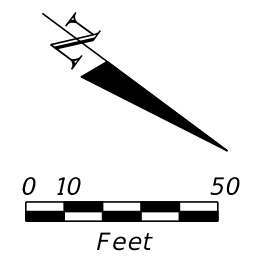
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	SHORT FORM CRASHES		LEFT TURN COLLISION		SIDE SWIPE COLLISION
			ANGLE COLLISION		BICYCLE COLLISION
					FIXED OBJECT COLLISION

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STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

**FIGURE 3**  
 COLLISION SUMMARY  
 BUENAVENTURA BOULEVARD FROM  
 FLORIDA PARKWAY TO OSCEOLA PARKWAY  
 PAGE 3 OF 3 (1/1/2012 TO 12/31/2018)

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**Symbols:**

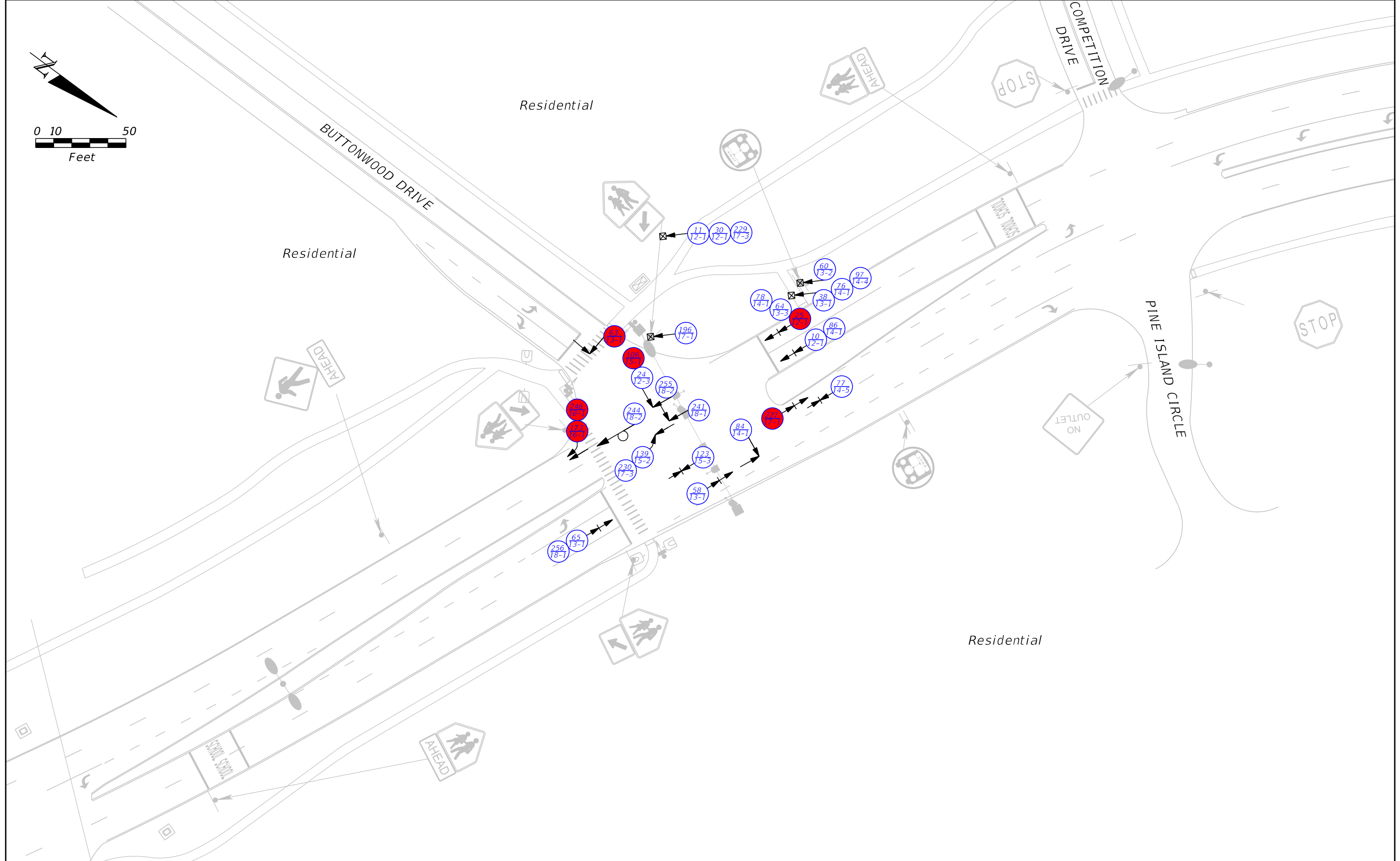
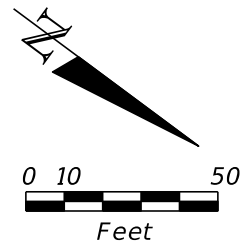
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	INJURY SEVERITY		SHORT FORM CRASHES		LEFT TURN COLLISION		SIDE SWIPE COLLISION
1=NO INJURY					ANGLE COLLISION		BICYCLE COLLISION
2=POSSIBLE INJURY							FIXED OBJECT COLLISION
3=NON-INCAPACITATING							
4=INCAPACITATING							
5=FATILITY							

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FIGURE 3  
 COLLISION SUMMARY  
 FLORIDA PARKWAY  
 (1/1/2012 TO 12/31/2018)

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**Symbols:**  
 CRASH NUMBER  
 INJURY SEVERITY  
 1=NO INJURY  
 2=POSSIBLE INJURY  
 3=NON-INCAPACITATING  
 4=INCAPACITATING  
 5=FATALITY

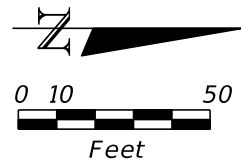
LONG FORM CRASHES  
 SHORT FORM CRASHES

- RIGHT TURN COLLISION
- LEFT TURN COLLISION
- ANGLE COLLISION
- REAR END COLLISION
- SIDE SWIPE COLLISION
- BICYCLE COLLISION
- FIXED OBJECT COLLISION

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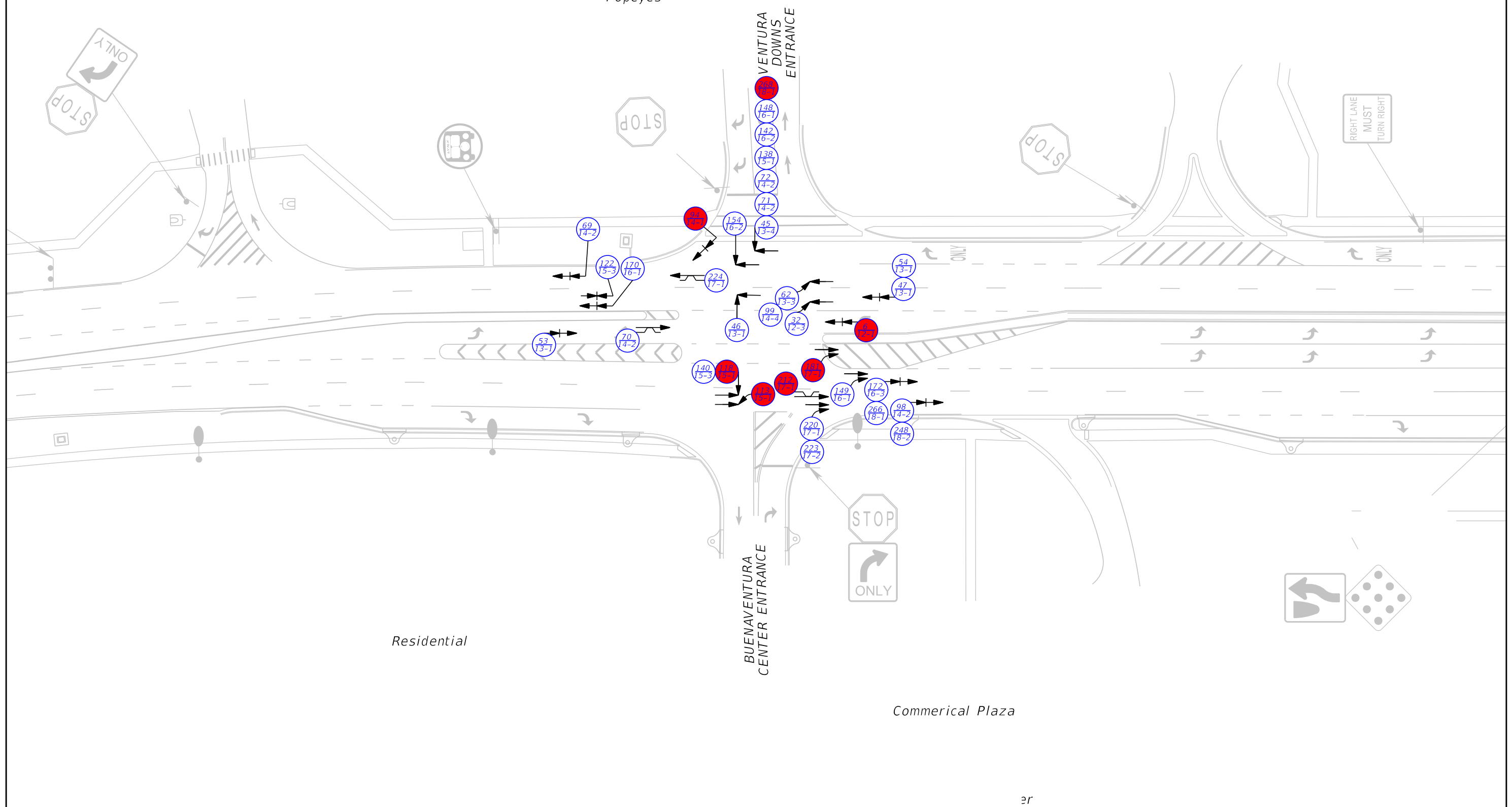
FIGURE 3  
 COLLISION SUMMARY  
 BUTTONWOOD DRIVE  
 (1/1/2012 TO 12/31/2018)



Bank of America

Ventura Downs  
Commercial Plaza

Popeyes



Residential

Commerical Plaza

**Symbols:**  
 CRASH NUMBER  
 INJURY SEVERITY  
 1=NO INJURY  
 2=POSSIBLE INJURY  
 3=NON-INCAPACITATING  
 4=INCAPACITATING  
 5=FATALITY

LONG FORM CRASHES  
 SHORT FORM CRASHES

- RIGHT TURN COLLISION
- LEFT TURN COLLISION
- ANGLE COLLISION
- REAR END COLLISION
- SIDE SWIPE COLLISION
- BICYCLE COLLISION
- FIXED OBJECT COLLISION

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**FIGURE 3**  
 COLLISION SUMMARY  
 VENTURA DOWNS / BUENAVENTURA CENTER  
 (1/1/2012 TO 12/31/2018)

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## QUALITATIVE ASSESSMENT

The study corridor of Buenaventura Boulevard from Florida Parkway to Osceola Parkway was observed by a registered professional engineer on a weekday during the morning and afternoon peak hours to evaluate lane departure crashes within curves and other crash trends. The goal of the observations was to determine the need for any improvements to enhance the safety and efficiency of the corridor.

### **Operations:**

Operations include the efficiency of operation and interaction of motor vehicles, pedestrians, and bicycles along the corridor.

- Buenaventura Boulevard is a four-lane divided roadway with limited sections of curb and gutter throughout. The median varies from grassed, to painted separators, to raised concrete separators/islands. Sidewalks are provided along both sides of the roadway, except on the east side of the roadway from north of Wagon Circle (north) to Briarwood Drive and from Buttonwood Drive to Competition Drive/Pine Island Circle. Roadway lighting is provided within the median from Florida Parkway (south) to Competition Drive and intermittently in the median and shoulder from Competition Drive to Osceola Parkway.
- The area surrounding Buenaventura Boulevard is primarily residential with commercial land uses concentrated at the north end of the corridor.
- There are three (3) signalized intersections within the study corridor: Florida Parkway (south), Buttonwood Drive and Osceola Parkway. All unsignalized intersections have full median openings (allowing all movements).
- Multiple Lynx bus stops are provided along both sides of Buenaventura Boulevard throughout the study corridor (Lynx Routes 18 and 155). Pedestrian/bicycle activity was attracted/generated at the bus stop locations throughout the corridor. The bus stops are located adjacent to the roadway; however, the sidewalks are generally 15 to 60 feet from the edge of pavement. Most of the bus stop locations did not have a connection to the adjacent sidewalk, resulting in pedestrians/bicyclists walking along the roadway edge to access the bus stop. **It is recommended the City coordinate with Lynx in order to provide sidewalk connections between the bus stop locations and the existing sidewalk.**
- Several schools are within one mile of the study corridor: Ventura Elementary School (east of Buenaventura Boulevard); Boggy Creek Elementary School and Parkway Middle School (along Florida Parkway, west of Buenaventura Boulevard). Turning movement counts were collected while school was in session; however, field reviews were conducted during the summer when school was not in session.
- The signalized intersection of Buenaventura Boulevard at Florida Parkway provides access to all three schools and the counts showed a total of 45 pedestrians and 21 bicyclists crossing at the intersection during the peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). SCHOOL pavement messages are provided on all approaches to the signalized intersection. The current pedestrian WALK and flashing DON'T WALK intervals were evaluated at the signalized intersections and determined to be adequate based on MUTCD guidelines and the existing crosswalk lengths.
- Archie Gordon Memorial Park is located approximately 2,000 feet north of Florida Parkway. This park includes sports fields (soccer, football and baseball), walking trails, playground, pavilions, and concessions. Several pedestrians were observed accessing



the park and using the walking trails throughout various times of the day. Sidewalks are provided along both sides of Buenaventura Boulevard, except for a section along the east side of the roadway from north of Wagon Circle (north) to Briarwood Drive and from Buttonwood Drive to Competition Drive/Pine Island Circle. Pedestrians were observed walking in the grass in order to access the sidewalk closer to the park. Some pedestrians were observed crossing Buenaventura Boulevard midblock, walking along the sidewalk on the west side of the roadway and then crossing midblock again to access the park. Based on the surrounding residential development, observed pedestrian activity and the general walkability of the corridor, **it is recommended a sidewalk be constructed along the east side of the roadway from north of Wagon Circle (north) to Briarwood Drive and from Buttonwood Drive to Competition Drive, creating a continuous sidewalk connection throughout the entire corridor.**

### Speed Zone Study:

Spot speed checks were conducted at two (2) locations along the corridor. Many factors affect driver behavior on the roadway, such as proximity of roadside hazards, the frequency of driveways or side streets, roadway geometry and/or the presence of pedestrians, etc. Therefore, the locations for the speed analysis were chosen where vehicles were travelling at unrestricted free flow speeds.

Two (2) of the common descriptive statistical measures utilized in determining the prevailing speed are the 85<sup>th</sup> percentile speed and the 10 mph pace. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the free-flowing vehicles are travelling. The 10 mph pace is the 10 mph range containing the highest number of vehicles from the study data. The 85<sup>th</sup> percentile speed and 10 mph pace were calculated for each of the two (2) locations as shown in **Table 3** with details included in the **Appendix**.

**Table 3**  
**Spot Speed Study**  
**Buenaventura Boulevard from Florida Parkway to Osceola Parkway**

Site	Location	Posted Speed Limit (MPH) NB/SB	85th Percentile Speed (MPH)		Combined 85th Percentile Speed (MPH)	Difference		Combined 10 MPH Pace (MPH)	Difference	Within Guidelines?
			NB	SB						
S1	Between Rider Cir and Trotters Cir	35 / 40	45	46	45	+10 (NB)	+5 (SB)	36-45	+10	No
S2	Between Lakepoint Cir and Competition Dr	40 / 40	48	48	48	+8		41-50	+10	No

Per the FDOT *Speed Zoning* manual, “with rounding, the posted speed limit should not differ from the 85<sup>th</sup> percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. Speed limits of more than 8 mph below the 85<sup>th</sup> percentile speed is not authorized. A speed limit of 4 to 8 mph less than the 85<sup>th</sup> percentile speed shall be authorized if supported by a supplemental investigation.” Additionally, the posted speed should not exceed the design speed of the facility. Based on the data in **Table 3**, the combined 85<sup>th</sup> percentile speed ranged between 5 and 10 mph above the posted speed limit. It should be noted Spot Speed Location 1 is located approximately 150 feet south of Rider Circle where the northbound speed limit is 35 mph and the southbound speed limit is 40 mph.

In addition to the spot speed data, other corridor characteristics were considered with regard to the posted speed limits. The roadway is currently a four-lane divided facility with travel lanes varying from 11 to 12 feet with inside grass medians and outside grass shoulders (at-grade). Much of the corridor is curved with no superelevation change through the corridor; it should be noted that many of the major curves through the corridor have insufficient radii or superelevation compared to the Florida Design Manual (FDM) Chapter 210 for arterial and collector roadway geometry. **It is recommended the superelevation through the curves be modified during a future roadway resurfacing project.**

From Florida Parkway (south) to Competition Drive/Pine Island Circle, the adjacent properties are primarily residential with Archie Gordon Memorial Park serving as a major pedestrian attractor. From Competition Drive/Pine Island Circle to Osceola Parkway, the adjacent properties are primarily commercial with Ventura Downs and Osceola Center commercial plazas serving as pedestrian attractors.

There were six (6) speed-related crashes throughout the corridor involving vehicles travelling between 10 and 35 mph above the posted speed limits. All the speed-related crashes occurred within the curves along the corridor.

Based on the data collected, crash history, field observations, engineering judgement, and existing roadway conditions, **it is recommended to reduce the existing speed limits along Buenaventura Boulevard from Florida Parkway to Osceola Parkway to 35 mph.** In order to improve awareness of the posted speed limit, **it is recommended speed feedback signs be installed along the corridor in the northbound direction (south of Rider Circle and Briarwood Drive) and southbound direction (south of Lakepointe Circle and north of Wagon Circle).** **To further improve driver compliance with the posted speed limit, it is recommended lane widths be reduced by 1 foot.** This will have the added benefit of providing 2-foot paved shoulders throughout the corridor, reducing the likelihood of off-road crashes without impacting existing drainage.

#### **Safety:**

Vehicle, pedestrian, and bicycle safety along the study corridor was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. The following are observations related to the safety of the corridor based on the various field reviews:

- Based on a review of crash data for Buenaventura Boulevard for the 7-year period between January 1, 2012 and December 31, 2018, 270 crashes were reported, resulting in five (5) fatalities, 180 injuries, and \$1,372,358 in estimated property damage.
- The predominant crash types were rear-end and angle crashes. Seven (7) bicyclist and five (5) pedestrian crashes occurred. One (1) pedestrian crash resulted in a fatality and occurred when a pedestrian was crossing Buenaventura Boulevard, south of Osceola Parkway.
- Three (3) fatal crashes occurred along the corridor; two (2) fixed object crashes and one (1) head-on crash. The fixed object crashes occurred at night and involved drivers travelling off the road and striking a tree or guardrail. The head-on crash resulted in two (2) fatalities when a driver lost control; drugs were noted to be a contributing factor in this crash.

- Signalized intersections along the corridor were reviewed:
  - Florida Parkway serves as a crossing location for school-aged pedestrians and bicyclists. NO TURN ON RED static signs are provided for the southbound and eastbound approaches. Ten (10) angle, four (4) left-turn and three (3) pedestrian/bicycle collisions were reported at the intersection. Conflicts between vehicles and pedestrians crossing (within the crosswalks) were observed, specifically with drivers failing to yield to pedestrians. It is recommended backplates with retroreflective sheeting and blank out signs be added to the signal. It is assumed the existing signal is not structurally sufficient to accommodate the additional loading of these recommended improvements, therefore **it is recommended the existing traffic signal be rebuilt to include YIELD TO PEDS blank-out sign on each approach, backplates on all signal heads and 4-section flashing yellow arrow signal heads for northbound and southbound protected/permissive left-turn movements. Additionally, pedestrian features should be reconstructed to include high emphasis crosswalks on all approaches, detectable warning surfaces and new audible pedestrian signals.** The blank-out sign should illuminate “YIELD TO PEDS” when the pedestrian phase is activated (during all hours of the day).
  - Buttonwood Drive also serves as a crossing location for school-aged children (crossing guards were observed) with crosswalks provided across the south and west legs of the intersection. Six (6) angle crashes have been reported and occurred as a result of drivers disregarding the traffic signal. It is recommended backplates with retroreflective sheeting and blank out signs be added to the signal. It is assumed the existing signal is not structurally sufficient to accommodate the additional loading of these recommended improvements, therefore **it is recommended the existing traffic signal be rebuilt to include YIELD TO PEDS blank-out sign on each approach, backplates on all signal heads and 4-section flashing yellow arrow signal heads for northbound and southbound protected/permissive left-turn movements. Additionally, pedestrian features should be reconstructed to include high emphasis crosswalks on all approaches, detectable warning surfaces and new audible pedestrian signals.** The blank-out sign should illuminate “YIELD TO PEDS” when the pedestrian phase is activated (during all hours of the day).
  - Osceola Parkway is a major signalized intersection with dual left-turn lanes and separate right-turn lanes on the northbound, southbound and eastbound approaches. The predominant crash type is rear-end collisions. Backplates are provided on the eastbound and westbound approaches. **It is recommended backplates with retroreflective sheeting be added to the northbound and southbound signal heads, providing one signal head per lane;** additionally, the stop bar and crosswalk pavement markings are worn/faded in various locations. **It is recommended the pavement marking be refreshed (to include high emphasis crosswalks on all approaches).**
- The corridor was reviewed from an access management perspective and conflicts/crashes were observed at the following unsignalized intersections:
  - Trotters Circle/Florida Parkway – This intersection has a full median opening with a heavy southbound left-turn movement (ranging from 37 to 150 vph during the 8-hour count period. The sidestreet left turn volumes are low (2 to 11 vph westbound and 31-53 vph eastbound) and conflicts were observed predominantly between

- southbound and westbound left-turn movements. **It is recommended the full median opening be reconstructed to a northbound/southbound directional opening.** This will result in westbound left-turning traffic either turning right to make a U-turn at Buttonwood Drive or accessing Buenaventura Boulevard via the southern access point of Trotters Circle.
- Briarwood Drive – This is a T-intersection with a full median opening and an unsignalized crosswalk provided across the south leg. The turning volumes are low: southbound left-turns range from 25 to 60 vph and westbound left-turns range from 26-48 vph. During the field reviews, it was noted that several of the westbound left-turning drivers originated from Osceola Parkway, using Briarwood Drive as a cut-through route. Four (4) angle crashes have been reported that occurred due to westbound left-turning drivers failing to yield to northbound/southbound through vehicles. Additionally, this full median opening is located approximately 400 feet south of the signalized intersection at Buttonwood Drive. **It is recommended this full median opening be closed.** Alternate access to Briarwood is available via Osceola Parkway or via the Florida Parkway intersection, located 800 feet to the south. Pedestrian activity is low at this location (a total of 6 pedestrians/bicyclist) and the previous recommendation to construct a new sidewalk would create a continuous sidewalk along the east side of the road and thereby reduce the need for pedestrians to cross at this location. During field observation, drivers did not yield to field observers who were crossing Buenaventura Boulevard. **It is recommended the crosswalk be removed once the sidewalk is constructed.**
  - Competition Drive/Pine Island Circle – This intersection has a full median opening and is located 275 feet north of the signalized intersection at Buttonwood Drive. Significant conflicts were observed at this location due to southbound traffic queuing from the adjacent traffic signal. This resulted in eastbound left-turning drivers attempting to travel between stopped vehicles in order to complete their turn. **It is recommended this full median opening be closed.** Alternate access for westbound left-turning traffic is provided via a driveway connection from Competition Drive to Buenaventura Boulevard, via Osceola Parkway, or via turning right to make a U-turn at Buttonwood Drive. Southbound left-turning drivers would be required to make a U-turn at the signalized intersection of Buttonwood Drive. Westbound left-turning drivers would make a right-turn and a U-turn at the adjacent median opening (560 feet north). Closure of this median opening will also allow for a southbound left-turn lane to be constructed at the Buttonwood Drive intersection.
  - Ventura Downs Entrance/Buenaventura Center Entrance – This is a full median opening located approximately 500 feet south of Osceola Parkway and provides access to two (2) shopping centers. These shopping centers also have direct access along Osceola Parkway. The northbound left-turn lanes to turn onto westbound Osceola Parkway were often queued beyond this median opening, resulting in conflicts between sidestreet left-turn/through drivers and northbound/southbound vehicles on Buenaventura Boulevard. The westbound approach currently restricts left-turn movements from the driveway (though some left-turns were observed). The eastbound approach has pavement arrows, allowing left and right-turn movement, and 10 angle crashes have been reported in the past seven (7) years that involve eastbound drivers (through and left-turn) failing to yield to northbound/southbound drivers. **It is recommended the median opening be modified to a northbound directional median opening and the**

- northbound left-turn lanes to Osceola Parkway be extended.** Alternate access to and from these shopping centers is provided along Osceola Parkway.
- The traffic volumes at the unsignalized intersections of Gate Court/Bridle Court, Wagon Circle/Archie Gordon Memorial Park, Trotters Circle/Florida Parkway, and Lakepointe Circle were reviewed to determine if the volumes exceed the thresholds to warrant a traffic signal. Based on a preliminary review of signal warrants, the existing traffic volumes at these unsignalized intersections do not exceed the volume thresholds. New traffic signals are not recommended along the corridor.

### Maintenance:

During the various field reviews the condition of the study corridor's asphalt, striping, signing and lighting were observed. The following are observations related to the maintenance of the study corridor based on the various field reviews:

- The signs, pavement markings, and pavement conditions along Buenaventura Boulevard generally appear to be in good condition. Several items along the study corridor were noted to be in fair to poor condition and not compliant with current standards as stated below:
  - Several crosswalks at sidestreets along the corridor are worn or faded. **It is recommended crosswalk pavement markings be refreshed.**
  - Existing crosswalks at signalized locations along the corridor are worn and/or do not meet current standards for a special emphasis crosswalk. **It is recommended that all signalized crosswalks along the corridor be replaced with special emphasis crosswalks that meet current standards.**
  - The stop bar at Pine Island Circle has become significantly worn/faded. **It is recommended this stop bar be refreshed.**
  - Pedestrian safety railings are provided adjacent to the sidewalk in areas with drop-off conditions. There are areas throughout the corridor with potential drop-off conditions and a safety railing is not provided. **It is recommended pedestrian safety railings be installed at all locations along the corridor with potential drop-off conditions.**
  - SCHOOL pavement messages are provided along Buenaventura Boulevard at the intersections of Florida Parkway and at Buttonwood Drive. Per the FDOT Speed Zoning Manual (August 2018), SCHOOL pavement messages are to be used within designated school zone. Neither of these intersections is within a designated school zone. **It is recommended the SCHOOL pavement messages do not get replaced during a future roadway resurfacing project.**
- The typical section of the roadway does not include curb and gutter and results in the pavement edge being flush with the grassed shoulder area. The grass has overgrown beyond the pavement edgelines (both outside and inside) in several areas of the corridor. **It is recommended the pavement be kept clear of all grass overgrowth.**

The recommended improvements are depicted on the Improvement Diagrams in **Figure 10**

## **SUMMARY OF RECOMMENDATIONS**

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct corridor assessment on Buenaventura Boulevard from Florida Parkway to Osceola Parkway in Kissimmee (Osceola County), Florida.

Short-term improvements to be performed by Osceola County:

- Install sidewalk safety railings where drop-off conditions are present.
- Refresh crosswalks at Florida Parkway (south) intersection to be high-emphasis.
- Refresh sidestreet crosswalks and the Pine Island Circle stop bar.
- Reduce the speed limit throughout the corridor to 35 mph
- Install electronic speed feedback signs.
- Clear overgrown grass from pavement and edge lines.
- Provide sidewalk connectivity from all Lynx bus stops to the existing sidewalk network.

Long-term improvements:

### *Signal Reconstruction:*

- Reconstruct the traffic signal at Florida Parkway to include one signal head per lane, retroreflective backplates, 4-section flashing yellow arrow signal heads for northbound and southbound Buenaventura Boulevard protected/permissive left-turn movements and with YIELD TO PEDS blank out sign on all approaches. Additionally, pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and countdown pedestrian signals.
- Reconstruct the traffic signal at Buttonwood Drive to include one signal head per lane, retroreflective backplates, 4-section flashing yellow arrow signal heads for northbound and southbound Buenaventura Boulevard protected/permissive left-turn movements and with YIELD TO PEDS blank out sign on all approaches. Additionally, pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and countdown pedestrian signals.
- Reconstruct the northbound/southbound traffic signals at Osceola Parkway to include one signal head per lane and retroreflective backplates; refresh the intersection skip striping and stop bars; pedestrian features should be reconstructed to include special emphasis crosswalks on all approaches, detectable warning surfaces and new countdown pedestrian signals.

### *Access Management Improvements:*

- Convert Trotters Circle/Florida Parkway to a northbound/southbound directional median and extend the left-turn lanes.
- Close the median opening at Briarwood Drive.
- Close the median opening at Competition Drive/Pine Island Circle and provide a southbound left-turn lane for Buttonwood Drive.
- Convert the Ventura Downs /Buenaventura Center entrance to a northbound directional median and extend the northbound left-turn lanes approaching Osceola Parkway.

### *Corridor Improvements:*

- Install sidewalk along the east side of the roadway from north of Wagon Circle to Briarwood Drive and from Buttonwood Drive to Competition Drive; Install a crosswalk across Florida Parkway (North) and Pine Island Circle and remove the mainline crosswalk at Briarwood Drive once this is complete.

- Modify the superelevation and/or curve radii throughout the corridor to comply with FDM Chapter 210.
- During a future resurfacing project, reduce lane widths by 1 foot to encourage compliance with the speed limit. Additionally, do not replace the SCHOOL pavement messages

## **COST-BENEFIT ANALYSIS**

The short-term improvement costs for corridor improvements were estimated based on FDOT's 12-month moving average prices from August 1, 2018 to July 31, 2019. Based on the cost estimate provided on the next page in **Table 4**, the total cost of the short-term improvements are estimated at approximately \$274,053.

The long-term improvement costs for the signal reconstruction and corridor improvements were estimated based on FDOT's 12-month moving average prices from August 1, 2018 to July 31, 2019. Based on the cost estimate provided below in **Table 5**, the total cost of the long-term improvements are estimated at approximately \$1,779,896.

A benefit-cost analysis was conducted for the proposed improvements to determine if the projects are justified based on criteria outlined in the Highway Safety Improvement Program Manual. The benefit of the improvement is determined as the cost associated with any crash susceptible to correction by the improvements.

Based on the CMF Clearinghouse for Crash Modification Factors provided by the Federal Highway Administration's (FHWA) Safety Program, a crash modification factor (CMF) of 0.85 was identified for the installation of retroreflective signal backplates (see **Appendix**). It should be noted that the CMF was applied to all rear-end crashes approaching Florida Parkway (South), Buttonwood Drive, and Osceola Parkway (northbound and southbound only). From 1/1/2012 to 12/31/2018, there were 29 applicable collisions, and upon applying the CMF to the crashes, it was determined that an average of 0.62 crashes per year would be reduced by implementing retroreflective backplates on the eastbound and westbound approaches.

A CMF of 0.901 was identified when a change is made from a protected only left-turn to a flashing yellow arrow protected/permissive left-turn with time-of-day operation (see **Appendix**). This CMF was applied to all other crashes approaching the intersections of Florida Parkway (South), Buttonwood Drive, and Osceola Parkway (northbound and southbound only). From January 1, 2012 to December 31, 2018 there were 32 applicable collisions and upon applying the CMF to the crashes, it was determined that 0.45 crashes per year would be reduced when a change is made from a protected only left-turn to a flashing yellow arrow protected/permissive left-turn with time-of-day operation.

Based on FDOT's Crash Analysis Reporting System, Buenaventura Boulevard falls under crash category 23, suburban four/five-lane divided roadways with raised medians, with an average cost-per-crash of \$228,544. As summarized in **Table 6**, the resulting benefit-cost ratio of 1.79 was calculated for the long-term improvements. The net present value (NPV) for the improvements, including engineering and construction engineering inspection (CEI), is estimated at approximately \$1,555,935. The NPV calculations are provided in the **Appendix**.



**Table 4**  
**Engineer's Estimate of Probable Costs (Short-Term)**  
**Buenaventura Boulevard from Florida Parkway (South) to Osceola Parkway**

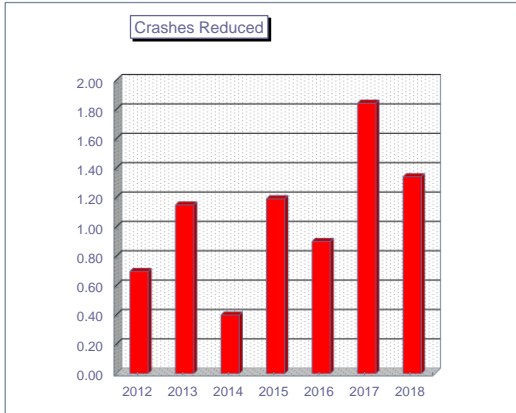
<b>ENGINEER'S OPINION OF PROBABLE COSTS</b>					
<b>Buenaventura Boulevard from Florida Parkway (South) to Osceola Parkway</b>					
<b>Short-Term Improvements</b>					
<b>PAY ITEM</b>	<b>PAY ITEM DESCRIPTION</b>	<b>UNITS</b>	<b>QUANTITY</b>	<b>UNIT PRICE</b>	<b>TOTAL</b>
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	3	\$ 351.05	\$1,053.15
0700 11231	ELECT DISP SIGN, F&I GM- SO, SPEED FEEDB	AS	4	\$ 12,370.98	\$49,483.92
0700 1 60	SINGLE POST SIGN, REMOVE	AS	3	\$ 28.30	\$84.90
<b>SIGNING SUBTOTAL</b>					<b>\$50,621.97</b>
0110 1 1	CLEARING & GRUBBING	AC	0.700	\$ 13,125.51	\$9,187.86
0327 70 1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	3,000	\$ 2.44	\$7,320.00
0515 2311	PED/BICYCLE RAILING, ALUM,42" TYPE 1	LF	250	\$ 65.33	\$16,332.50
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	1,050	\$ 38.84	\$40,782.00
<b>ROADWAY SUBTOTAL</b>					<b>\$73,622.36</b>
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	1,500	\$ 2.60	\$3,900.00
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	200	\$ 5.01	\$1,002.00
0711 14123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	LF	500	\$ 9.76	\$4,880.00
0711 14125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	LF	400	\$ 17.25	\$6,900.00
<b>PAVEMENT MARKING SUBTOTAL</b>					<b>\$12,782.00</b>
<b>SUBTOTAL</b>					<b>\$137,026.33</b>
0101 1	MOBILIZATION (10%)				\$13,702.63
0102 1	MAINTENANCE OF TRAFFIC (20%)				\$27,405.27
0999 25	CONTINGENCY (20%)				\$27,405.27
<b>CONSTRUCTION TOTAL</b>					<b>\$205,539.49</b>
ENGINEERING (30%)					\$41,107.90
CEI (20%)					\$27,405.27
<b>PROJECT TOTAL</b>					<b>\$274,052.65</b>

**Table 5  
Engineer's Estimate of Probable Costs (Long-Term)  
Buenaventura Boulevard from Florida Parkway (South) to Osceola Parkway**

PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	2	\$ 351.05	\$702.10
0700 1 12	SINGLE POST SIGN, F&I GM, 12-20 SF	AS	6	\$ 1,173.82	\$7,042.92
0700 1 13	SINGLE POST SIGN, F&I GM, 21-30 SF	AS	3	\$ 1,543.14	\$4,629.42
0700 1 60	SINGLE POST SIGN, REMOVE	AS	10	\$ 28.30	\$283.00
0700 11391	ELECT DISP SIGN, F&I OM- AC, BLANK OUT	AS	7	\$ 5,169.54	\$36,186.78
0700 3101	SIGN PANEL, F&I GM, UP TO 12 SF	EA	9	\$ 221.20	\$1,990.80
<b>SIGNING SUBTOTAL</b>					<b>\$50,835.02</b>
0632 7 1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	PI	3	\$ 5,034.48	\$15,103.44
0632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	3	\$ 750.83	\$2,252.49
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA	3	\$ 719.24	\$2,157.72
0641 2 18	PREST CNC POLE, F&I, TYP P-VIII	EA	6	\$ 10,745.08	\$64,470.48
0641 2 80	PREST CNC POLE, REMOVE COMPLETE	EA	7	\$ 4,004.91	\$28,034.37
0646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	1	\$ 236.86	\$236.86
0649 21 10	STEEL MAST ARM ASSEMBLY, F&I, 60'	EA	2	\$ 50,119.35	\$100,238.70
0649 26 5	STEEL MAST ARM ASSEMBLY, REMOVE	EA	2	\$ 5,833.89	\$11,667.78
0650 1 34	VEH TRAF SIGNAL, F&I POLYCARBONA, 3 S 1 W	AS	20	\$ 939.91	\$18,798.20
0650 1 36	VEH TRAF SIGNAL, F&I POLYCARBON, 4 S 1 W	AS	4	\$ 1,141.60	\$4,566.40
0650 1 39	VEH TRAF SIGNAL, F&I, POLY, 5 SEC, 1 W	AS	2	\$ 1,505.20	\$3,010.40
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	20	\$ 691.60	\$13,832.00
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	EA	3	\$ 7,756.65	\$23,269.95
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	EA	9	\$ 4,104.96	\$36,944.64
0663 1111	SIGNAL PRIO & PREEMP, F&I, OPT, CAB E	EA	1	\$ 4,762.30	\$4,762.30
0663 1112	SIGNAL PRIO & PREEMP, F&I, OPT, DETEC	EA	2	\$ 1,726.22	\$3,452.44
0670 5110	TRAF CNTL ASSEM, F&I, NEMA	AS	2	\$ 26,669.18	\$53,338.36
0670 5600	TRAF CNTL ASSEM, REMOVE	AS	2	\$ 558.03	\$1,116.06
<b>SIGNAL SUBTOTAL</b>					<b>\$387,252.59</b>
0104 10 3	SEDIMENT BARRIER	LF	1,500,000	\$ 1.89	\$2,835.00
0104 18	INLET PROTECTION SYSTEM	EA	6	\$ 101.10	\$606.60
0107 1	LITTER REMOVAL	AC	3,641	\$ 11.28	\$41.07
0107 2	MOWING	AC	3,641	\$ 19.63	\$71.47
0110 1 1	CLEARING & GRUBBING	AC	3,641	\$ 13,125.51	\$47,789.98
0120 1	REGULAR EXCAVATION	CY	600	\$ 3.94	\$2,364.00
0120 6	EMBANKMENT	CY	2,500	\$ 6.70	\$16,750.00
0160 4	TYPE B STABILIZATION	SY	1,100	\$ 3.35	\$3,685.00
0337 7 80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	TN	30	\$ 112.09	\$3,362.70
0327 70 1	MILLING EXIST ASPH PAVT, 1' AVG DEPTH	SY	20,000	\$ 2.44	\$48,800.00
0715 4 11	LIGHT POLE COMPLETE, F&I- STD, 30'	EA	2	\$ 4,915.07	\$9,830.14
0715 4 70	LIGHT POLE COMPLETE, REMOVE POLE/FOUND	EA	2	\$ 606.61	\$1,213.22
0515 2311	PED/BICYCLE RAILING, ALUM, 42" TYPE 1	LF	50	\$ 65.33	\$3,266.50
0520 2 2	CONCRETE CURB, TYPE B	LF	755	\$ 23.41	\$17,674.55
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	350	\$ 46.79	\$16,376.50
0520 70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	SY	125	\$ 71.88	\$8,985.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	1,050	\$ 38.84	\$40,782.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	1,200	\$ 51.42	\$61,704.00
0527 2	DETECTABLE WARNINGS	SF	160	\$ 27.68	\$4,428.80
0536 1 0	GUARDRAIL- ROADWAY, GEN/LS TL-2	LF	460	\$ 15.92	\$7,323.20
0536 73	GUARDRAIL REMOVAL	LF	460	\$ 2.11	\$970.60
0570 1 2	PERFORMANCE TURF, SOD	SY	27,000	\$ 2.50	\$67,500.00
0630 2 11	CONDUIT, F& I, OPEN TRENCH	LF	200	\$ 6.91	\$1,382.00
0630 2 12	CONDUIT, F& I, DIRECTIONAL BORE	LF	600	\$ 18.85	\$11,310.00
0630 2 14	CONDUIT, F& I, ABOVEGROUND	LF	500	\$ 16.67	\$8,335.00
<b>ROADWAY SUBTOTAL</b>					<b>\$387,387.34</b>
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	325	\$ 5.01	\$1,628.25
0711 11141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	GM	0.308	\$ 2,001.85	\$616.57
0711 11224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	LF	155	\$ 3.40	\$527.00
0711 14123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	LF	1,540	\$ 9.76	\$15,030.40
0711 14125	THERMOPLASTIC, PREFORM, WHITE, SOLID, 24"	LF	1,250	\$ 17.25	\$21,562.50
0711 14170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	19	\$ 148.89	\$2,828.91
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	2.51	\$ 4,437.22	\$11,115.24
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.31	\$ 1,527.89	\$470.59
0711 15201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	0.500	\$ 4,372.38	\$2,186.19
0711 17	THERMOPLASTIC, REMOVE	SF	4,350	\$ 2.33	\$10,135.50
<b>PAVEMENT MARKING SUBTOTAL</b>					<b>\$64,472.90</b>
<b>SUBTOTAL</b>					<b>\$889,947.84</b>
0101 1				MOBILIZATION (10%)	\$88,994.78
0102 1				MAINTENANCE OF TRAFFIC (20%)	\$177,989.57
0999 25				CONTINGENCY (20%)	\$177,989.57
<b>CONSTRUCTION TOTAL</b>					<b>\$1,334,921.76</b>
				ENGINEERING (30%)	\$266,984.35
				CEI (20%)	\$177,989.57
<b>PROJECT TOTAL</b>					<b>\$1,779,895.68</b>

Add pay item and quantity for Type SP required for widening sections.

**Table 6  
Benefit/Cost Analysis  
Buenaventura Boulevard from Florida Parkway (South) to Osceola Parkway**

1. SUBMITTED BY <u>TEDS</u> FM # _____ 2. DATE SUBMITTED <u>10/25/2019</u> 3. PROJECT NO. _____ 4. ALTERNATIVE NO. _____	5. SAFETY PRIORITY _____ ENV. STUDY _____ SKID (ID) _____ SN - SPEED <u>40</u> SR - U.S. ROAD _____ LENGTH <u>1.410</u> NODE _____																																																																							
6. DISTRICT <u>5</u> COUNTY <u>Osceola</u> SECTION <u>-</u>	7. BEGIN MILE POST <u>-</u> END MILE POST <u>-</u>																																																																							
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Add yellow retroreflective sheeting to signal backplates. Install flashing yellow arrows with time-of-day operation.																																																																								
11. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>AVG</th> </tr> </thead> <tbody> <tr> <td>Benefit: Add Yellow Retroreflective Sheeting to Signal Backplates [CMF= 0.850]</td> <td>2</td> <td>7</td> <td>2</td> <td>2</td> <td>6</td> <td>7</td> <td>3</td> <td>4.1</td> </tr> <tr> <td>NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>0.30</td> <td>1.05</td> <td>0.30</td> <td>0.30</td> <td>0.90</td> <td>1.05</td> <td>0.45</td> <td>0.62</td> </tr> <tr> <td>Benefit: Install Flashing Yellow Arrow with TOD Operation [CMF= 0.901]</td> <td>4</td> <td>1</td> <td>1</td> <td>9</td> <td>0</td> <td>8</td> <td>9</td> <td>4.6</td> </tr> <tr> <td>NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>0.40</td> <td>0.10</td> <td>0.10</td> <td>0.89</td> <td>0.00</td> <td>0.79</td> <td>0.89</td> <td>0.45</td> </tr> <tr> <td>Combined Benefit</td> <td>6</td> <td>8</td> <td>3</td> <td>11</td> <td>6</td> <td>15</td> <td>12</td> <td>8.7</td> </tr> <tr> <td>NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>0.70</td> <td>1.15</td> <td>0.40</td> <td>1.19</td> <td>0.90</td> <td>1.84</td> <td>1.34</td> <td>1.07</td> </tr> </tbody> </table>	YEAR	2012	2013	2014	2015	2016	2017	2018	AVG	Benefit: Add Yellow Retroreflective Sheeting to Signal Backplates [CMF= 0.850]	2	7	2	2	6	7	3	4.1	NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.30	1.05	0.30	0.30	0.90	1.05	0.45	0.62	Benefit: Install Flashing Yellow Arrow with TOD Operation [CMF= 0.901]	4	1	1	9	0	8	9	4.6	NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.40	0.10	0.10	0.89	0.00	0.79	0.89	0.45	Combined Benefit	6	8	3	11	6	15	12	8.7	NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.70	1.15	0.40	1.19	0.90	1.84	1.34	1.07	12. <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="2">14. CRASH INFORMATION FOR FACILITY</td> </tr> <tr> <td>COST/CRASH</td> <td align="right">\$228,544.00</td> </tr> <tr> <td>CRASH CLEANUP \$</td> <td align="right">-\$100.00</td> </tr> <tr> <td>INTEREST RATE</td> <td align="right">4%</td> </tr> </table>	14. CRASH INFORMATION FOR FACILITY		COST/CRASH	\$228,544.00	CRASH CLEANUP \$	-\$100.00	INTEREST RATE	4%
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NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.30	1.05	0.30	0.30	0.90	1.05	0.45	0.62																																																																
Benefit: Install Flashing Yellow Arrow with TOD Operation [CMF= 0.901]	4	1	1	9	0	8	9	4.6																																																																
NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.40	0.10	0.10	0.89	0.00	0.79	0.89	0.45																																																																
Combined Benefit	6	8	3	11	6	15	12	8.7																																																																
NO. OF CRASHES POTENTIALLY REDUCED BY PROJECT	0.70	1.15	0.40	1.19	0.90	1.84	1.34	1.07																																																																
14. CRASH INFORMATION FOR FACILITY																																																																								
COST/CRASH	\$228,544.00																																																																							
CRASH CLEANUP \$	-\$100.00																																																																							
INTEREST RATE	4%																																																																							
<div style="border: 1px solid black; padding: 5px;"> <p align="center">Crashes Reduced</p>  </div>	15. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN'L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td align="right">\$ -</td> <td align="center">50</td> <td align="center">0.0736</td> <td align="right">\$0</td> </tr> <tr> <td>B. PECEI</td> <td align="right">\$444,974</td> <td align="center">20</td> <td align="center">0.1485</td> <td align="right">\$66,079</td> </tr> <tr> <td>C. STRUCTURAL</td> <td align="right">\$0</td> <td align="center">50</td> <td align="center">0.0736</td> <td align="right">\$0</td> </tr> <tr> <td>D. SIGNAL</td> <td align="right">\$387,253</td> <td align="center">20</td> <td align="center">0.0736</td> <td align="right">\$28,502</td> </tr> <tr> <td>E. STRIPING</td> <td align="right">\$64,473</td> <td align="center">8</td> <td align="center">0.1485</td> <td align="right">\$9,574</td> </tr> <tr> <td>F. ROADWAY</td> <td align="right">\$ 438,222.36</td> <td align="center">20</td> <td align="center">0.0736</td> <td align="right">\$32,253</td> </tr> <tr> <td>G. SUBTOTAL</td> <td align="right">\$ 1,779,895.68</td> <td></td> <td align="center">0</td> <td align="right">\$136,408</td> </tr> <tr> <td>H. LIGHTING</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td align="right">\$871</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td align="right">\$137,279</td> </tr> </tbody> </table>	TYPE	COST	LIFE	CRF	AN'L COST	A. R-O-W	\$ -	50	0.0736	\$0	B. PECEI	\$444,974	20	0.1485	\$66,079	C. STRUCTURAL	\$0	50	0.0736	\$0	D. SIGNAL	\$387,253	20	0.0736	\$28,502	E. STRIPING	\$64,473	8	0.1485	\$9,574	F. ROADWAY	\$ 438,222.36	20	0.0736	\$32,253	G. SUBTOTAL	\$ 1,779,895.68		0	\$136,408	H. LIGHTING					I. CRASH CLEANUP				\$871	J. TOTAL				\$137,279																
TYPE	COST	LIFE	CRF	AN'L COST																																																																				
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I. CRASH CLEANUP				\$871																																																																				
J. TOTAL				\$137,279																																																																				
16. BENEFIT <span style="float:right">_____</span> <u>\$245,456</u>	17. BENEFIT / COST <span style="float:right">_____</span> <u>1.79</u>																																																																							
PREPARED BY: _____	APPROVED BY: _____ DATE: _____																																																																							

- Cost per crash based on Category 23- Suburban 4-5 Lane 2 Way Divided Raised Median (\$228,544) as obtained from the Segment Based crash Rate Statistics for FDOT (year 2018).
- Installation of a retroreflective sheeting to backplates has a CMF of 0.85 pertaining to rear-end crashes of all severities on all approaches (northbound/southbound only at Osceola Parkway)
- Installing a 4-section flashing yellow arrow with time of day operation has a CMF of 0.901 pertaining to all crashes and all crash severities.

### Cost Estimate

Cost estimates were prepared for the recommended short and long-term improvements, using the FDOT's 12-Month moving average prices from August 1, 2018 to July 31, 2019. The short-term improvements would be implemented by Osceola County at an estimated cost of \$274,053. For the long-term improvements, the total costs is estimated to be \$1,779,896. The "Engineer's Opinion of Probable Costs" is provided in the **Appendix**.

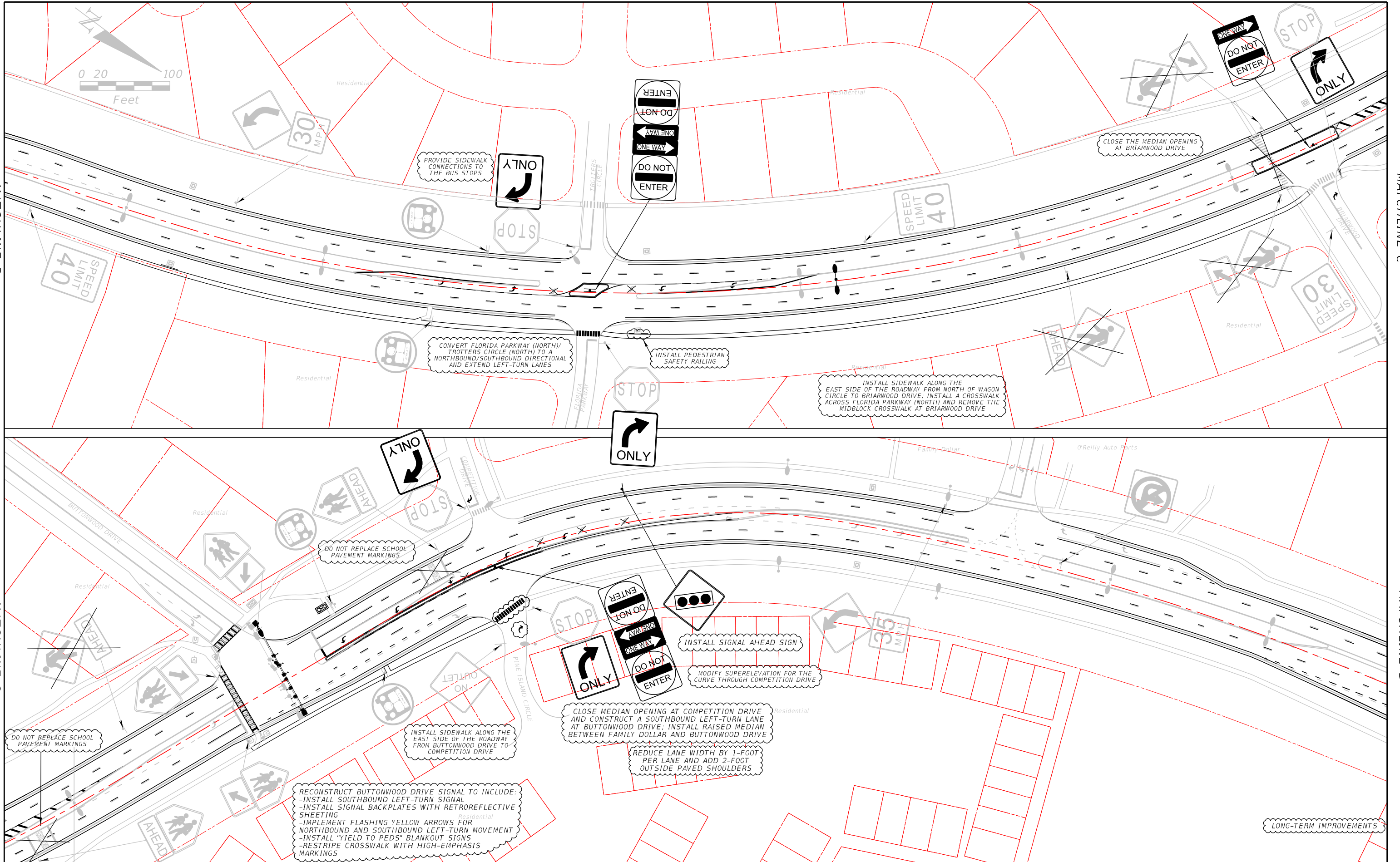


MATCHLINE B

MATCHLINE C

MATCHLINE C

MATCHLINE D



Symbols:	
	Utility Pole
	Traffic Sign
	Luminaire
	Pedestrian Signal Pole
	Flexible Delineator
	Existing Centerline
	Proposed Centerline
	Signal Pole
	Traffic Controller Cabinet
	Ditch Bottom Inlet

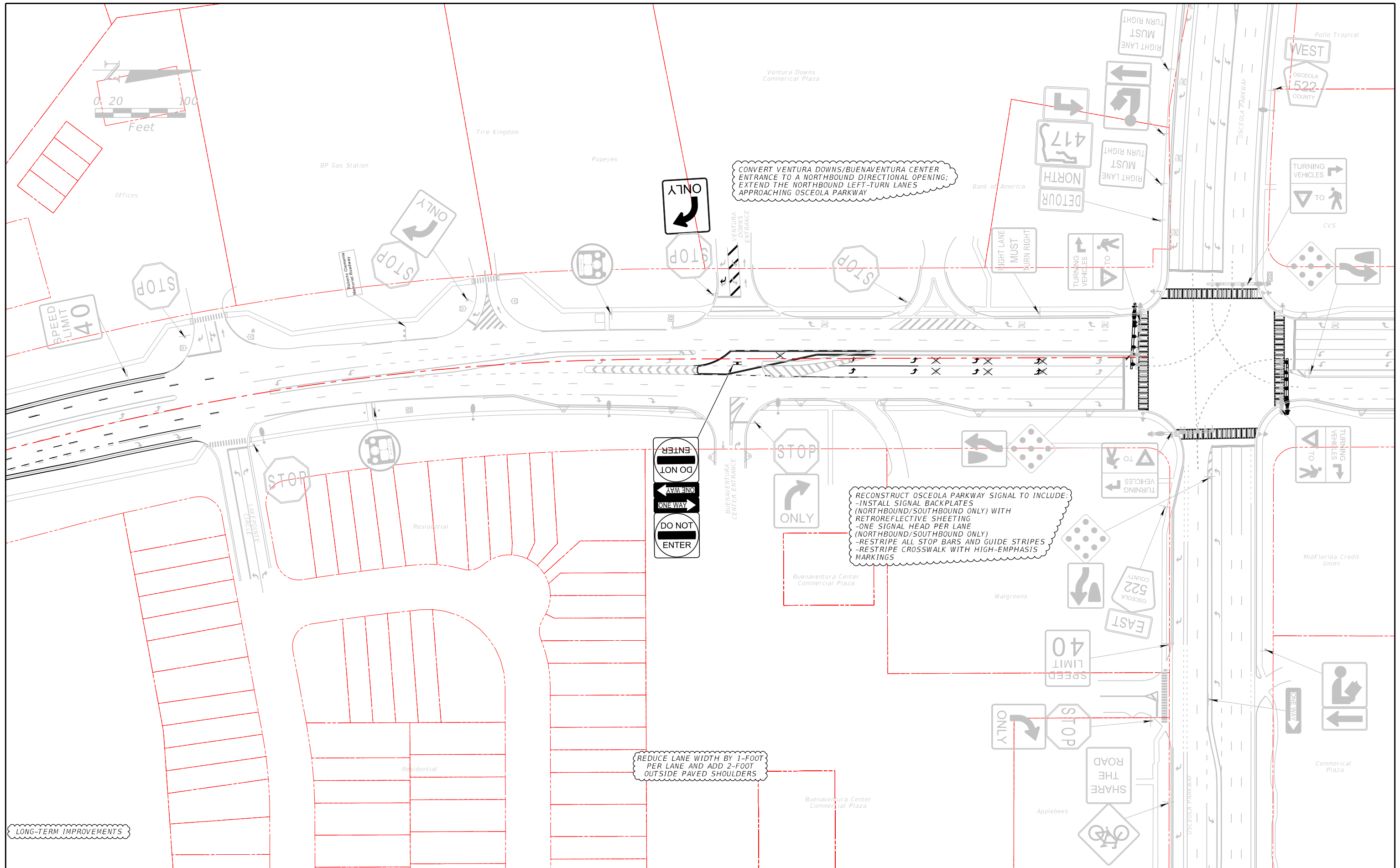
*Traffic Engineering Data Solutions, Inc.*  
 80 Spring Vista Drive Phone: 386.753.0538  
 DeBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

FIGURE 4  
 IMPROVEMENT DIAGRAM

PAGE NO.  
 44

MATCHLINE D



Symbols:	
	Utility Pole
	Traffic Sign
	Luminaire
	Pedestrian Signal Pole
	Flexible Delinicator
	Existing Centerline
	Proposed Centerline
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STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

FIGURE 4  
 IMPROVEMENT DIAGRAM

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# **APPENDIX**



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 22, 2019 (Wednesday)

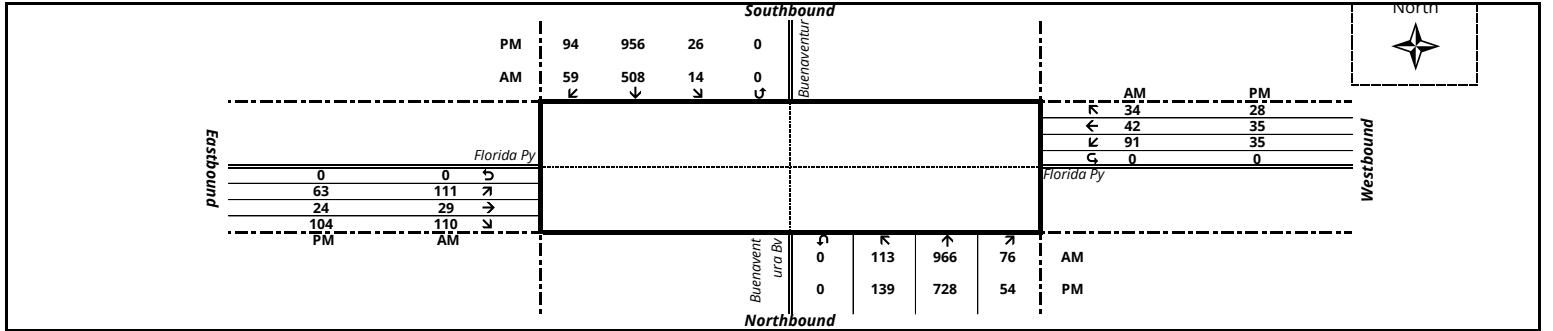
CITY: Buena Ventura Lake      LATITUDE: 0

LOCATION: Buenaventura Bv & Florida Py

COUNTY: Osceola County      LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Florida Py					Florida Py					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						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	TOTAL
07:00 AM	18	242	15	0	275	1	79	7	0	87	362	29	5	15	0	49	11	3	3	0	17	66	428
07:15 AM	25	268	22	0	315	3	109	17	0	129	444	29	6	23	0	58	29	3	7	0	39	97	541
07:30 AM	35	249	31	0	315	3	147	18	0	168	483	27	10	39	0	76	33	14	11	0	58	134	617
07:45 AM	28	214	14	0	256	5	140	15	0	160	416	30	8	29	0	67	17	15	12	0	44	111	527
<b>TOTAL</b>	106	973	82	0	1,161	12	475	57	0	544	1,705	115	29	106	0	250	90	35	33	0	158	408	2,113
08:00 AM	25	235	9	0	269	3	112	9	0	124	393	25	5	19	0	49	12	10	4	0	26	75	468
08:15 AM	37	202	6	0	245	2	107	7	0	116	361	20	7	26	0	53	11	13	2	0	26	79	440
08:30 AM	37	197	5	0	239	0	120	12	0	132	371	19	7	42	2	70	21	12	2	0	35	105	476
08:45 AM	19	137	6	0	162	0	112	12	0	124	286	14	6	34	0	54	12	4	6	0	22	76	362
<b>TOTAL</b>	118	771	26	0	915	5	451	40	0	496	1,411	78	25	121	2	226	56	39	14	0	109	335	1,746
04:00 PM	30	155	12	0	197	4	229	31	0	264	461	20	11	38	0	69	4	14	3	0	21	90	551
04:15 PM	20	163	14	0	197	7	232	32	1	272	469	26	16	46	0	88	15	7	5	0	27	115	584
04:30 PM	18	170	10	0	198	5	205	22	0	232	430	9	9	25	0	43	9	7	5	0	21	64	494
04:45 PM	23	170	16	0	209	4	221	16	0	241	450	16	2	26	0	44	10	9	3	0	22	66	516
<b>TOTAL</b>	91	658	52	0	801	20	887	101	1	1,009	1,810	71	38	135	0	244	38	37	16	0	91	335	2,145
05:00 PM	30	190	12	0	232	6	245	17	0	268	500	12	3	19	0	34	7	7	10	0	24	58	558
05:15 PM	42	179	15	0	236	6	262	23	0	291	527	16	9	28	0	53	10	10	6	0	26	79	606
05:30 PM	32	178	13	0	223	10	212	25	0	247	470	16	9	24	0	49	6	8	5	0	19	68	538
05:45 PM	35	181	14	0	230	4	237	29	0	270	500	19	3	33	0	55	12	10	7	0	29	84	584
<b>TOTAL</b>	139	728	54	0	921	26	956	94	0	1,076	1,997	63	24	104	0	191	35	35	28	0	98	289	2,286

AM Peak																					Peak Hour Factor: 0.872			
07:15 AM to 08:15 AM		113	966	76	0	1,155	14	508	59	0	581	1,736	111	29	110	0	250	91	42	34	0	167	417	2,153
PM Peak																					Peak Hour Factor: 0.943			
05:00 PM to 06:00 PM		139	728	54	0	921	26	956	94	0	1,076	1,997	63	24	104	0	191	35	35	28	0	98	289	2,286



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake      LATITUDE: 0

LOCATION: Buenaventura Bv & Florida Py

COUNTY: Osceola County      LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Florida Py					Florida Py					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	1	1	1	0	3	0	1	0	0	1	4	1	0	2	0	3	1	0	0	0	1	4	8
07:15 AM	1	2	0	0	3	0	1	0	0	1	4	0	0	2	0	2	2	0	0	0	2	4	8
07:30 AM	0	4	0	0	4	0	4	1	0	5	9	0	1	1	0	2	1	0	0	0	1	3	12
07:45 AM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	1	0	1	0	2	2	6
<b>TOTAL</b>	2	8	1	0	11	0	9	1	0	10	21	1	1	5	0	7	5	0	1	0	6	13	34
08:00 AM	1	1	0	0	2	1	1	0	0	2	4	1	0	0	0	1	1	2	0	0	3	4	8
08:15 AM	2	2	0	0	4	0	3	0	0	3	7	0	0	3	0	3	0	1	0	0	1	4	11
08:30 AM	1	3	0	0	4	0	1	2	0	3	7	0	0	4	0	4	0	0	0	0	0	4	11
08:45 AM	0	1	0	0	1	0	2	1	0	3	4	0	0	3	0	3	0	0	0	0	0	3	7
<b>TOTAL</b>	4	7	0	0	11	1	7	3	0	11	22	1	0	10	0	11	1	3	0	0	4	15	37
04:00 PM	1	3	0	0	4	0	0	0	0	0	4	0	0	1	0	1	0	0	0	0	0	1	5
04:15 PM	0	1	0	0	1	2	1	0	0	3	4	1	2	1	0	4	0	0	0	0	0	4	8
04:30 PM	1	3	0	0	4	0	1	1	0	2	6	0	0	0	0	0	1	0	0	0	1	1	7
04:45 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	1	0	1	0	1	0	0	1	2	5
<b>TOTAL</b>	2	10	0	0	12	2	2	1	0	5	17	1	2	3	0	6	1	1	0	0	2	8	25
05:00 PM	0	1	0	0	1	0	2	0	0	2	3	1	0	0	0	1	0	0	0	0	0	1	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:45 PM	0	2	0	0	2	0	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	4	0	0	4	0	3	1	0	4	8	1	0	1	0	2	0	0	0	0	0	2	10
<b>AM Peak</b>																							
07:15 AM to 08:15 AM	2	8	0	0	10	1	9	1	0	11	21	1	1	3	0	5	5	2	1	0	8	13	34
<b>PM Peak</b>																							
05:00 PM to 06:00 PM	0	4	0	0	4	0	3	1	0	4	8	1	0	1	0	2	0	0	0	0	0	2	10

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Florida Py

OBSERVER

DATE

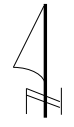
REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	2					2
0	0								0	0					0
0	0								0	2					2



7-8	1	2	3
8-9	3	1	4
4-5	1	1	2
5-6	2	2	4
Total	7	6	13

Florida Py  
EB ST NAME

7-8	0	0	0
8-9	0	2	2
4-5	0	1	1
5-6	0	2	2
Total	0	5	5

Florida Py  
WB ST NAME

7-8	8-9								4-5	5-6					Total
4	7								2	0					13
3	4								3	2					12
7	11								5	2					25

Buenaventura Bv

NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Florida Py  
DATE

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	1					1
0	0								0	0					0
0	0								0	1					1



Florida Py  
EB ST NAME

7-8	8-9		
0	2	1	1
1	1	1	3
4-5	0	0	0
5-6	0	1	1
Total	2	3	5

7-8	8-9		
0	0	1	1
0	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	1	1

Florida Py  
WB ST NAME

Buenaventura Bv  
NB ST NAME

7-8	8-9								4-5	5-6					Total
0	5								1	0					6
0	3								3	2					8
0	8								4	2					14

### 15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

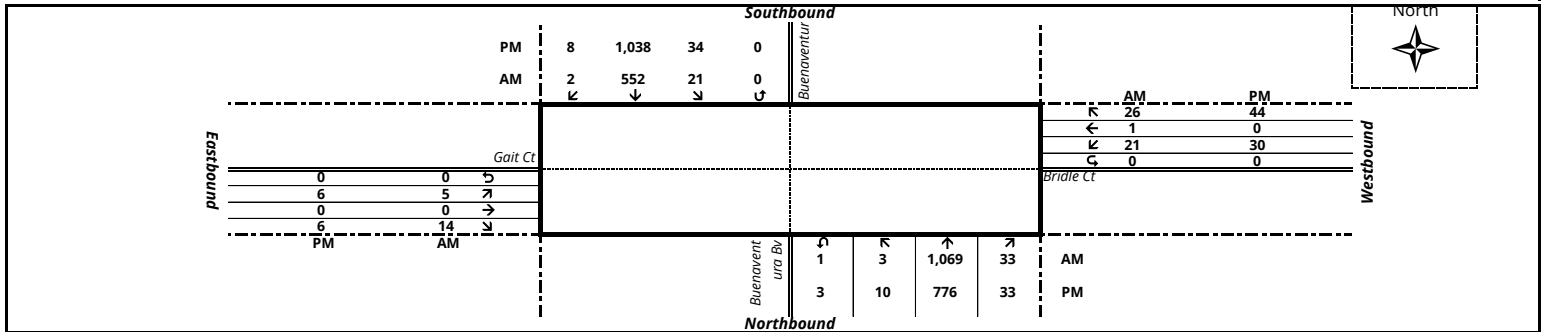
LOCATION: Buenaventura Bv & Gait Ct/Bridle Ct

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Gait Ct					Bridle Ct					E/W	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	L	T	R	U-turn	TOTAL
07:00 AM	1	266	6	0	273	3	84	0	0	87	360	2	0	1	0	3	3	0	4	0	7	10		370		
07:15 AM	1	295	4	0	300	6	125	1	0	132	432	2	0	1	0	3	7	0	3	0	10	13		445		
07:30 AM	1	287	5	0	293	5	152	0	0	157	450	0	0	12	0	12	2	0	5	0	7	19		469		
07:45 AM	0	239	11	1	251	8	154	0	0	162	413	0	0	1	0	1	5	1	10	0	16	17		430		
<b>TOTAL</b>	<b>3</b>	<b>1,087</b>	<b>26</b>	<b>1</b>	<b>1,117</b>	<b>22</b>	<b>515</b>	<b>1</b>	<b>0</b>	<b>538</b>	<b>1,655</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>19</b>	<b>17</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>40</b>	<b>59</b>		<b>1,714</b>		
08:00 AM	1	248	13	0	262	2	121	1	0	124	386	3	0	0	0	3	7	0	8	0	15	18		404		
08:15 AM	3	220	4	1	228	6	107	0	0	113	341	2	0	4	0	6	7	0	8	0	15	21		362		
08:30 AM	1	210	8	0	219	4	125	1	0	130	349	1	0	1	0	2	2	0	4	0	6	8		357		
08:45 AM	3	150	3	0	156	5	120	3	0	128	284	0	0	2	0	2	1	0	11	0	12	14		298		
<b>TOTAL</b>	<b>8</b>	<b>828</b>	<b>28</b>	<b>1</b>	<b>865</b>	<b>17</b>	<b>473</b>	<b>5</b>	<b>0</b>	<b>495</b>	<b>1,360</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>48</b>	<b>61</b>		<b>1,421</b>		
04:00 PM	1	172	2	2	177	5	257	4	0	266	443	1	0	4	0	5	4	0	4	0	8	13		456		
04:15 PM	4	183	11	1	199	6	252	1	0	259	458	3	0	0	0	3	9	0	8	0	17	20		478		
04:30 PM	2	178	4	0	184	9	237	3	0	249	433	3	0	1	0	4	2	0	11	0	13	17		450		
04:45 PM	0	180	6	1	187	7	240	2	0	249	436	3	0	1	0	4	7	0	8	0	15	19		455		
<b>TOTAL</b>	<b>7</b>	<b>713</b>	<b>23</b>	<b>4</b>	<b>747</b>	<b>27</b>	<b>986</b>	<b>10</b>	<b>0</b>	<b>1,023</b>	<b>1,770</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>53</b>	<b>69</b>		<b>1,839</b>		
05:00 PM	2	204	7	0	213	8	259	2	0	269	482	2	0	2	0	4	4	0	10	0	14	18		500		
05:15 PM	2	188	13	0	203	8	287	5	0	300	503	3	0	1	0	4	5	0	12	0	17	21		524		
05:30 PM	6	181	11	2	200	9	234	0	0	243	443	0	0	2	0	2	9	0	12	0	21	23		466		
05:45 PM	0	203	2	1	206	9	258	1	0	268	474	1	0	1	0	2	12	0	10	0	22	24		498		
<b>TOTAL</b>	<b>10</b>	<b>776</b>	<b>33</b>	<b>3</b>	<b>822</b>	<b>34</b>	<b>1,038</b>	<b>8</b>	<b>0</b>	<b>1,080</b>	<b>1,902</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>30</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>74</b>	<b>86</b>		<b>1,988</b>		

<b>AM Peak</b>																							<b>Peak Hour Factor: 0.932</b>		
07:15 AM to 08:15 AM	3	1,069	33	1	1,106	21	552	2	0	575	1,681	5	0	14	0	19	21	1	26	0	48	67	1,748		
<b>PM Peak</b>																							<b>Peak Hour Factor: 0.948</b>		
05:00 PM to 06:00 PM	10	776	33	3	822	34	1,038	8	0	1,080	1,902	6	0	6	0	12	30	0	44	0	74	86	1,988		





FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Gait Ct/Bridle Ct

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9									4-5	5-6						Total
0	0									0	1						1
0	0									0	0						0
0	0									0	1						1



Gait Ct  
EB ST NAME

7-8	2	3	5
8-9	3	2	5
4-5	2	1	3
5-6	2	0	2
Total	9	6	15

Bridle Ct  
WB ST NAME

7-8	0	1	1
8-9	0	0	0
4-5	0	1	1
5-6	1	1	2
Total	1	3	4

Buenaventura Bv

NB ST NAME

7-8	8-9									4-5	5-6						Total
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 Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Gait Ct/Bridle Ct  
DATE

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM \_\_\_\_\_

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Gait Ct  
EB ST NAME

7-8	0	1	1
8-9	2	2	4
4-5	1	0	1
5-6	1	1	2
Total	4	4	8

7-8	0	2	2
8-9	0	0	0
4-5	0	0	0
5-6	1	0	1
Total	1	2	3

Bridle Ct  
WB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0

Buenaventura Bv  
NB ST NAME



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 23, 2019 (Thursday)

CITY: Buena Ventura Lake

LATITUDE: 0

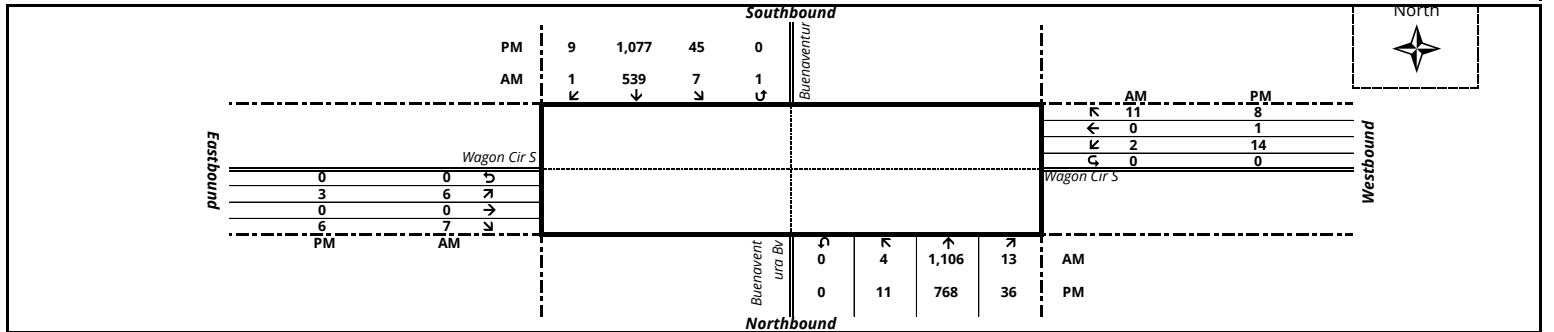
LOCATION: Buenaventura Bv & Wagon Cir S

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Wagon Cir S					Wagon Cir S					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	278	3	0	281	1	84	0	0	85	366	1	0	2	0	3	0	0	1	0	1	4	370
07:15 AM	1	310	1	0	312	1	119	0	0	120	432	0	0	2	0	2	0	0	2	0	2	4	436
07:30 AM	0	295	2	0	297	2	149	0	0	151	448	4	0	2	0	6	1	0	1	0	2	8	456
07:45 AM	3	245	2	0	250	2	152	0	1	155	405	1	0	1	0	2	0	0	5	0	5	7	412
<b>TOTAL</b>	<b>4</b>	<b>1,128</b>	<b>8</b>	<b>0</b>	<b>1,140</b>	<b>6</b>	<b>504</b>	<b>0</b>	<b>1</b>	<b>511</b>	<b>1,651</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>23</b>	<b>1,674</b>
08:00 AM	0	256	8	0	264	2	119	1	0	122	386	1	0	2	0	3	1	0	3	0	4	7	393
08:15 AM	3	241	4	0	248	1	108	0	0	109	357	0	0	0	0	0	3	0	2	0	5	5	362
08:30 AM	2	206	4	0	212	1	126	0	0	127	339	1	0	0	0	1	4	0	4	0	8	9	348
08:45 AM	0	148	4	0	152	2	119	0	1	122	274	1	0	2	0	3	3	0	4	0	7	10	284
<b>TOTAL</b>	<b>5</b>	<b>851</b>	<b>20</b>	<b>0</b>	<b>876</b>	<b>6</b>	<b>472</b>	<b>1</b>	<b>1</b>	<b>480</b>	<b>1,356</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>24</b>	<b>31</b>	<b>1,387</b>
04:00 PM	3	168	0	0	171	0	260	1	1	262	433	4	0	1	0	5	3	0	2	0	5	10	443
04:15 PM	0	180	5	1	186	1	258	3	0	262	448	1	1	0	0	2	1	0	0	0	1	3	451
04:30 PM	1	189	1	2	193	4	248	2	0	254	447	3	0	1	0	4	1	0	1	0	2	6	453
04:45 PM	1	189	1	1	192	2	246	2	0	250	442	0	0	2	0	2	0	0	2	0	2	4	446
<b>TOTAL</b>	<b>5</b>	<b>726</b>	<b>7</b>	<b>4</b>	<b>742</b>	<b>7</b>	<b>1,012</b>	<b>8</b>	<b>1</b>	<b>1,028</b>	<b>1,770</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>23</b>	<b>1,793</b>
05:00 PM	3	197	2	0	202	5	274	3	0	282	484	1	0	1	0	2	2	0	1	0	3	5	489
05:15 PM	1	192	7	0	200	5	296	3	0	304	504	0	0	2	0	2	3	1	3	0	7	9	513
05:30 PM	5	187	12	0	204	10	250	1	0	261	465	0	0	1	0	1	1	0	2	0	3	4	469
05:45 PM	2	192	15	0	209	25	257	2	0	284	493	2	0	2	0	4	8	0	2	0	10	14	507
<b>TOTAL</b>	<b>11</b>	<b>768</b>	<b>36</b>	<b>0</b>	<b>815</b>	<b>45</b>	<b>1,077</b>	<b>9</b>	<b>0</b>	<b>1,131</b>	<b>1,946</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>32</b>	<b>1,978</b>

<b>AM Peak</b> 07:15 AM to 08:15 AM	4	1,106	13	0	1,123	7	539	1	1	548	1,671	6	0	7	0	13	2	0	11	0	13	26	1,697
<b>Peak Hour Factor: 0.930</b>																							
<b>PM Peak</b> 05:00 PM to 06:00 PM	11	768	36	0	815	45	1,077	9	0	1,131	1,946	3	0	6	0	9	14	1	8	0	23	32	1,978
<b>Peak Hour Factor: 0.964</b>																							



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 23, 2019 (Thursday)

CITY: Buena Ventura Lake

LATITUDE: 0

LOCATION: Buenaventura Bv & Wagon Cir S

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Wagon Cir S					Wagon Cir S					E/W	GRAND					
	NORTHBOUND					SOUTHBOUND						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	TOTAL	TOTAL		
07:00 AM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4
07:30 AM	0	2	1	0	3	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6
<b>TOTAL</b>	0	9	1	0	10	0	9	0	0	9	19	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	21
08:00 AM	0	2	0	0	2	0	2	0	0	2	4	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	8	0	0	8	0	10	0	0	10	18	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	19
04:00 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	0	11	0	0	11	0	5	0	0	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	5	0	0	5	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>AM Peak</b>																												
07:15 AM to 08:15 AM																												
0	8	1	0	9	0	10	0	0	10	19	0	0	1	0	1	0	0	2	0	2	3	22						
<b>PM Peak</b>																												
05:00 PM to 06:00 PM																												
0	5	0	0	5	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	9						

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Wagon Cir S

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Wagon Cir S

EB ST NAME

7-8			
0	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Wagon Cir S

WB ST NAME

7-8			
0	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	2	0	2
Total	2	0	2

Buenaventura Bv

NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								1	0					1
0	0								1	0					1

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Wagon Cir S  
DATE

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM \_\_\_\_\_

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Wagon Cir S  
EB ST NAME

7-8	8-9		
0	0	0	0
0	0	0	0
4-5	1	0	1
5-6	0	1	1
Total	1	1	2

Wagon Cir S  
WB ST NAME

7-8	8-9		
0	0	1	1
0	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	1	1

Buenaventura Bv  
NB ST NAME

7-8	8-9								4-5	5-6					Total
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 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

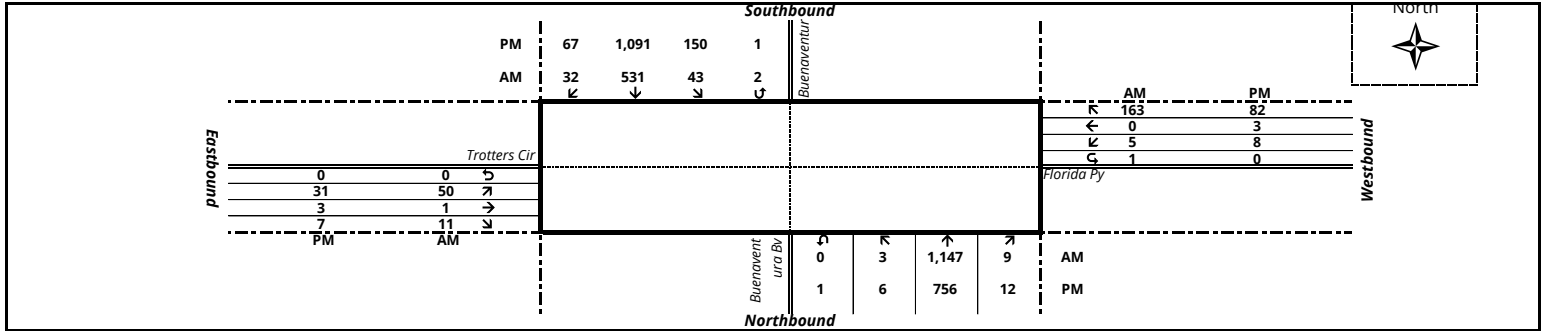
LOCATION: Buenaventura Bv & Trotters Cir/Florida Py

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Trotters Cir					Florida Py					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						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	TOTAL
07:00 AM	0	275	2	0	277	6	93	5	0	104	381	11	2	0	0	13	3	0	43	0	46	59	440
07:15 AM	0	311	2	0	313	10	110	4	0	124	437	13	0	2	0	15	0	0	44	0	44	59	496
07:30 AM	0	298	2	0	300	12	151	10	0	173	473	19	0	6	0	25	1	0	41	1	43	68	541
07:45 AM	2	256	2	0	260	9	152	6	0	167	427	10	1	1	0	12	3	0	35	0	38	50	477
<b>TOTAL</b>	2	1,140	8	0	1,150	37	506	25	0	568	1,718	53	3	9	0	65	7	0	163	1	171	236	1,954
08:00 AM	1	282	3	0	286	12	118	12	2	144	430	8	0	2	0	10	1	0	43	0	44	54	484
08:15 AM	0	270	3	0	273	6	115	6	0	127	400	9	0	0	0	9	1	0	27	1	29	38	438
08:30 AM	0	195	0	0	195	10	132	11	1	154	349	8	0	0	0	8	0	0	36	0	36	44	393
08:45 AM	1	165	0	0	166	12	121	11	1	145	311	8	0	0	0	8	0	0	23	0	23	31	342
<b>TOTAL</b>	2	912	6	0	920	40	486	40	4	570	1,490	33	0	2	0	35	2	0	129	1	132	167	1,657
04:00 PM	0	182	2	0	184	31	252	25	1	309	493	13	1	0	0	14	2	2	25	0	29	43	536
04:15 PM	2	175	4	0	181	39	256	30	1	326	507	10	1	3	0	14	4	0	30	0	34	48	555
04:30 PM	2	180	3	0	185	30	246	18	0	294	479	9	0	1	0	10	1	0	15	0	16	26	505
04:45 PM	3	187	1	0	191	30	268	18	1	317	508	8	0	0	0	8	1	0	22	0	23	31	539
<b>TOTAL</b>	7	724	10	0	741	130	1,022	91	3	1,246	1,987	40	2	4	0	46	8	2	92	0	102	148	2,135
05:00 PM	2	187	4	0	193	41	258	18	0	317	510	7	0	1	0	8	2	3	22	0	27	35	545
05:15 PM	1	198	3	0	202	43	293	13	1	350	552	6	1	1	0	8	3	0	27	0	30	38	590
05:30 PM	2	183	3	1	189	28	253	18	0	299	488	13	0	3	0	16	1	0	15	0	16	32	520
05:45 PM	1	188	2	0	191	38	287	18	0	343	534	5	2	2	0	9	2	0	18	0	20	29	563
<b>TOTAL</b>	6	756	12	1	775	150	1,091	67	1	1,309	2,084	31	3	7	0	41	8	3	82	0	93	134	2,218

AM Peak													Peak Hour Factor: 0.923										
07:15 AM to 08:15 AM																							
3	1,147	9	0	1,159	43	531	32	2	608	1,767	50	1	11	0	62	5	0	163	1	169	231	1,998	
PM Peak													Peak Hour Factor: 0.940										
05:00 PM to 06:00 PM																							
6	756	12	1	775	150	1,091	67	1	1,309	2,084	31	3	7	0	41	8	3	82	0	93	134	2,218	



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

LOCATION: Buenaventura Bv & Trotters Cir/Florida Py

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Trotters Cir					Florida Py					E/W	GRAND TOTAL				
	NORTHBOUND					SOUTHBOUND						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	TOTAL		
07:00 AM	0	2	1	0	3	0	1	1	0	2	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6
07:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	2	0	0	2	0	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
<b>TOTAL</b>	0	9	1	0	10	0	8	1	0	9	19	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	21
08:00 AM	0	1	0	0	1	0	1	1	0	2	3	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	5
08:15 AM	0	2	0	0	2	0	3	1	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	7
08:45 AM	0	1	0	0	1	0	4	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	0	8	0	0	8	0	10	2	0	12	20	0	0	1	0	1	0	0	2	0	2	0	3	0	0	3	23
04:00 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	2	1	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	2	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	11	1	0	12	2	5	0	0	7	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
05:00 PM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	5	0	0	5	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>AM Peak</b> 07:15 AM to 08:15 AM	0	8	0	0	8	0	8	1	0	9	17	0	0	1	0	1	1	0	1	0	2	3	3	0	0	20	
<b>PM Peak</b> 05:00 PM to 06:00 PM	0	5	0	0	5	0	5	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	

**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes

LATITUDE: 0

LOCATION: Buenaventura Bv & Trotters Cir/Florida Py

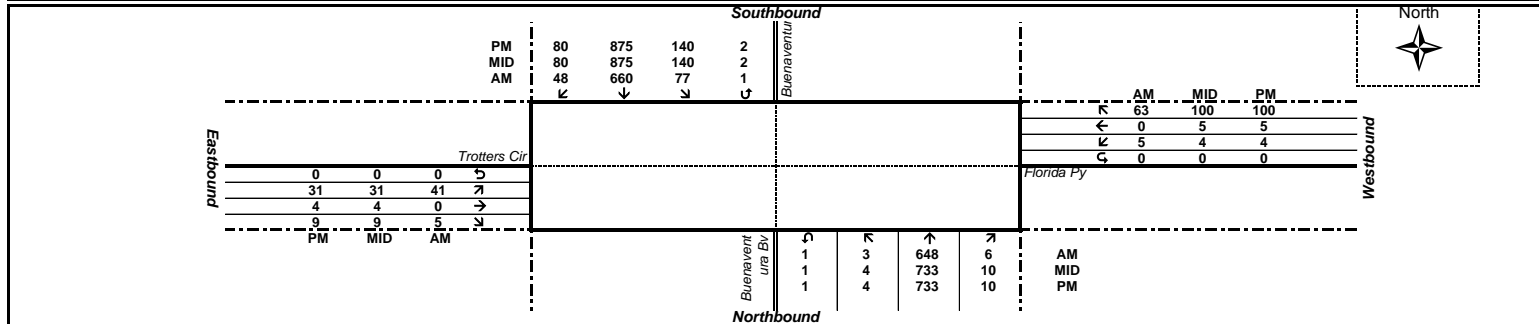
COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv NORTHBOUND					Buenaventura Bv SOUTHBOUND					N/S TOTAL	Trotters Cir EASTBOUND					Florida Py 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		
11:00 AM	0	151	2	0	153	14	150	9	0	173	326	6	3	3	0	12	1	0	18	0	19	31	357
11:15 AM	0	183	2	0	185	18	131	9	0	158	343	9	2	0	0	11	3	0	17	0	20	31	374
11:30 AM	3	156	0	0	159	11	124	13	0	148	307	11	0	0	0	11	1	1	17	0	19	30	337
11:45 AM	0	151	1	1	153	8	145	12	0	165	318	11	0	1	0	12	2	0	20	0	22	34	352
<b>TOTAL</b>	3	641	5	1	650	51	550	43	0	644	1,294	37	5	4	0	46	7	1	72	0	80	126	1,420
12:00 PM	1	147	2	1	151	16	165	17	1	199	350	14	0	2	0	16	0	0	18	0	18	34	384
12:15 PM	2	182	3	0	187	19	194	10	0	223	410	8	0	2	0	10	1	0	22	0	23	33	443
12:30 PM	0	161	1	0	162	16	148	8	0	172	334	7	0	1	0	8	2	0	13	0	15	23	357
12:45 PM	0	158	0	0	158	26	153	13	0	192	350	12	0	0	0	12	2	0	10	0	12	24	374
<b>TOTAL</b>	3	648	6	1	658	77	660	48	1	786	1,444	41	0	5	0	46	5	0	63	0	68	114	1,558
02:00 PM	0	204	1	0	205	27	183	17	0	227	432	16	0	2	0	18	4	2	34	0	40	58	490
02:15 PM	1	178	3	0	182	23	181	10	0	214	396	5	1	1	0	7	3	0	22	0	25	32	428
02:30 PM	0	192	3	0	195	29	197	16	0	242	437	9	1	0	0	10	3	1	37	0	41	51	488
02:45 PM	0	149	2	0	151	24	201	18	0	243	394	8	0	1	0	9	1	0	18	0	19	28	422
<b>TOTAL</b>	1	723	9	0	733	103	762	61	0	926	1,659	38	2	4	0	44	11	3	111	0	125	169	1,828
03:00 PM	0	199	3	0	202	27	234	17	0	278	480	8	1	1	0	10	0	1	28	0	29	39	519
03:15 PM	1	159	5	0	165	34	198	21	0	253	418	7	0	3	0	10	1	0	22	0	23	33	451
03:30 PM	1	211	1	0	213	40	236	20	1	297	510	9	2	3	0	14	2	2	26	0	30	44	554
03:45 PM	2	164	1	1	168	39	207	22	1	269	437	7	1	2	0	10	1	2	24	0	27	37	474
<b>TOTAL</b>	4	733	10	1	748	140	875	80	2	1,097	1,845	31	4	9	0	44	4	5	100	0	109	153	1,998

<b>AM Peak</b> 12:00 PM to 01:00 PM	3	648	6	1	658	77	660	48	1	786	1,444	41	0	5	0	46	5	0	63	0	68	114	1,558	Peak Hour Factor: 0.879
--	---	-----	---	---	-----	----	-----	----	---	-----	-------	----	---	---	---	----	---	---	----	---	----	-----	-------	-------------------------

<b>PM Peak</b> 03:00 PM to 04:00 PM	4	733	10	1	748	140	875	80	2	1,097	1,845	31	4	9	0	44	4	5	100	0	109	153	1,998	Peak Hour Factor: 0.902
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**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: August 28, 2019 (Wednesday)  
 LOCATION: Buenaventura Bv & Trotters Cir/Florida Py

CITY: Buena Ventura Lakes      LATITUDE: 0  
 COUNTY: Osceola County      LONGITUDE: 0

**Buenaventura Bv**
**Buenaventura Bv**
**Trotters Cir**
**Florida Py**

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					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							
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	6	0	0	6	0	3	0	0	3	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	10
12:00 PM	0	2	0	0	2	0	2	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	2	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL</b>	0	4	0	0	4	0	5	2	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00 PM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	2	0	0	2	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	3
<b>TOTAL</b>	0	7	0	0	7	0	9	0	0	9	16	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	17
03:00 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	3	0	0	3	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
<b>TOTAL</b>	0	8	0	0	8	0	7	0	0	7	15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16
<b>AM Peak</b> 12:00 PM to 01:00 PM	0	4	0	0	4	0	5	2	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>PM Peak</b> 03:00 PM to 04:00 PM	0	8	0	0	8	0	7	0	0	7	15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16



FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Trotters Cir/Florida Py

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Trotters Cir  
EB ST NAME

7-8	4	2	6
8-9	2	7	9
4-5	2	0	2
5-6	2	0	2
Total	10	9	19

7-8	0	0	0
8-9	0	1	1
4-5	0	0	0
5-6	0	0	0
Total	0	1	1

Florida Py  
WB ST NAME

7-8	8-9								4-5	5-6					Total
2	2								0	0					4
1	1								0	1					3
3	3								0	1					7

Buenaventura Bv

NB ST NAME



FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv & Trotters Cir/Florida Py

OBSERVER

DATE 8/28/2019

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



Trotters Cir  
EB ST NAME

	11-12	12-1	2-3	3-4	Total
11-12	2	0	2		
12-1	0	0	0		
2-3	2	2	4		
3-4	0	0	0		
Total	4	2	6		

	11-12	12-1	2-3	3-4	Total
11-12	0	0	0		
12-1	0	0	0		
2-3	0	0	0		
3-4	2	0	2		
Total	2	0	2		

Florida Py

WB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	2	2

Buenaventura Bv

NB ST NAME



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 22, 2019 (Wednesday)

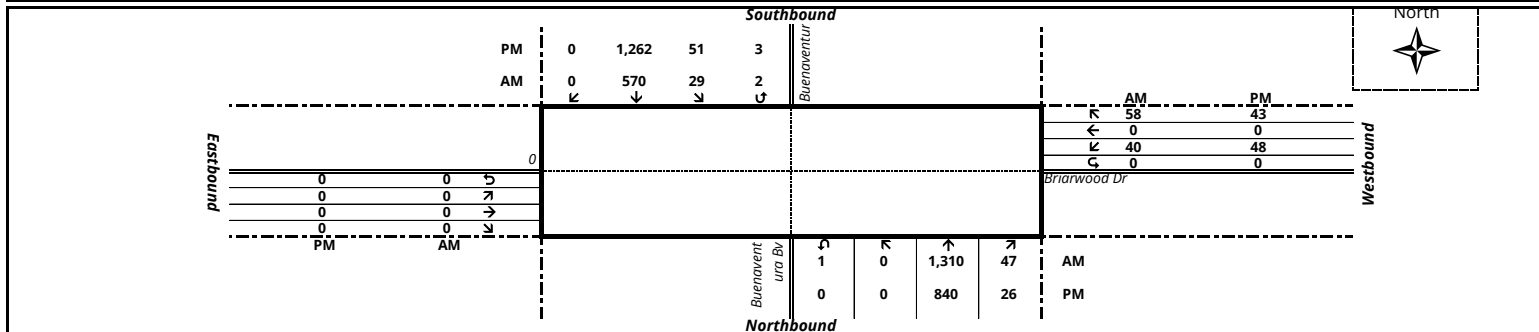
CITY: Buena Ventura Lake    LATITUDE: 0

LOCATION: Buenaventura Bv & Briarwood Dr

COUNTY: Osceola County    LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Briarwood Dr					E/W TOTAL	GRAND TOTAL				
	NORTHBOUND					SOUTHBOUND						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	321	11	0	332	5	97	0	0	102	434	0	0	0	0	7	0	8	0	15	15	449
07:15 AM	0	350	13	1	364	6	116	0	0	122	486	0	0	0	0	9	0	9	0	18	18	504
07:30 AM	0	343	16	0	359	12	160	0	1	173	532	0	0	0	0	12	0	18	0	30	30	562
07:45 AM	0	285	14	0	299	9	152	0	1	162	461	0	0	0	0	14	0	16	0	30	30	491
<b>TOTAL</b>	0	1,299	54	1	1,354	32	525	0	2	559	1,913	0	0	0	0	42	0	51	0	93	93	2,006
08:00 AM	0	332	4	0	336	2	142	0	0	144	480	0	0	0	0	5	0	15	0	20	20	500
08:15 AM	0	302	8	0	310	9	122	0	0	131	441	0	0	0	0	7	0	12	0	19	19	460
08:30 AM	0	235	7	0	242	8	147	0	0	155	397	0	0	0	0	11	0	15	0	26	26	423
08:45 AM	0	194	1	1	196	6	139	0	0	145	341	0	0	0	0	4	0	8	0	12	12	353
<b>TOTAL</b>	0	1,063	20	1	1,084	25	550	0	0	575	1,659	0	0	0	0	27	0	50	0	77	77	1,736
04:00 PM	0	201	10	0	211	26	295	0	0	321	532	0	0	0	0	11	0	18	0	29	29	561
04:15 PM	0	210	10	0	220	10	321	0	1	332	552	0	0	0	0	7	0	9	0	16	16	568
04:30 PM	0	195	7	0	202	12	277	0	0	289	491	0	0	0	0	14	0	10	0	24	24	515
04:45 PM	0	209	9	0	218	12	315	0	0	327	545	0	0	0	0	8	0	7	0	15	15	560
<b>TOTAL</b>	0	815	36	0	851	60	1,208	0	1	1,269	2,120	0	0	0	0	40	0	44	0	84	84	2,204
05:00 PM	0	214	8	0	222	22	305	0	1	328	550	0	0	0	0	11	0	5	0	16	16	566
05:15 PM	0	221	5	0	226	11	342	0	2	355	581	0	0	0	0	12	0	15	0	27	27	608
05:30 PM	0	211	6	0	217	6	291	0	0	297	514	0	0	0	0	10	0	11	0	21	21	535
05:45 PM	0	194	7	0	201	12	324	0	0	336	537	0	0	0	0	15	0	12	0	27	27	564
<b>TOTAL</b>	0	840	26	0	866	51	1,262	0	3	1,316	2,182	0	0	0	0	48	0	43	0	91	91	2,273

AM Peak	Peak Hour Factor: 0.915																					
07:15 AM to 08:15 AM	0	1,310	47	1	1,358	29	570	0	2	601	1,959	0	0	0	0	40	0	58	0	98	98	2,057
PM Peak	Peak Hour Factor: 0.935																					
05:00 PM to 06:00 PM	0	840	26	0	866	51	1,262	0	3	1,316	2,182	0	0	0	0	48	0	43	0	91	91	2,273



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

LOCATION: Buenaventura Bv & Briarwood Dr

COUNTY: Osceola County

LONGITUDE: 0

**Buenaventura Bv**

**Buenaventura Bv**

**Briarwood Dr**

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					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	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	1	1	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	5	0	0	5	6	0	0	0	0	0	1	0	0	0	0	1	1	7
07:45 AM	0	4	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	1	1	5	
<b>TOTAL</b>	0	8	1	0	9	0	8	0	0	8	17	0	0	0	0	0	1	0	1	0	2	2	19	
08:00 AM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4	
08:15 AM	0	1	1	0	2	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	6	
08:30 AM	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	1	0	1	1	7	
08:45 AM	0	1	0	0	1	0	4	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	5	
<b>TOTAL</b>	0	9	1	0	10	0	11	0	0	11	21	0	0	0	0	0	0	0	1	0	1	1	22	
04:00 PM	0	2	1	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4	
04:15 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	5	
04:30 PM	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	6	
04:45 PM	0	2	0	0	2	1	2	0	0	3	5	0	0	0	0	0	0	0	1	0	1	1	6	
<b>TOTAL</b>	0	10	1	0	11	1	8	0	0	9	20	0	0	0	0	0	0	0	1	0	1	1	21	
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	2	
05:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:45 PM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	1	0	0	0	1	1	5	
<b>TOTAL</b>	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	2	0	0	0	2	2	10	
<b>AM Peak</b>																								
07:15 AM to 08:15 AM	0	9	1	0	10	0	7	0	0	7	17	0	0	0	0	0	1	0	1	0	2	2	19	
<b>PM Peak</b>																								
05:00 PM to 06:00 PM	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	2	0	0	0	2	2	10	

**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes      LATITUDE: 0

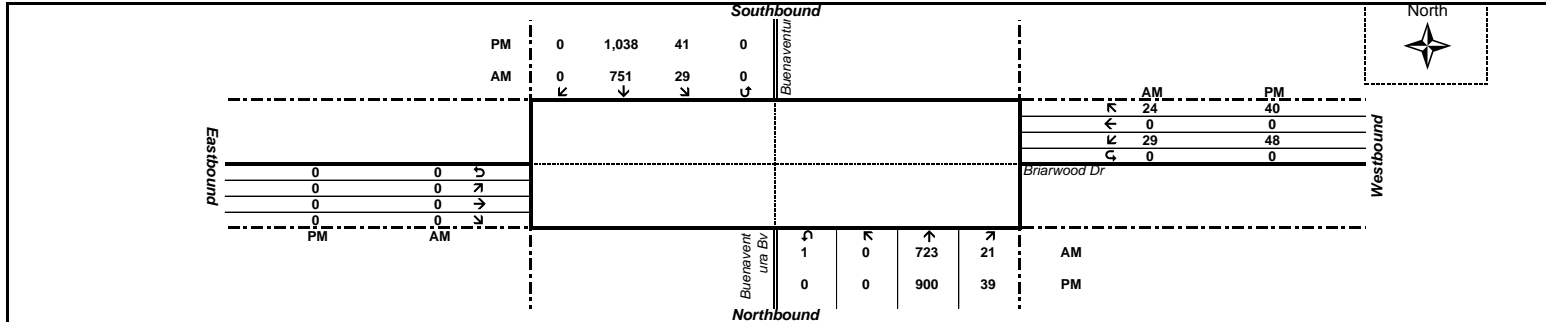
LOCATION: Buenaventura Bv & Briarwood Dr

COUNTY: Osceola County      LONGITUDE: 0

TIME BEGIN	Buenaventura Bv NORTHBOUND					Buenaventura Bv SOUTHBOUND					N/S TOTAL	Briarwood Dr EASTBOUND					Briarwood Dr 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		
11:00 AM	0	169	3	0	172	15	162	0	0	177	349	0	0	0	0	0	7	0	5	0	12	12	361
11:15 AM	0	204	9	1	214	5	144	0	0	149	363	0	0	0	0	0	7	0	9	0	16	16	379
11:30 AM	0	176	3	0	179	9	153	0	0	162	341	0	0	0	0	0	6	0	6	0	12	12	353
11:45 AM	0	188	4	0	192	7	152	0	0	159	351	0	0	0	0	0	6	0	4	0	10	10	361
<b>TOTAL</b>	0	737	19	1	757	36	611	0	0	647	1,404	0	0	0	0	0	26	0	24	0	50	50	1,454
12:00 PM	0	169	8	0	177	9	180	0	0	189	366	0	0	0	0	0	10	0	5	0	15	15	381
12:15 PM	0	200	4	0	204	6	207	0	0	213	417	0	0	0	0	0	3	0	8	0	11	11	428
12:30 PM	0	177	5	0	182	7	180	0	0	187	369	0	0	0	0	0	10	0	5	0	15	15	384
12:45 PM	0	177	4	1	182	7	184	0	0	191	373	0	0	0	0	0	6	0	6	0	12	12	385
<b>TOTAL</b>	0	723	21	1	745	29	751	0	0	780	1,525	0	0	0	0	0	29	0	24	0	53	53	1,578
02:00 PM	0	205	5	0	210	6	214	0	0	220	430	0	0	0	0	0	11	0	5	0	16	16	446
02:15 PM	0	224	9	0	233	11	211	0	0	222	455	0	0	0	0	0	5	0	14	0	19	19	474
02:30 PM	0	218	3	0	221	9	239	0	0	248	469	0	0	0	0	0	8	0	9	0	17	17	486
02:45 PM	0	236	9	0	245	12	232	0	0	244	489	0	0	0	0	0	10	0	4	0	14	14	503
<b>TOTAL</b>	0	883	26	0	909	38	896	0	0	934	1,843	0	0	0	0	0	34	0	32	0	66	66	1,909
03:00 PM	0	243	12	0	255	12	268	0	0	280	535	0	0	0	0	0	12	0	8	0	20	20	555
03:15 PM	0	198	7	0	205	11	254	0	0	265	470	0	0	0	0	0	11	0	7	0	18	18	488
03:30 PM	0	223	11	0	234	6	284	0	0	290	524	0	0	0	0	0	15	0	21	0	36	36	560
03:45 PM	0	207	5	0	212	4	259	0	0	263	475	0	0	0	0	0	9	0	12	0	21	21	496
<b>TOTAL</b>	0	871	35	0	906	33	1,065	0	0	1,098	2,004	0	0	0	0	0	47	0	48	0	95	95	2,099

<b>AM Peak</b> 12:00 PM to 01:00 PM	0	723	21	1	745	29	751	0	0	780	1,525	0	0	0	0	0	29	0	24	0	53	53	1,578	Peak Hour Factor: 0.922
--	---	-----	----	---	-----	----	-----	---	---	-----	-------	---	---	---	---	---	----	---	----	---	----	----	-------	-------------------------

<b>PM Peak</b> 02:45 PM to 03:45 PM	0	900	39	0	939	41	1,038	0	0	1,079	2,018	0	0	0	0	0	48	0	40	0	88	88	2,106	Peak Hour Factor: 0.940
--	---	-----	----	---	-----	----	-------	---	---	-------	-------	---	---	---	---	---	----	---	----	---	----	----	-------	-------------------------



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes      LATITUDE: 0

LOCATION: Buenaventura Bv & Briarwood Dr

COUNTY: Osceola County      LONGITUDE: 0

TIME BEGIN	Buenaventura Bv NORTHBOUND					Buenaventura Bv SOUTHBOUND					N/S TOTAL	Briarwood Dr EASTBOUND					Briarwood Dr 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								
11:00 AM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	2	0	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	9	0	0	9	0	4	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	1	1	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL</b>	0	5	1	0	6	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	2	0	0	2	0	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	4	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	7
<b>TOTAL</b>	0	8	0	0	8	0	8	0	0	8	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	17
03:00 PM	0	1	1	0	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	3	1	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	0	5	2	0	7	0	7	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
<b>AM Peak</b> 12:00 PM to 01:00 PM	0	5	1	0	6	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>PM Peak</b> 02:45 PM to 03:45 PM	0	9	2	0	11	0	7	0	0	7	18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	19



FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Briarwood Dr

OBSERVER

DATE

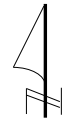
REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Briarwood Dr  
EB ST NAME

7-8	1	0	1
8-9	1	0	1
4-5	0	0	0
5-6	0	0	0
Total	2	0	2

Briarwood Dr  
WB ST NAME

7-8	0	0	0
8-9	0	0	0
4-5	1	0	1
5-6	0	0	0
Total	1	0	1

Buenaventura Bv

NB ST NAME

7-8	8-9								4-5	5-6					Total
1	1								0	0					2
0	1								0	0					1
1	2								0	0					3

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
 STATE ROUTE  
 OBSERVER

CITY Buena Ventura Lakes  
 INTERSECTING ROUTE Buenaventura Bv @ Briarwood Dr  
 DATE

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Briarwood Dr  
 EB ST NAME

7-8	8-9		
0	2	2	
0	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	2	2

7-8	8-9		
0	0	0	0
0	0	0	0
4-5	2	0	2
5-6	0	0	0
Total	2	0	2

Briarwood Dr  
 WB ST NAME

Buenaventura Bv  
 NB ST NAME

7-8	8-9								4-5	5-6					Total
0	2								0	0					2
0	0								0	0					0
0	2								0	0					2

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv & Briarwood Dr

OBSERVER

DATE 8/28/2019

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



EB ST NAME

	11-12	12-1	2-3	3-4	Total
11-12	0	0	0	0	0
12-1	0	0	0	0	0
2-3	0	0	0	0	0
3-4	0	0	0	0	0
Total	0	0	0	0	0

Briarwood Dr

WB ST NAME

	11-12	12-1	2-3	3-4	Total
11-12	0	0	0	0	0
12-1	0	0	0	0	0
2-3	0	0	0	0	0
3-4	0	0	0	0	0
Total	0	0	0	0	0

Buenaventura Bv

NB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1



### 15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

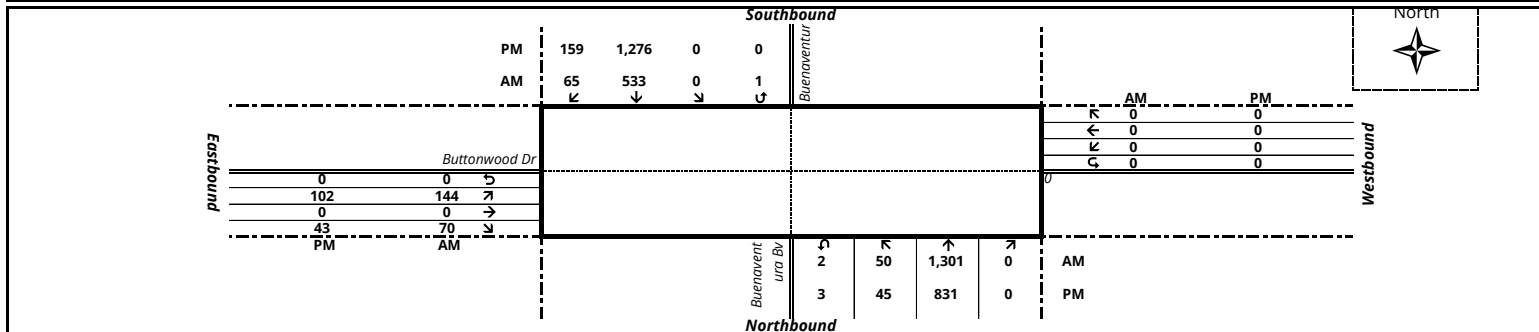
LOCATION: Buenaventura Bv & Buttonwood Dr

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Buttonwood Dr					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	4	332	0	0	336	0	93	10	0	103	439	31	0	9	0	40	0	0	0	0	0	40	479
07:15 AM	8	348	0	0	356	0	111	10	0	121	477	32	0	12	0	44	0	0	0	0	0	44	521
07:30 AM	10	346	0	1	357	0	155	20	0	175	532	31	0	19	0	50	0	0	0	0	0	50	582
07:45 AM	12	284	0	1	297	0	136	18	0	154	451	43	0	25	0	68	0	0	0	0	0	68	519
<b>TOTAL</b>	<b>34</b>	<b>1,310</b>	<b>0</b>	<b>2</b>	<b>1,346</b>	<b>0</b>	<b>495</b>	<b>58</b>	<b>0</b>	<b>553</b>	<b>1,899</b>	<b>137</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>2,101</b>
08:00 AM	20	323	0	0	343	0	131	17	1	149	492	38	0	14	0	52	0	0	0	0	0	52	544
08:15 AM	21	295	0	1	317	0	117	19	0	136	453	41	0	14	0	55	0	0	0	0	0	55	508
08:30 AM	19	233	0	0	252	0	136	26	1	163	415	38	0	19	0	57	0	0	0	0	0	57	472
08:45 AM	8	191	0	1	200	0	135	17	0	152	352	37	0	14	0	51	0	0	0	0	0	51	403
<b>TOTAL</b>	<b>68</b>	<b>1,042</b>	<b>0</b>	<b>2</b>	<b>1,112</b>	<b>0</b>	<b>519</b>	<b>79</b>	<b>2</b>	<b>600</b>	<b>1,712</b>	<b>154</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>1,927</b>
04:00 PM	21	194	0	0	215	0	300	53	1	354	569	38	0	24	0	62	0	0	0	0	0	62	631
04:15 PM	10	208	0	0	218	0	313	34	0	347	565	55	0	24	0	79	0	0	0	0	0	79	644
04:30 PM	11	198	0	0	209	0	276	49	0	325	534	30	0	10	0	40	0	0	0	0	0	40	574
04:45 PM	4	209	0	0	213	0	323	40	0	363	576	26	0	4	0	30	0	0	0	0	0	30	606
<b>TOTAL</b>	<b>46</b>	<b>809</b>	<b>0</b>	<b>0</b>	<b>855</b>	<b>0</b>	<b>1,212</b>	<b>176</b>	<b>1</b>	<b>1,389</b>	<b>2,244</b>	<b>149</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>2,455</b>
05:00 PM	8	207	0	0	215	0	318	41	0	359	574	22	0	14	0	36	0	0	0	0	0	36	610
05:15 PM	12	220	0	1	233	0	346	47	0	393	626	24	0	10	0	34	0	0	0	0	0	34	660
05:30 PM	15	204	0	1	220	0	294	27	0	321	541	27	0	8	0	35	0	0	0	0	0	35	576
05:45 PM	10	200	0	1	211	0	318	44	0	362	573	29	0	11	0	40	0	0	0	0	0	40	613
<b>TOTAL</b>	<b>45</b>	<b>831</b>	<b>0</b>	<b>3</b>	<b>879</b>	<b>0</b>	<b>1,276</b>	<b>159</b>	<b>0</b>	<b>1,435</b>	<b>2,314</b>	<b>102</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>2,459</b>

<b>AM Peak</b>																		<b>Peak Hour Factor: 0.930</b>					
07:15 AM to 08:15 AM	50	1,301	0	2	1,353	0	533	65	1	599	1,952	144	0	70	0	214	0	0	0	0	0	214	2,166
<b>PM Peak</b>																		<b>Peak Hour Factor: 0.931</b>					
05:00 PM to 06:00 PM	45	831	0	3	879	0	1,276	159	0	1,435	2,314	102	0	43	0	145	0	0	0	0	0	145	2,459



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

LOCATION: Buenaventura Bv & Buttonwood Dr

COUNTY: Osceola County

LONGITUDE: 0

**Buenaventura Bv**

**Buenaventura Bv**

**Buttonwood Dr**

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					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	0	2	0	0	2	0	2	0	0	2	4	1	0	0	0	1	0	0	0	0	0	1	5
07:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	5	0	0	5	6	1	0	0	0	1	0	0	0	0	0	0	7
07:45 AM	0	4	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL</b>	0	9	0	0	9	0	8	0	0	8	17	2	0	0	0	2	0	0	0	0	0	0	19
08:00 AM	0	3	0	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	3	1	0	4	5	0	0	1	0	1	0	0	0	0	0	0	6
08:30 AM	1	4	0	0	5	0	2	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	1	0	0	1	0	3	0	0	3	4	0	0	1	0	1	0	0	0	0	0	0	5
<b>TOTAL</b>	1	9	0	0	10	0	9	1	0	10	20	0	0	2	0	2	0	0	0	0	0	0	22
04:00 PM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	2	0	0	2	0	3	1	0	4	6	1	0	0	0	1	0	0	0	0	0	0	7
04:30 PM	0	3	0	0	3	0	2	0	0	2	5	1	0	0	0	1	0	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	0	9	0	0	9	0	9	1	0	10	19	2	0	0	0	2	0	0	0	0	0	0	21
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	8
<b>AM Peak</b>																							
07:15 AM to 08:15 AM	0	10	0	0	10	0	7	0	0	7	17	1	0	0	0	1	0	0	0	0	0	0	18
<b>PM Peak</b>																							
05:00 PM to 06:00 PM	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	8

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Buttonwood Dr

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Buttonwood Dr

EB ST NAME

7-8	3	0	3
8-9	1	4	5
4-5	9	0	9
5-6	4	2	6
Total	17	6	23

Buttonwood Dr

WB ST NAME

7-8	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Buenaventura Bv

NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								10	1					11
0	0								10	1					11

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Buttonwood Dr  
DATE

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Buttonwood Dr  
EB ST NAME

7-8	1	3	4
8-9	0	6	6
4-5	6	1	7
5-6	3	4	7
Total	10	14	24

Buttonwood Dr  
WB ST NAME

7-8	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Buenaventura Bv  
NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								4	0					4
0	0								4	0					4



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

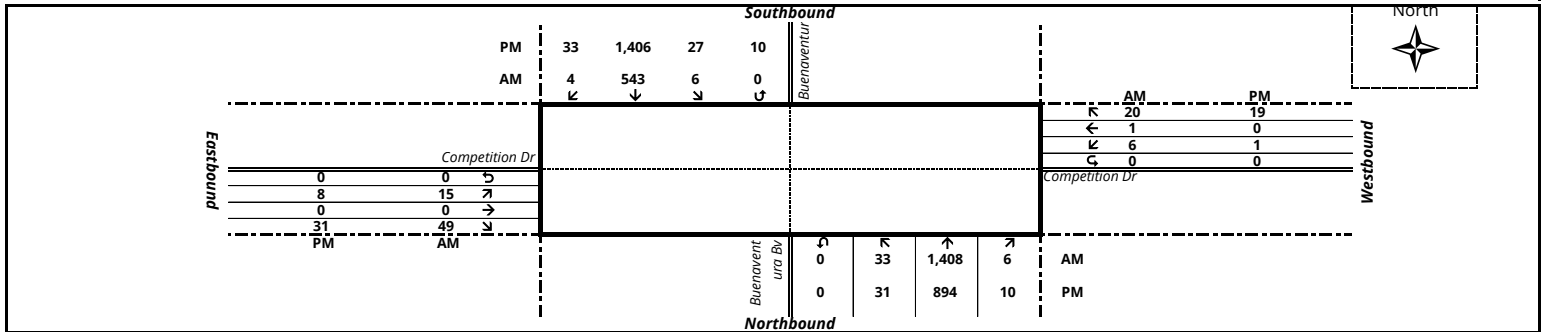
LOCATION: Buenaventura Bv & Competition Dr

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Competition Dr					Competition Dr					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	2	364	3	0	369	2	98	6	0	106	475	3	0	3	0	6	3	0	13	0	16	22	497
07:15 AM	1	379	0	0	380	2	108	0	0	110	490	9	0	14	0	23	0	0	6	0	6	29	519
07:30 AM	18	354	2	0	374	0	156	1	0	157	531	3	0	16	0	19	5	1	10	0	16	35	566
07:45 AM	6	321	3	0	330	1	142	2	0	145	475	1	0	10	0	11	0	0	1	0	1	12	487
<b>TOTAL</b>	<b>27</b>	<b>1,418</b>	<b>8</b>	<b>0</b>	<b>1,453</b>	<b>5</b>	<b>504</b>	<b>9</b>	<b>0</b>	<b>518</b>	<b>1,971</b>	<b>16</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>59</b>	<b>8</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>39</b>	<b>98</b>	<b>2,069</b>
08:00 AM	8	354	1	0	363	3	137	1	0	141	504	2	0	9	0	11	1	0	3	0	4	15	519
08:15 AM	8	326	0	1	335	1	126	0	0	127	462	2	0	6	0	8	3	0	6	0	9	17	479
08:30 AM	7	269	1	0	277	0	153	1	0	154	431	7	0	10	0	17	2	0	2	0	4	21	452
08:45 AM	3	221	0	0	224	2	143	8	0	153	377	1	0	7	0	8	1	0	5	0	6	14	391
<b>TOTAL</b>	<b>26</b>	<b>1,170</b>	<b>2</b>	<b>1</b>	<b>1,199</b>	<b>6</b>	<b>559</b>	<b>10</b>	<b>0</b>	<b>575</b>	<b>1,774</b>	<b>12</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>1,841</b>
04:00 PM	8	233	0	0	241	5	351	8	1	365	606	2	0	9	0	11	1	0	5	0	6	17	623
04:15 PM	11	241	2	1	255	2	327	6	0	335	590	4	0	11	0	15	0	0	4	0	4	19	609
04:30 PM	6	220	1	0	227	4	319	5	1	329	556	4	0	8	0	12	1	0	1	0	2	14	570
04:45 PM	8	226	3	0	237	3	348	8	0	359	596	1	0	9	0	10	1	0	6	0	7	17	613
<b>TOTAL</b>	<b>33</b>	<b>920</b>	<b>6</b>	<b>1</b>	<b>960</b>	<b>14</b>	<b>1,345</b>	<b>27</b>	<b>2</b>	<b>1,388</b>	<b>2,348</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>48</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>2,415</b>
05:00 PM	6	219	1	0	226	6	351	10	4	371	597	2	0	8	0	10	1	0	5	0	6	16	613
05:15 PM	9	229	4	0	242	4	382	7	1	394	636	1	0	5	0	6	0	0	7	0	7	13	649
05:30 PM	7	222	1	0	230	7	318	8	4	337	567	3	0	5	0	8	0	0	5	0	5	13	580
05:45 PM	9	224	4	0	237	10	355	8	1	374	611	2	0	13	0	15	0	0	2	0	2	17	628
<b>TOTAL</b>	<b>31</b>	<b>894</b>	<b>10</b>	<b>0</b>	<b>935</b>	<b>27</b>	<b>1,406</b>	<b>33</b>	<b>10</b>	<b>1,476</b>	<b>2,411</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>2,470</b>

<b>AM Peak</b> 07:15 AM to 08:15 AM	<b>33</b>	<b>1,408</b>	<b>6</b>	<b>0</b>	<b>1,447</b>	<b>6</b>	<b>543</b>	<b>4</b>	<b>0</b>	<b>553</b>	<b>2,000</b>	<b>15</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>64</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>27</b>	<b>91</b>	<b>2,091</b>
<b>Peak Hour Factor: 0.924</b>																							
<b>PM Peak</b> 05:00 PM to 06:00 PM	<b>31</b>	<b>894</b>	<b>10</b>	<b>0</b>	<b>935</b>	<b>27</b>	<b>1,406</b>	<b>33</b>	<b>10</b>	<b>1,476</b>	<b>2,411</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>2,470</b>
<b>Peak Hour Factor: 0.951</b>																							



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

LOCATION: Buenaventura Bv & Competition Dr

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Competition Dr					Competition Dr					E/W	GRAND TOTAL	
	NORTHBOUND					SOUTHBOUND						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	2	1	0	3	0	1	0	0	1	4	1	0	0	0	1	1	0	1	0	2	3	7	
07:15 AM	0	2	0	0	2	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3	
07:30 AM	1	1	0	0	2	0	3	0	0	3	5	0	0	1	0	1	0	0	0	0	0	0	6	
07:45 AM	0	4	0	0	4	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	5	
<b>TOTAL</b>	1	9	1	0	11	0	6	0	0	6	17	1	0	1	0	2	1	0	1	0	2	4	21	
08:00 AM	1	1	1	0	3	1	1	0	0	2	5	0	0	0	0	0	0	0	1	0	1	1	6	
08:15 AM	0	1	0	0	1	0	4	0	0	4	5	0	0	0	0	0	0	0	1	0	1	1	6	
08:30 AM	1	3	0	0	4	0	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	6	
08:45 AM	0	1	0	0	1	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	4	
<b>TOTAL</b>	2	6	1	0	9	1	10	0	0	11	20	0	0	0	0	0	0	0	2	0	2	2	22	
04:00 PM	0	2	0	0	2	0	1	0	0	1	3	0	0	1	0	1	0	0	0	0	0	1	4	
04:15 PM	0	2	1	0	3	0	1	0	0	1	4	0	0	0	0	0	0	0	1	0	1	1	5	
04:30 PM	1	2	1	0	4	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	7	
04:45 PM	0	1	1	0	2	0	2	0	0	2	4	0	0	1	0	1	0	0	1	0	1	2	6	
<b>TOTAL</b>	1	7	3	0	11	0	7	0	0	7	18	0	0	2	0	2	0	0	2	0	2	4	22	
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	3	0	0	3	0	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	5	
<b>TOTAL</b>	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	8	
<b>AM Peak</b> 07:15 AM to 08:15 AM	2	8	1	0	11	1	6	0	0	7	18	0	0	1	0	1	0	0	1	0	1	2	20	
<b>PM Peak</b> 05:00 PM to 06:00 PM	0	5	0	0	5	0	3	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	8	

**15 MINUTE TURNING MOVEMENT COUNTS**

(Cars and Trucks)

DATE: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes LATITUDE: 0

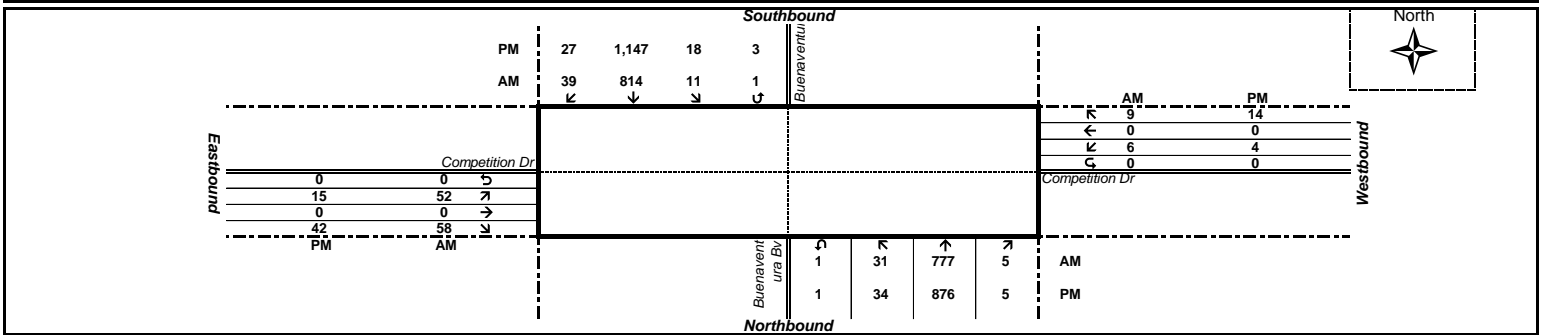
LOCATION: Buenaventura Bv & Competition Dr

COUNTY: Osceola County LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Competition Dr					Competition Dr					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	TOTAL	
11:00 AM	10	182	0	0	192	2	178	10	2	192	384	19	0	28	0	47	4	0	7	0	11	58	442
11:15 AM	14	208	1	0	223	3	152	15	0	170	393	19	0	14	0	33	0	0	3	0	3	36	429
11:30 AM	8	189	1	1	199	3	164	7	1	175	374	22	0	18	0	40	0	0	6	0	6	46	420
11:45 AM	12	221	2	0	235	1	178	11	1	191	426	15	0	17	0	32	0	0	0	0	0	32	458
<b>TOTAL</b>	44	800	4	1	849	9	672	43	4	728	1,577	75	0	77	0	152	4	0	16	0	20	172	1,749
12:00 PM	7	167	1	0	175	2	197	8	0	207	382	10	0	18	0	28	2	0	3	0	5	33	415
12:15 PM	6	203	2	0	211	5	234	12	0	251	462	16	0	12	0	28	4	0	3	0	7	35	497
12:30 PM	6	186	0	1	193	3	205	8	0	216	409	11	0	11	0	22	0	0	3	0	3	25	434
12:45 PM	10	185	1	0	196	5	178	9	1	193	389	11	0	21	0	32	0	0	2	0	2	34	423
<b>TOTAL</b>	29	741	4	1	775	15	814	37	1	867	1,642	48	0	62	0	110	6	0	11	0	17	127	1,769
02:00 PM	5	215	1	0	221	1	230	8	0	239	460	2	0	6	0	8	1	0	2	0	3	11	471
02:15 PM	5	232	1	0	238	2	237	6	1	246	484	2	0	9	0	11	1	0	5	0	6	17	501
02:30 PM	12	233	2	0	247	2	279	3	1	285	532	1	0	2	0	3	1	0	4	0	5	8	540
02:45 PM	11	231	2	0	244	5	273	7	1	286	530	1	0	14	0	15	1	0	4	0	5	20	550
<b>TOTAL</b>	33	911	6	0	950	10	1,019	24	3	1,056	2,006	6	0	31	0	37	4	0	15	0	19	56	2,062
03:00 PM	8	214	0	0	222	5	247	5	2	259	481	4	0	15	0	19	0	0	3	0	3	22	503
03:15 PM	6	220	1	0	227	5	292	6	1	304	531	5	0	9	0	14	1	0	4	0	5	19	550
03:30 PM	10	232	2	0	244	5	294	9	0	308	552	2	0	9	0	11	0	0	4	0	4	15	567
03:45 PM	10	210	2	1	223	3	314	7	0	324	547	4	0	9	0	13	3	0	3	0	6	19	566
<b>TOTAL</b>	34	876	5	1	916	18	1,147	27	3	1,195	2,111	15	0	42	0	57	4	0	14	0	18	75	2,186

<b>AM Peak</b> 11:45 AM to 12:45 PM	31	777	5	1	814	11	814	39	1	865	1,679	52	0	58	0	110	6	0	9	0	15	125	1,804
<b>Peak Hour Factor: 0.907</b>																							

<b>PM Peak</b> 03:00 PM to 04:00 PM	34	876	5	1	916	18	1,147	27	3	1,195	2,111	15	0	42	0	57	4	0	14	0	18	75	2,186
<b>Peak Hour Factor: 0.964</b>																							





FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Competition Dr

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9									4-5	5-6					Total
0	0									0	0					0
0	0									0	0					0
0	0									0	0					0



Competition Dr

EB ST NAME

7-8	1	3	4
8-9	0	2	2
4-5	6	2	8
5-6	3	2	5
Total	10	9	19

Competition Dr

WB ST NAME

7-8	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Buenaventura Bv

NB ST NAME

7-8	8-9									4-5	5-6					Total
0	0									0	1					1
0	0									0	0					0
0	0									0	1					1

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Competition Dr  
DATE

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0



Competition Dr  
EB ST NAME

7-8	8-9		
0	0	0	0
0	0	0	0
4-5	0	6	6
5-6	2	4	6
Total	2	10	12

7-8	8-9		
0	0	0	0
0	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Competition Dr  
WB ST NAME

Buenaventura Bv  
NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	0					0
0	0								0	0					0
0	0								0	0					0

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv & Competition Dr

OBSERVER

DATE 8/28/2019

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



Lakepoint Cir

EB ST NAME

	11-12	12-1	2-3	3-4	Total
11-12	0	2	2		
12-1	2	2	4		
2-3	1	1	2		
3-4	2	1	3		
Total	5	6	11		

Lakepoint Cir

WB ST NAME

	11-12	12-1	2-3	3-4	Total
11-12	1	0	1		
12-1	0	0	0		
2-3	2	0	2		
3-4	0	1	1		
Total	3	1	4		

Buenaventura Bv

NB ST NAME

	11-12	12-1	2-3	3-4	Total
	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 Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv & Competition Dr  
DATE 8/28/2019

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



Lakepoint Cir

EB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	1	1		
	0	0	0	0	
	1	1	2		
	2	0	2		
Total	3	2	5		

Lakepoint Cir

WB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
Total	0	0	0	0	0

Buenaventura Bv

NB ST NAME

	11-12	12-1	2-3	3-4	Total
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



### 15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes    LATITUDE: 0

LOCATION: Buenaventura Bv & Lakepoint Cir

COUNTY: Osceola County    LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Lakepoint Cir					Lakepoint Cir					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	5	348	3	0	356	2	116	1	0	119	475	5	0	3	0	8	3	0	3	0	6	14	489	
07:15 AM	14	333	1	0	348	2	130	3	0	135	483	4	0	5	0	9	2	0	5	0	7	16	499	
07:30 AM	10	369	0	0	379	2	144	9	0	155	534	7	0	9	0	16	3	0	3	0	6	22	556	
07:45 AM	14	351	0	0	365	2	156	13	0	171	536	2	0	6	0	8	1	0	5	0	6	14	550	
<b>TOTAL</b>	<b>43</b>	<b>1,401</b>	<b>4</b>	<b>0</b>	<b>1,448</b>	<b>8</b>	<b>546</b>	<b>26</b>	<b>0</b>	<b>580</b>	<b>2,028</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>41</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>2,094</b>	
08:00 AM	13	341	3	0	357	0	126	13	2	141	498	8	0	3	0	11	1	0	7	0	8	19	517	
08:15 AM	15	315	4	0	334	1	115	3	1	120	454	7	0	12	0	19	0	1	5	0	6	25	479	
08:30 AM	14	305	2	1	322	3	123	7	0	133	455	12	0	3	0	15	2	1	5	0	8	23	478	
08:45 AM	9	269	3	0	281	2	149	1	1	153	434	14	1	9	0	24	0	0	5	0	5	29	463	
<b>TOTAL</b>	<b>51</b>	<b>1,230</b>	<b>12</b>	<b>1</b>	<b>1,294</b>	<b>6</b>	<b>513</b>	<b>24</b>	<b>4</b>	<b>547</b>	<b>1,841</b>	<b>41</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>27</b>	<b>96</b>	<b>1,937</b>	
11:00 AM	8	185	2	0	195	3	174	4	5	186	381	11	0	11	0	22	1	0	2	0	3	25	406	
11:15 AM	10	239	1	0	250	3	153	3	5	164	414	16	1	16	0	33	0	0	3	0	3	36	450	
11:30 AM	12	209	2	1	224	2	166	4	8	180	404	11	0	7	0	18	0	0	3	0	3	21	425	
11:45 AM	8	209	5	2	224	2	159	2	3	166	390	9	0	10	0	19	3	0	5	0	8	27	417	
<b>TOTAL</b>	<b>38</b>	<b>842</b>	<b>10</b>	<b>3</b>	<b>893</b>	<b>10</b>	<b>652</b>	<b>13</b>	<b>21</b>	<b>696</b>	<b>1,589</b>	<b>47</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>109</b>	<b>1,698</b>	
12:00 PM	6	173	1	0	180	0	193	0	2	195	375	11	0	15	0	26	0	1	4	0	5	31	406	
12:15 PM	13	207	1	0	221	3	208	1	4	216	437	6	1	16	0	23	0	0	7	0	7	30	467	
12:30 PM	10	191	0	0	201	5	205	7	7	224	425	9	0	16	1	26	1	0	4	0	5	31	456	
12:45 PM	9	195	1	2	207	3	201	3	8	215	422	1	0	17	0	18	1	1	4	0	6	24	446	
<b>TOTAL</b>	<b>38</b>	<b>766</b>	<b>3</b>	<b>2</b>	<b>809</b>	<b>11</b>	<b>807</b>	<b>11</b>	<b>21</b>	<b>850</b>	<b>1,659</b>	<b>27</b>	<b>1</b>	<b>64</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>23</b>	<b>116</b>	<b>1,775</b>	
02:00 PM	2	204	2	0	208	5	203	3	7	218	426	4	0	15	0	19	2	0	2	0	4	23	449	
02:15 PM	10	237	2	0	249	5	249	6	9	269	518	8	0	8	0	16	1	0	2	0	3	19	537	
02:30 PM	12	231	1	0	244	4	239	9	5	257	501	14	0	13	0	27	1	0	2	0	3	30	531	
02:45 PM	10	213	1	0	224	2	261	5	6	274	498	12	0	12	0	24	4	0	4	0	8	32	530	
<b>TOTAL</b>	<b>34</b>	<b>885</b>	<b>6</b>	<b>0</b>	<b>925</b>	<b>16</b>	<b>952</b>	<b>23</b>	<b>27</b>	<b>1,018</b>	<b>1,943</b>	<b>38</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>104</b>	<b>2,047</b>	
03:00 PM	11	213	3	0	227	2	276	4	5	287	514	11	0	16	0	27	0	0	4	0	4	31	545	
03:15 PM	4	218	4	0	226	5	270	3	10	288	514	7	0	19	0	26	3	0	2	0	5	31	545	
03:30 PM	6	231	4	0	241	4	284	1	8	297	538	7	0	19	0	26	1	0	2	0	3	29	567	
03:45 PM	12	212	0	0	224	4	304	0	8	316	540	6	1	22	0	29	0	0	7	0	7	36	576	
<b>TOTAL</b>	<b>33</b>	<b>874</b>	<b>11</b>	<b>0</b>	<b>918</b>	<b>15</b>	<b>1,134</b>	<b>8</b>	<b>31</b>	<b>1,188</b>	<b>2,106</b>	<b>31</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>108</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>19</b>	<b>127</b>	<b>2,233</b>	
04:00 PM	3	203	1	0	207	3	339	2	4	348	555	7	0	19	0	26	0	0	4	0	4	30	585	
04:15 PM	13	202	1	0	216	9	337	1	1	348	564	6	0	13	0	19	1	0	7	0	8	27	591	
04:30 PM	8	246	2	0	256	3	306	3	2	314	570	8	0	24	0	32	2	0	7	0	9	41	611	
04:45 PM	11	226	2	0	239	9	331	1	5	346	585	3	0	25	0	28	2	0	1	0	3	31	616	
<b>TOTAL</b>	<b>35</b>	<b>877</b>	<b>6</b>	<b>0</b>	<b>918</b>	<b>24</b>	<b>1,313</b>	<b>7</b>	<b>12</b>	<b>1,356</b>	<b>2,274</b>	<b>24</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>105</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>24</b>	<b>129</b>	<b>2,403</b>	
05:00 PM	12	203	0	1	216	4	325	1	6	336	552	15	2	23	0	40	2	0	1	0	3	43	595	
05:15 PM	14	230	2	0	246	9	321	0	6	336	582	2	1	21	0	24	1	0	5	0	6	30	612	
05:30 PM	11	223	0	0	234	7	317	0	5	329	563	3	0	22	0	25	1	0	6	0	7	32	595	
05:45 PM	6	219	0	0	225	5	344	1	2	352	577	2	0	22	0	24	1	0	1	0	2	26	603	
<b>TOTAL</b>	<b>43</b>	<b>875</b>	<b>2</b>	<b>1</b>	<b>921</b>	<b>25</b>	<b>1,307</b>	<b>2</b>	<b>19</b>	<b>1,353</b>	<b>2,274</b>	<b>22</b>	<b>3</b>	<b>88</b>	<b>0</b>	<b>113</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>131</b>	<b>2,405</b>	
<b>AM Peak</b> 07:15 AM to 08:15 AM	<b>51</b>	<b>1,394</b>	<b>4</b>	<b>0</b>	<b>1,449</b>	<b>6</b>	<b>556</b>	<b>38</b>	<b>2</b>	<b>602</b>	<b>2,051</b>	<b>21</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>2,122</b>	<b>Peak Hour Factor: 0.954</b>
<b>Midday Peak</b> 02:45 PM to 03:45 PM	<b>31</b>	<b>875</b>	<b>12</b>	<b>0</b>	<b>918</b>	<b>13</b>	<b>1,091</b>	<b>13</b>	<b>29</b>	<b>1,146</b>	<b>2,064</b>	<b>37</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>103</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>20</b>	<b>123</b>	<b>2,187</b>	<b>Peak Hour Factor: 0.964</b>
<b>PM Peak</b> 04:30 PM to 05:30 PM	<b>45</b>	<b>905</b>	<b>6</b>	<b>1</b>	<b>957</b>	<b>25</b>	<b>1,283</b>	<b>5</b>	<b>19</b>	<b>1,332</b>	<b>2,289</b>	<b>28</b>	<b>3</b>	<b>93</b>	<b>0</b>	<b>124</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>145</b>	<b>2,434</b>	<b>Peak Hour Factor: 0.988</b>

**Southbound**

	PM MID AM	5 13 38	1,283 1,091 556	25 13 6	19 29 2
←					
↓					
→					

**Eastbound**

	AM MID PM	20 8 0	12 8 0	14 7 0	0 0 0
←					
↓					
→					

**Northbound**

	AM MID PM	0 31 45	51 875 905	4 12 6	1,394 875 905
←					
↓					
→					

**Westbound**

	AM MID PM	0 0 0	0 8 0	0 7 0	0 0 0
←					
↓					
→					

North





FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buena Ventura Bv & Lakepoint Cir  
DATE 8/28/2019

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buena Ventura Bv

SB ST NAME

	7-8	8-9			11-12	12-1			2-3	3-4	4-5	5-6					Total
	0	0			2	0			2	0	0	0					4
	0	0			0	1			0	0	0	0					1
	0	0			2	1			2	0	0	0					5



Lakepoint Cir

EB ST NAME

	7-8	8-9			11-12	12-1			2-3	3-4	4-5	5-6					Total
	2	1			1	3			2	0	2						10
	1	2			1	3			2	0	2						5
	1	1			2				1	0	1						15
	0	1			1				0	0	1						5
	2	0			2				2	0	2						10
	2	0			2				2	0	2						10
	1	0			1				1	0	1						5
	1	0			1				1	0	1						5
	10	5			15				10	5	15						30

Lakepoint Cir

WB ST NAME

	7-8	8-9			11-12	12-1			2-3	3-4	4-5	5-6					Total
	1	0			1	1			1	0	1						5
	0	0			0	0			0	0	0						0
	0	1			1				0	1							3
	0	0			0	0			0	0	0						0
	1	0			1				1	0	1						5
	0	0			0	0			0	0	0						0
	0	0			0	0			0	0	0						0
	3	0			3				3	0	3						6
	5	1			6				5	1	6						12

Buena Ventura Bv

NB ST NAME

	7-8	8-9			11-12	12-1			2-3	3-4	4-5	5-6					Total
	0	0			0	0			0	0	0	0					0
	0	0			1	0			0	0	0	0					1
	0	0			1	0			0	0	0	0					1

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv & Lakepoint Cir  
DATE 8/28/2019

COUNTY Osceola

REMARKS \_\_\_\_\_

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					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



Lakepoint Cir

EB ST NAME

7-8	8-9		
2	0	2	4
0	0	0	0
11-12	0	2	2
12-1	0	1	1
2-3	2	0	2
3-4	0	0	0
4-5	1	2	3
5-6	2	3	5
Total	7	10	17

Lakepoint Cir

WB ST NAME

7-8	8-9		
0	0	0	0
0	0	0	0
11-12	0	0	0
12-1	0	0	0
2-3	1	0	1
3-4	0	0	0
4-5	0	0	0
5-6	1	0	1
Total	2	0	2

Buenaventura Bv

NB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					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: August 28, 2019 (Wednesday)

CITY: Buena Ventura Lakes

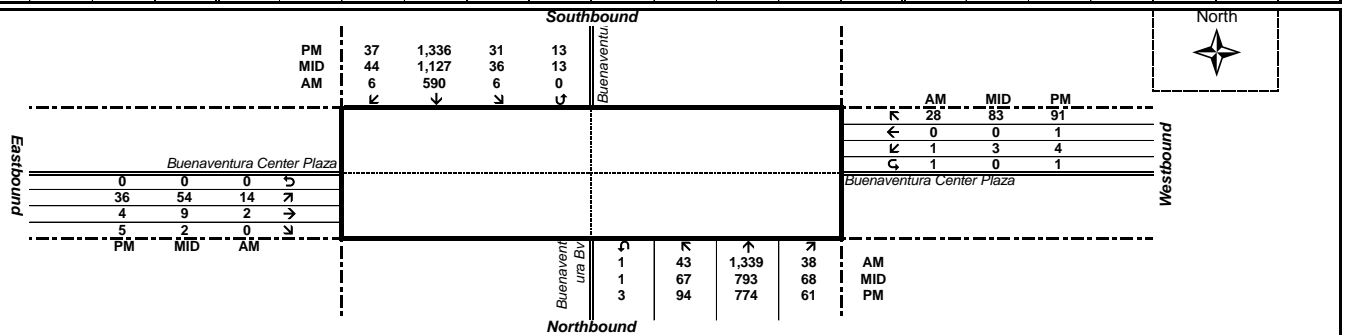
LATITUDE: 0

LOCATION: Buenaventura Bv & Buenaventura Center Plaza

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv NORTHBOUND					Buenaventura Bv SOUTHBOUND					N/S TOTAL	Buenaventura Center Plaza EASTBOUND					Buenaventura Center Plaza 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	7	337	2	0	346	0	121	0	0	121	467	5	0	0	0	5	0	1	3	0	4	9	476	
07:15 AM	10	334	9	0	353	1	131	0	0	132	485	3	0	0	0	3	1	0	4	0	5	8	493	
07:30 AM	12	347	8	1	368	2	157	2	0	161	529	2	0	0	0	2	0	0	5	0	5	7	536	
07:45 AM	16	319	11	0	346	3	168	1	0	172	518	5	0	0	0	5	0	0	13	0	13	18	536	
<b>TOTAL</b>	<b>45</b>	<b>1,337</b>	<b>30</b>	<b>1</b>	<b>1,413</b>	<b>6</b>	<b>577</b>	<b>3</b>	<b>0</b>	<b>586</b>	<b>1,999</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>2,041</b>	
08:00 AM	5	339	10	0	354	0	134	3	0	137	491	4	2	0	0	6	0	0	6	1	7	13	504	
08:15 AM	23	306	9	0	338	2	118	5	0	125	463	2	1	0	0	3	0	0	6	0	6	9	472	
08:30 AM	20	296	9	0	325	2	138	11	1	152	477	6	1	0	0	7	0	0	17	1	18	25	502	
08:45 AM	23	258	17	1	299	3	151	5	1	160	459	9	1	0	0	10	0	0	10	0	10	20	479	
<b>TOTAL</b>	<b>71</b>	<b>1,199</b>	<b>45</b>	<b>1</b>	<b>1,316</b>	<b>7</b>	<b>541</b>	<b>24</b>	<b>2</b>	<b>574</b>	<b>1,890</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>41</b>	<b>67</b>	<b>1,957</b>	
11:00 AM	15	183	13	0	211	8	189	9	8	214	425	11	0	1	0	12	1	0	26	1	28	40	465	
11:15 AM	19	211	16	0	246	10	160	5	2	177	423	15	0	0	0	15	1	0	24	0	25	40	463	
11:30 AM	18	204	7	0	229	9	175	9	1	194	423	12	1	1	0	14	2	2	22	0	26	40	463	
11:45 AM	19	191	19	0	229	4	162	5	4	175	404	14	1	0	0	15	2	0	20	0	22	37	441	
<b>TOTAL</b>	<b>71</b>	<b>789</b>	<b>55</b>	<b>0</b>	<b>915</b>	<b>31</b>	<b>686</b>	<b>28</b>	<b>15</b>	<b>760</b>	<b>1,675</b>	<b>52</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>2</b>	<b>92</b>	<b>1</b>	<b>101</b>	<b>157</b>	<b>1,832</b>	
12:00 PM	16	175	7	0	198	12	199	9	6	226	424	13	3	0	0	16	0	0	19	0	19	35	459	
12:15 PM	21	180	11	1	213	10	216	7	4	237	450	13	0	0	0	13	1	0	12	0	13	26	476	
12:30 PM	17	190	11	0	218	4	215	6	1	226	444	9	2	2	0	13	1	1	20	0	22	35	479	
12:45 PM	17	161	13	0	191	10	211	15	4	240	431	8	2	0	0	10	1	2	18	0	21	31	462	
<b>TOTAL</b>	<b>71</b>	<b>706</b>	<b>42</b>	<b>1</b>	<b>820</b>	<b>36</b>	<b>841</b>	<b>37</b>	<b>15</b>	<b>929</b>	<b>1,749</b>	<b>43</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>0</b>	<b>75</b>	<b>127</b>	<b>1,876</b>	
02:00 PM	21	175	16	0	212	8	209	10	5	232	444	16	1	1	0	18	2	1	13	0	16	34	478	
02:15 PM	15	220	11	0	246	5	266	12	0	283	529	12	4	0	0	16	1	0	23	0	24	40	569	
02:30 PM	13	218	16	0	247	9	265	10	5	289	536	11	1	0	0	12	1	1	23	0	25	37	573	
02:45 PM	16	195	15	0	226	10	270	5	2	287	513	9	2	1	0	12	2	0	16	0	18	30	543	
<b>TOTAL</b>	<b>65</b>	<b>808</b>	<b>58</b>	<b>0</b>	<b>931</b>	<b>32</b>	<b>1,010</b>	<b>37</b>	<b>12</b>	<b>1,091</b>	<b>2,022</b>	<b>48</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>6</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>83</b>	<b>141</b>	<b>2,163</b>	
03:00 PM	15	202	16	0	233	7	281	15	4	307	540	14	2	1	0	17	0	0	26	0	26	43	583	
03:15 PM	17	195	17	1	230	14	283	18	2	317	547	13	1	0	0	14	0	0	23	0	23	37	584	
03:30 PM	19	201	20	0	240	5	293	6	5	309	549	18	4	0	0	22	1	0	18	0	19	41	590	
03:45 PM	20	193	12	0	225	5	309	9	6	329	554	15	1	3	0	19	2	0	22	0	24	43	597	
<b>TOTAL</b>	<b>71</b>	<b>791</b>	<b>65</b>	<b>1</b>	<b>928</b>	<b>31</b>	<b>1,166</b>	<b>48</b>	<b>17</b>	<b>1,262</b>	<b>2,190</b>	<b>60</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>92</b>	<b>164</b>	<b>2,354</b>	
04:00 PM	17	178	16	0	211	8	345	13	8	374	585	18	0	0	0	18	1	1	24	0	26	44	629	
04:15 PM	19	188	14	0	221	6	342	7	2	357	578	15	3	1	0	19	1	0	21	0	22	41	619	
04:30 PM	17	206	17	0	240	16	308	10	4	338	578	12	0	0	0	12	0	0	18	0	18	30	608	
04:45 PM	24	199	6	0	229	7	345	9	3	364	593	13	0	0	0	13	1	1	24	0	26	39	632	
<b>TOTAL</b>	<b>77</b>	<b>771</b>	<b>53</b>	<b>0</b>	<b>901</b>	<b>37</b>	<b>1,340</b>	<b>39</b>	<b>17</b>	<b>1,433</b>	<b>2,334</b>	<b>58</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>3</b>	<b>2</b>	<b>87</b>	<b>0</b>	<b>92</b>	<b>154</b>	<b>2,488</b>	
05:00 PM	24	191	23	0	238	8	336	11	3	358	596	7	2	0	0	9	1	0	19	0	20	29	625	
05:15 PM	13	200	16	2	231	6	333	8	1	348	579	5	1	3	0	9	0	0	27	0	27	36	615	
05:30 PM	33	184	16	1	234	10	322	9	6	347	581	11	1	2	0	14	2	0	21	1	24	38	619	
05:45 PM	16	182	12	0	210	5	351	5	6	367	577	11	3	0	0	14	0	0	22	0	22	36	613	
<b>TOTAL</b>	<b>86</b>	<b>757</b>	<b>67</b>	<b>3</b>	<b>913</b>	<b>29</b>	<b>1,342</b>	<b>33</b>	<b>16</b>	<b>1,420</b>	<b>2,333</b>	<b>34</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>1</b>	<b>93</b>	<b>139</b>	<b>2,472</b>	
<b>AM Peak</b> 07:15 AM to 08:15 AM	<b>43</b>	<b>1,339</b>	<b>38</b>	<b>1</b>	<b>1,421</b>	<b>6</b>	<b>590</b>	<b>6</b>	<b>0</b>	<b>602</b>	<b>2,023</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>30</b>	<b>46</b>	<b>2,069</b>	<b>Peak Hour Factor: 0.965</b>
<b>Midday Peak</b> 02:45 PM to 03:45 PM	<b>67</b>	<b>793</b>	<b>68</b>	<b>1</b>	<b>929</b>	<b>36</b>	<b>1,127</b>	<b>44</b>	<b>13</b>	<b>1,220</b>	<b>2,149</b>	<b>54</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>86</b>	<b>151</b>	<b>2,300</b>	<b>Peak Hour Factor: 0.975</b>
<b>PM Peak</b> 04:45 PM to 05:45 PM	<b>94</b>	<b>774</b>	<b>61</b>	<b>3</b>	<b>932</b>	<b>31</b>	<b>1,336</b>	<b>37</b>	<b>13</b>	<b>1,417</b>	<b>2,349</b>	<b>36</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>4</b>	<b>1</b>	<b>91</b>	<b>1</b>	<b>97</b>	<b>142</b>	<b>2,491</b>	<b>Peak Hour Factor: 0.985</b>





FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buena Ventura Bv & Buena Ventura Center Plaza  
DATE 8/28/2019

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buena Ventura Bv  
SB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					Total
	0	1			1	1		2	0	0	0					5
	0	0			0	0		0	0	0	0					0
	0	1			1	1		2	0	0	0					5



Buena Ventura Center Plaza

EB ST NAME

	7-8	8-9		
7-8	1	2	3	
8-9	0	0	0	
11-12	0	2	2	
12-1	0	1	1	
2-3	1	0	1	
3-4	0	1	1	
4-5	0	0	0	
5-6	2	1	3	
Total	4	7	11	

Buena Ventura Center Plaza

WB ST NAME

	7-8	8-9		
7-8	0	0	0	
8-9	0	0	0	
11-12	1	0	1	
12-1	0	0	0	
2-3	0	0	0	
3-4	2	1	3	
4-5	0	0	0	
5-6	0	2	2	
Total	3	3	6	

Buena Ventura Bv

NB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					Total
	0	0			1	0		1	0	0	2					4
	0	0			0	0		0	1	0	0					1
	0	0			1	0		1	1	0	2					5



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv & Buenaventura Center Plaza  
DATE 8/28/2019

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv  
SB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					Total
	0	0			0	0		0	0	0	1					1
	0	0			0	0		0	0	0	0					0
	0	0			0	0		0	0	0	1					1



Buenaventura Center Plaza  
EB ST NAME

7-8	8-9		
1	0	1	2
0	0	0	0
11-12	0	0	0
12-1	0	0	0
2-3	0	0	0
3-4	2	0	2
4-5	1	2	3
5-6	0	0	0
Total	4	3	7

7-8	8-9		
0	0	0	0
0	0	0	0
11-12	0	0	0
12-1	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Buenaventura Center Plaza

WB ST NAME

Buenaventura Bv  
NB ST NAME

	7-8	8-9			11-12	12-1		2-3	3-4	4-5	5-6					Total
	0	0			0	0		0	0	0	0					0
	0	1			0	0		0	1	1	0					3
	0	1			0	0		0	1	1	0					3

**15 MINUTE TURNING MOVEMENT COUNTS**

*(Cars and Trucks)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake

LATITUDE: 0

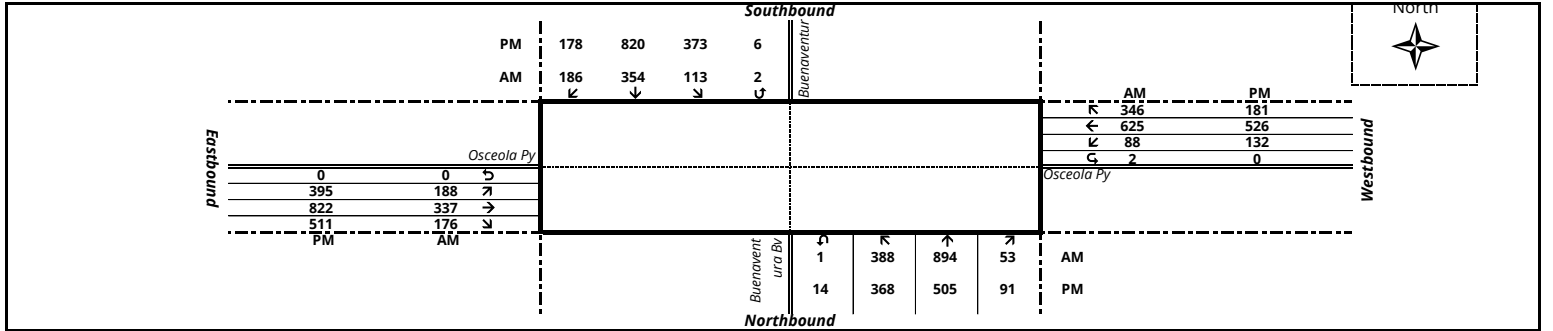
LOCATION: Buenaventura Bv & Osceola Py

COUNTY: Osceola County

LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S	Osceola Py					Osceola Py					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						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	TOTAL
07:00 AM	91	250	5	0	346	21	64	40	2	127	473	41	65	30	0	136	17	142	97	0	256	392	865
07:15 AM	106	246	11	0	363	25	83	42	1	151	514	38	88	36	0	162	16	182	96	0	294	456	970
07:30 AM	122	248	12	0	382	28	105	55	0	188	570	41	77	45	0	163	27	190	103	2	322	485	1,055
07:45 AM	78	191	19	0	288	30	77	44	0	151	439	53	83	48	0	184	24	118	79	0	221	405	844
<b>TOTAL</b>	397	935	47	0	1,379	104	329	181	3	617	1,996	173	313	159	0	645	84	632	375	2	1,093	1,738	3,734
08:00 AM	82	209	11	1	303	30	89	45	1	165	468	56	89	47	0	192	21	135	68	0	224	416	884
08:15 AM	94	203	16	2	315	20	77	47	0	144	459	48	72	58	0	178	16	145	86	0	247	425	884
08:30 AM	96	137	10	0	243	25	112	61	0	198	441	55	75	30	0	160	22	170	57	0	249	409	850
08:45 AM	101	135	11	0	247	34	91	51	0	176	423	43	87	58	0	188	21	98	76	0	195	383	806
<b>TOTAL</b>	373	684	48	3	1,108	109	369	204	1	683	1,791	202	323	193	0	718	80	548	287	0	915	1,633	3,424
04:00 PM	82	121	18	4	225	78	203	64	1	346	571	79	156	129	0	364	28	147	53	0	228	592	1,163
04:15 PM	106	124	20	2	252	94	198	53	1	346	598	66	178	121	0	365	29	98	41	0	168	533	1,131
04:30 PM	96	114	21	3	234	96	183	61	1	341	575	93	162	122	0	377	24	126	35	0	185	562	1,137
04:45 PM	95	118	22	5	240	101	211	43	1	356	596	110	190	117	0	417	31	130	39	0	200	617	1,213
<b>TOTAL</b>	379	477	81	14	951	369	795	221	4	1,389	2,340	348	686	489	0	1,523	112	501	168	0	781	2,304	4,644
05:00 PM	102	119	23	0	244	101	218	49	2	370	614	90	191	145	0	426	34	139	50	0	223	649	1,263
05:15 PM	82	125	21	4	232	82	226	40	2	350	582	102	217	122	0	441	37	126	46	0	209	650	1,232
05:30 PM	89	143	25	5	262	89	165	46	1	301	563	93	224	127	0	444	30	131	46	0	207	651	1,214
05:45 PM	63	120	10	3	196	109	218	33	1	361	557	103	199	151	0	453	27	106	32	0	165	618	1,175
<b>TOTAL</b>	336	507	79	12	934	381	827	168	6	1,382	2,316	388	831	545	0	1,764	128	502	174	0	804	2,568	4,884

<b>AM Peak</b>															Peak Hour Factor: 0.889								
07:15 AM to 08:15 AM	388	894	53	1	1,336	113	354	186	2	655	1,991	188	337	176	0	701	88	625	346	2	1,061	1,762	3,753
<b>PM Peak</b>															Peak Hour Factor: 0.974								
04:45 PM to 05:45 PM	368	505	91	14	978	373	820	178	6	1,377	2,355	395	822	511	0	1,728	132	526	181	0	839	2,567	4,922



**15 MINUTE TURNING MOVEMENT COUNTS**

*(Trucks Only)*

DATE: May 22, 2019 (Wednesday)

CITY: Buena Ventura Lake      LATITUDE: 0

LOCATION: Buenaventura Bv & Osceola Py

COUNTY: Osceola County      LONGITUDE: 0

TIME BEGIN	Buenaventura Bv					Buenaventura Bv					N/S TOTAL	Osceola Py					Osceola Py					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	2	0	0	2	0	0	0	0	0	2	1	1	1	0	3	0	3	1	0	4	7	9
07:15 AM	1	1	0	0	2	0	1	0	0	1	3	1	5	0	0	6	0	1	0	0	1	7	10
07:30 AM	1	2	1	0	4	0	1	0	0	1	5	2	2	0	0	4	2	3	1	0	6	10	15
07:45 AM	1	2	1	0	4	0	1	0	0	1	5	1	5	0	0	6	0	1	0	0	1	7	12
<b>TOTAL</b>	3	7	2	0	12	0	3	0	0	3	15	5	13	1	0	19	2	8	2	0	12	31	46
08:00 AM	2	1	0	0	3	1	2	0	0	3	6	0	1	0	0	1	0	1	0	0	1	2	8
08:15 AM	2	0	0	0	2	1	2	0	0	3	5	1	1	1	0	3	2	2	0	0	4	7	12
08:30 AM	0	1	0	0	1	0	1	0	0	1	2	0	1	0	0	1	0	1	1	0	2	3	5
08:45 AM	1	0	0	0	1	0	1	0	0	1	2	0	0	1	0	1	0	0	0	0	0	1	3
<b>TOTAL</b>	5	2	0	0	7	2	6	0	0	8	15	1	3	2	0	6	2	4	1	0	7	13	28
04:00 PM	2	0	0	0	2	2	1	0	0	3	5	1	2	0	0	3	0	2	0	0	2	5	10
04:15 PM	0	1	1	0	2	0	0	0	0	0	2	0	5	2	0	7	0	2	0	0	2	9	11
04:30 PM	3	1	1	0	5	0	2	0	0	2	7	0	2	1	0	3	0	0	0	0	0	3	10
04:45 PM	1	1	1	0	3	0	0	0	0	0	3	0	1	0	0	1	0	0	0	0	0	1	4
<b>TOTAL</b>	6	3	3	0	12	2	3	0	0	5	17	1	10	3	0	14	0	4	0	0	4	18	35
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	2	3
05:15 PM	1	0	0	0	1	0	1	0	0	1	2	0	2	0	0	2	0	0	0	0	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	1	0	0	2	0	2	0	0	2	4	0	1	0	0	1	0	0	0	0	0	1	5
<b>TOTAL</b>	2	2	0	0	4	0	3	0	0	3	7	0	5	0	0	5	0	0	0	0	0	5	12
<b>AM Peak</b>																							
07:15 AM to 08:15 AM	5	6	2	0	13	1	5	0	0	6	19	4	13	0	0	17	2	6	1	0	9	26	45
<b>PM Peak</b>																							
04:45 PM to 05:45 PM	2	2	1	0	5	0	1	0	0	1	6	0	5	0	0	5	0	0	0	0	0	5	11

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0

CITY Buena Ventura Lakes

COUNTY Osceola

STATE ROUTE

INTERSECTING ROUTE Buenaventura Bv @ Osceola Py

OBSERVER

DATE

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv

SB ST NAME

7-8	8-9								4-5	5-6					Total
0	1								0	0					1
0	1								2	0					3
0	2								2	0					4



Osceola Py  
EB ST NAME

7-8			
0	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Osceola Py  
WB ST NAME

7-8			
0	0	0	0
8-9	0	0	0
4-5	0	0	0
5-6	0	0	0
Total	0	0	0

Buenaventura Bv

NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								3	2					5
0	0								0	5					5
0	0								3	7					10

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0  
STATE ROUTE  
OBSERVER

CITY Buena Ventura Lakes  
INTERSECTING ROUTE Buenaventura Bv @ Osceola Py  
DATE

COUNTY Osceola

REMARKS

FORM COMPLETED BY CM

Buenaventura Bv  
SB ST NAME

7-8	8-9								4-5	5-6					Total
2	0								0	1					3
0	0								0	0					0
2	0								0	1					3



Osceola Py  
EB ST NAME

7-8	8-9		
0	1	1	1
0	0	1	1
4-5	1	0	1
5-6	0	0	0
Total	1	2	3

7-8	8-9		
0	0	0	0
0	0	0	0
4-5	0	0	0
5-6	0	1	1
Total	0	1	1

Osceola Py  
WB ST NAME

Buenaventura Bv  
NB ST NAME

7-8	8-9								4-5	5-6					Total
0	0								0	1					1
0	0								0	1					1
0	0								0	2					2

**FLORIDA DEPARTMENT OF TRANSPORTATION  
VEHICLE SPOT SPEED STUDY**

LOCATION ID: <u>1</u>	SECTION:
LOCATION: <u>N28.3315, W81.3525</u>	City: _____ MP: _____
SPEED LIMIT (MPH): <u>35</u>	Weather: Sunny County: Lake
DATE: <u>03/12/19</u>	Time From: 8:00 AM To: 9:30 AM
OBSERVER: <u>Dave M</u>	
REMARKS: <u>Buenaventura Blvd Between Rider Circle and Trotters Circle</u>	

Northbound		SPEED MPH	Southbound		Both Directions	
Cumulative Total	TOTAL		TOTAL	Cumulative Total	TOTAL	CUM TOTAL
		55	1	104	1	207
		54				
		53				
		52				
		51	1	103	1	206
		50	3	102	3	205
103	1	49	2	99	3	202
102	3	48	1	97	4	199
99	2	47	5	96	7	195
97	6	46	10	91	16	188
91	8	45	6	81	14	172
83	7	44	9	75	16	158
76	8	43	12	66	20	142
68	8	42	10	54	18	122
60	10	41	6	44	16	104
50	13	40	11	38	24	88
37	11	39	8	27	19	64
26	11	38	6	19	17	45
15	5	37	3	13	8	28
10	3	36	5	10	8	20
7	7	35	4	5	11	12
		34	1	1	1	1
		33				
		32				
		31				
		30				
		29				
		28				
		27				
		26				
		25				
		24				
		23				
		22				
		21				
		20				
		19				
		18				
		17				
		16				
		15				
	103	TOTALS	104		207	
Northbound	<b>Speed Data Summary</b>		Southbound		BOTH	
<i>44.6</i>	85th Percentile Speed (mph)		<i>45.7</i>		<i>45.2</i>	
<i>40.2</i>	50th Percentile Speed (mph)		<i>41.8</i>		<i>41.0</i>	
<i>37-46</i>	10 mph PACE		<i>38-47</i>		<i>37-46</i>	

## FLORIDA DEPARTMENT OF TRANSPORTATION VEHICLE SPOT SPEED STUDY

LOCATION ID: <u>2</u>	SECTION: _____	City: _____	MP: _____
LOCATION: <u>N28.3407, W81.3623</u>	Weather: <u>Sunny</u>	County: <u>Lake</u>	
SPEED LIMIT (MPH): <u>40</u>	DATE: <u>03/12/19</u>	Time From: <u>9:30 AM</u>	To: <u>11:00 AM</u>
OBSERVER: <u>Dave M</u>			
REMARKS: <u>Buenaventura Blvd Between Competition Dr and Lakepoint Circle</u>			

Northbound		SPEED MPH	Southbound		Both Directions	
Cumulative Total	TOTAL		TOTAL	Cumulative Total	TOTAL	CUM TOTAL
		60				
		59				
		58				
		57				
		56				
104	1	55			1	210
	0	54				
103	2	53			2	209
101	1	52	2	106	3	207
100	2	51	2	104	4	204
98	5	50	5	102	10	200
93	7	49	6	97	13	190
86	7	48	5	91	12	177
79	9	47	8	86	17	165
70	9	46	11	78	20	148
61	12	45	12	67	24	128
49	7	44	12	55	19	104
42	12	43	10	43	22	85
30	8	42	10	33	18	63
22	10	41	9	23	19	45
12	8	40	7	14	15	26
4	3	39	5	7	8	11
1	1	38	2	2	3	3
		37				
		36				
		35				
		34				
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		20				
	104	TOTALS	106		210	
Northbound	<b>Speed Data Summary</b>		Southbound		BOTH	
<i>48.3</i>	85th Percentile Speed (mph)		<i>47.8</i>		<i>48.1</i>	
<i>44.3</i>	50th Percentile Speed (mph)		<i>43.8</i>		<i>44.0</i>	
<i>40-49</i>	10 mph PACE		<i>40-49</i>		<i>40-49</i>	



## CMF / CRF Details

**CMF ID: 1410**

**Add 3-inch yellow retroreflective sheeting to signal backplates**

**Description:**

**Prior Condition:** *No Prior Condition(s)*

**Category:** Intersection traffic control

**Study:** [Safety Impact of Increased Traffic Signal Backboards Conspicuity, Sayed et al., 2005](#)

**Star Quality Rating:**



[\[View score details\]](#)

### Crash Modification Factor (CMF)

**Value:** 0.85

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.005

### Crash Reduction Factor (CRF)

**Value:** 15 (*This value indicates a **decrease** in crashes*)

**Adjusted Standard Error:**



<b>Unadjusted Standard Error:</b>	0.5
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### Applicability

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	
<b>Area Type:</b>	Urban
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	Signalized
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

### Development Details

<b>Date Range of Data Used:</b>	
<b>Municipality:</b>	
<b>State:</b>	

<b>Country:</b>	
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	Sites
<b>Before Sample Size Used:</b>	17 Sites
<b>After Sample Size Used:</b>	17 Sites

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Dec-01-2009
<b>Comments:</b>	

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## CMF / CRF Details

**CMF ID: 7690**

**Change from protected only to flashing yellow arrow protected/permissive left turn with time of day operation**

**Description: Change from protected only to FYA - protected/permissive left turn with time of day operation**

**Prior Condition: Protected phasing**

**Category: Intersection traffic control**

**Study: [Safety Effectiveness of Flashing Yellow Arrow: Evaluation of 222 Signalized Intersections in North Carolina, Simpson and Troy, 2015](#)**

**Star Quality Rating:**



[\[View score details\]](#)

### Crash Modification Factor (CMF)

**Value:** 0.901

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.048

### Crash Reduction Factor (CRF)

**Value:** 9.9 (This value indicates a **decrease** in crashes)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	4.8

### Applicability

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	35-45
<b>Area Type:</b>	Not specified
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	4-leg
<b>Traffic Control:</b>	Signalized
<b>Major Road Traffic Volume:</b>	19000 to 41000 Annual Average Daily Traffic (AADT)
<b>Minor Road Traffic Volume:</b>	3000 to 32000 Annual Average Daily Traffic (AADT)

### Development Details

<b>Date Range of Data Used:</b>	2003 to 2013
<b>Municipality:</b>	

<b>State:</b>	NC
<b>Country:</b>	
<b>Type of Methodology Used:</b>	Other before/after
<b>Sample Size Used:</b>	

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Nov-01-2015
<b>Comments:</b>	

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Project Name	Buenaventura Boulevard
Project Category	Long-Term Improvements
Current Year	2020
Project Completion	2021
Project Life	20
Project Ends	2040
Discount Rate	0.04

Project Description		
Correct superelevation, reduce lane widths, modify signals and close/directionalize medians.		
<b>NPV</b>		
<b>\$1,516,318</b>		

Costs / Benefits			
Year #	Calendar Year	Estimated Cost	Estimated Benefits
0	2020	\$1,819,513	\$0
1	2021	\$0	\$245,456
2	2022	\$0	\$245,456
3	2023	\$0	\$245,456
4	2024	\$0	\$245,456
5	2025	\$0	\$245,456
6	2026	\$0	\$245,456
7	2027	\$0	\$245,456
8	2028	\$0	\$245,456
9	2029	\$0	\$245,456
10	2030	\$0	\$245,456
11	2031	\$0	\$245,456
12	2032	\$0	\$245,456
13	2033	\$0	\$245,456
14	2034	\$0	\$245,456
15	2035	\$0	\$245,456
16	2036	\$0	\$245,456
17	2037	\$0	\$245,456
18	2038	\$0	\$245,456
19	2039	\$0	\$245,456
20	2040	\$0	\$245,456

Calculation		
Discount Factor	Discounted Cost	Discounted Benefits
1.000	(\$1,819,513)	\$0
0.962	\$0	\$236,016
0.925	\$0	\$226,938
0.889	\$0	\$218,210
0.855	\$0	\$209,817
0.822	\$0	\$201,747
0.790	\$0	\$193,988
0.760	\$0	\$186,527
0.731	\$0	\$179,352
0.703	\$0	\$172,454
0.676	\$0	\$165,821
0.650	\$0	\$159,444
0.625	\$0	\$153,311
0.601	\$0	\$147,415
0.577	\$0	\$141,745
0.555	\$0	\$136,293
0.534	\$0	\$131,051
0.513	\$0	\$126,011
0.494	\$0	\$121,164
0.475	\$0	\$116,504
0.456	\$0	\$112,023